NOTICE OF COMPLETION
of the
FINAL ENVIRONMENTAL IMPACT STATEMENT
for the
KINGSBRIDGE ARMORY REDEVELOPMENT

Lead Agency:	The Office of the Deputy Mayor for Housing, Economic Development, and Workforce (DMHEDW)
CEQR No.:	25DME006X
ULURP Nos.:	N250296ZRX, C250293PPX, C250294ZMX, C250295ZSX, C250292ZSX
SEQRA Classification:	Type I
Date Issued:	September 5, 2025
Location:	The Kingsbridge Armory Site at 1 West Kingsbridge Road (Block 3247, Lot 10), an approximately 245,600-square-foot (sf) parcel with frontages on West Kingsbridge Road to the south, Reservoir Avenue to the west, and Jerome Avenue to the east and the New York National Guard Site (the "National Guard Site"), an approximately 50,500-sf parcel at 10 West 195th Street (Block 3247, Lot 2) (collectively, the "Project Site") in the Kingsbridge Heights neighborhood. Community District 7, Borough of Bronx

Pursuant to City Environmental Quality Review, Mayoral Executive Order 91 of 1977, as amended, and the City Environmental Quality Review Rules of Procedure found at Title 62, Chapter 5 of the Rules of the City of New York (CEQR), and the State Environmental Quality Review Act, Article 8 of the New York State Environmental Conservation Law and its implementing regulations found at Part 617 of 6NYCRR (SEQRA), a Final Environmental Impact Statement (FEIS) has been prepared for the actions described below. The FEIS is available electronically for public inspection on the website provided at the end of this notice.

The proposal involves discretionary actions by the City Planning Commission and Council of the City of New York pursuant to Uniform Land Use Review Procedures (ULURP).

A. INTRODUCTION

The Co-applicants, New York City Economic Development Corporation (NYCEDC), 8th Regiment Partners, LLC, and the New York City Department of Citywide Administrative Services (DCAS) are leading a collaborative process to reuse and redevelop a portion of Block 3247 in the Kingsbridge Heights neighborhood of the Bronx, NY (the "Proposed Project"). That portion includes the Kingsbridge Armory Site (the "Armory Site") at 1 West Kingsbridge Road (Block 3247, Lot 10), which is occupied by the Kingsbridge Armory (the

"Armory") and currently owned by the City of New York (the "City"), and the New York National Guard ("National Guard") Site (the "National Guard Site") at 10 West 195th Street (Block 3247, Lot 2) (collectively, the "Project Site"). The Project Site occupies the portion of Block 3247 that is bounded by West 195th Street, Reservoir Avenue, West Kingsbridge Road, and Jerome Avenue.

The Proposed Project, Kingsbridge Armory Redevelopment, would be facilitated by City and State funding, which are discretionary actions subject to the State Environmental Quality Review Act (SEQRA), City Environmental Quality Review (CEQR), and the Uniform Land Use Review Procedure (ULURP). In addition, the Proposed Project is seeking Federally-appropriated Community Project Funding administered by the U.S. Department of Housing and Urban Development (HUD). A Nationwide Categorical Exclusion (CatEx) was completed in accordance with the National Environmental Policy Act (NEPA), with HUD serving as the lead Federal agency. The Office of the Deputy Mayor for Housing, Economic Development, and Workforce (DMHEDW) is acting as the lead agency for the environmental review and New York State's Department of Military and Naval Affairs (DMNA) is serving as an involved agency.

The Proposed Project includes the adaptive reuse of the vacant, approximately 588,765-gross-square-foot (gsf) Armory to provide up to approximately 735,800 gsf of new uses, including a mix of community facility and cultural space, light manufacturing space, commercial office space, a 17,000-person capacity live event venue, and other entertainment uses, along with parking and loading docks. The National Guard Site would be redeveloped with a new residential building (up to approximately 494,500 gsf) containing 500 new permanently affordable dwelling units (DU) and approximately 14,400 gsf of ground floor retail, replacing a one-story garage and a two-story office building. The Proposed Project would include a total of up to approximately 1,230,300 gsf of development at the Project Site.

The Proposed Project would also create approximately 64,800 square feet (sf) of new, publicly accessible open space that would be largely concentrated in the areas southwest of the Armory along Reservoir Avenue and West Kingsbridge Road, but would also include areas along the west side of the Armory along Reservoir Avenue. The new open space would include approximately 5,100 sf that is currently within the New York City Department of Transportation (DOT) right-of-way (ROW) but is closed to vehicular traffic and functions as an informal sidewalk extension. The design and maintenance of this portion of the open space at the southwest corner of the Project Site is being developed in coordination with DOT. The new open space would provide a flexible design suitable for a variety of programming and users, such as farmers' markets, food vendors, concert patrons, and tour groups.

B. PROJECT BACKGROUND

DESCRIPTION OF THE PROJECT SITE

The Project Site comprises an approximately 245,600-square-foot (sf) parcel at 1 West Kingsbridge Road (Block 3247, Lot 10, the Armory Site) that contains the vacant Armory and an approximately 50,500-sf parcel at 10 West 195th Street (Block 3247, Lot 2) that contains the National Guard Site that includes two free-standing buildings. The Project Site is an approximately 296,100 sf parcel that occupies the southern portion of Block 3247 bounded by West 195th Street, Reservoir Avenue, West Kingsbridge Road, and Jerome Avenue in the Kingsbridge Heights neighborhood of the Bronx. A description of the Armory and National Guard Sites is provided below.

THE ARMORY SITE

The Armory occupies most of the approximately 245,600-sf Armory Site (Block 3247, Lot 10), with frontages on West Kingsbridge Road to the south, Reservoir Avenue to the west, and Jerome Avenue to the east. The Armory was designed as a medieval Romanesque-style fortress with two large, rounded towers and crenellated parapets. It was designed by architects Pilcher and Tachau and built between 1912 and 1917. It is also one of a few remaining armories in New York City and was built to house the National Guard's 258th Field Artillery (the Eighth Regiment). It is a designated New York City Landmark (NYCL)[1] that is also listed on the New York State and National Registers of Historic Places (S/NR). The Armory is one of the largest former armory buildings in the world, comprising an approximately 180,000-gsf column-free drill hall with an approximately 103-foot-tall ceiling and an approximately 20,000-gsf balcony mezzanine; an approximately 88,000-gsf headhouse; and approximately 279,000-gsf contained in two levels below the drill hall. The outdoor areas surrounding the building are within fence-enclosed areas that are not publicly accessible. They include a paved parking and loading area west of the Armory and approximately 20,000 sf of landscaped areas, including a mature tree canopy.

In addition to its military use, over the course of the 20th century, the Armory's large scale has also permitted a variety of uses, including major exhibitions, bicycle races, rodeos, and motorboat shows. In the early 1980s, the Armory was also used as a shelter for people experiencing homelessness. As part of a nationwide program of military cutbacks, the Eighth Regiment departed the Armory in 1994, and the City took ownership of the Armory on April 11, 1996. More recent temporary and short term uses for the Armory have included the storage of graffiti removal trucks as part of the "Graffiti Free NYC" program, and a set for movie, television, and commercials productions. The Armory is vacant and unused apart from these occasional temporary and short term uses.

NATIONAL GUARD SITE

The approximately 50,500-sf National Guard Site (Block 3247, Lot 2), which is adjacent to the north of the Armory Site, includes two free-standing buildings with frontage on West 195th Street that are currently used by the National Guard. The National Guard Site is owned by the City of New York and currently under the authority of the New York Division of Military Affairs. The western building is a one-story, approximately 12,000-gsf garage that was built between 1951 and 1954. The two-story, approximately 14,000-gsf eastern building was built in 1958 and contains office spaces. The buildings were constructed by the National Guard to expand the operations of the Armory. In the 1982 National Register nomination process to list the Armory, the National Guard buildings were identified as non-contributing structures to the historic significance of the Armory.

PRIOR DEVELOPMENT INITIATIVES

Prior proposed uses for the Kingsbridge Armory have included the proposed renovation and redevelopment of the Armory with a retail complex containing approximately 605,000 gsf of retail, cinema, fitness club, restaurant, and community facility uses and approximately 400 parking spaces, for which an environmental impact statement (EIS) was prepared in 2009 (CEQR #08DME004X). The 2009 project was reviewed pursuant to ULURP but was not approved by the City Council in December 2009. An EIS was prepared in 2013 (CEQR #13DME013X) for the proposed adaptive reuse of the Armory as a national ice center, containing approximately 795,000 gsf of new uses, including approximately 457 parking spaces. The 2013 project proposed the development of nine ice rinks, including a central rink with a viewing capacity of approximately 5,000 seats; related program space; concessions and retail space; and community facility space. Although an

[1] The NYCL designation includes the entire Project Site.

EIS was prepared and the project received ULURP approval, it did not move forward, largely due to financial issues.

TOGETHER FOR KINGSBRIDGE VISION PLAN

In 2023, NYCEDC launched a nine-month community engagement process in partnership with the local New York City Council Member and the Northwest Bronx Community and Clergy Coalition, who served as co-chairs of the *Together for Kingsbridge* Community Working Group (CWG). The CWG included a broad cross-section of community stakeholders, representing faith-based organizations, cultural groups, local business organizations, educational establishments, labor, and economic development organizations, as well as local elected officials at each level of government. The CWG's guidance was provided through the engagement process, shaping the project team's approach to engagement, providing feedback on outreach materials, identifying critical stakeholders, giving the CWG a platform at community events, lending volunteers for facilitation and outreach activities and, ensuring that their neighbors and communities were part of the process. The CWG met monthly between October 2022 and June 2023 to ensure that the wider community knew about the planning effort, helped to organize and attend small group discussions, and helped review and shape the *Together for Kingsbridge Vision Plan* (the "Vision Plan").

The Vision Plan, which was released in August 2023, summarizes the extensive public engagement process, focused on the future of the Armory. The engagement effort reached over 4,000 people, including participants at four public workshops, over 950 survey respondents, over 500 community members who toured the Armory, nine Community Board meetings, 16 small-group discussions, three public information sessions, and feedback from over 75 industry stakeholders. The Vision Plan outlined guiding principles for redevelopment of the Armory:

- Prioritize youth;
- Welcome older adults;
- Foster intergenerational relationships;
- Create jobs and wealth for existing workers and communities;
- Grow a regenerative local economy;
- Maximize community ownership; and
- Put The Bronx on the map.

Through the vision planning process, the community identified two general categories of "Priority Uses" for the Armory: "Potential Industries," which were envisioned as the main uses of the Armory and could transform the Armory into a sustainable economic engine for the Bronx, creating local jobs and bolstering economic activity while also generating enough revenue to offset costs for renovation and operations; and "Complementary Uses," which were envisioned to provide equitable access to services and work opportunities for Bronx communities.

Community members prioritized the following Potential Industries for the Armory:

- Film and TV;
- Sustainable manufacturing
- Emerging technologies; and
- Urban Agriculture.

Complementary Uses identified by the community included:

- Vocational training and small business incubator;
- Retail, food, and beverage uses;
- Community gathering and organizing;
- Bronx arts and culture space;
- Recreation and health; and
- Sustainable food systems.

At the release of the Vision Plan, New York City Mayor Eric Adams and New York State Governor Kathy Hochul announced an up to $200 million investment from the City and the State for the redevelopment of the Armory Site.

REQUEST FOR PROPOSALS

Shortly after the release of the Vision Plan in August 2023, NYCEDC, acting on behalf of the City, issued a Request for Proposals (RFP) for financially feasible, mixed-use proposals for the adaptive reuse, redevelopment and operation of the Project Site that achieve the "Project Goals", as outlined in the RFP, which were:

- Create a financially feasible, thriving, mixed-use development that:
  - Strikes a balance between addressing the needs of the local community and creating an economic engine for the wider area;
  - Activates the Armory and enhances its integration with the neighborhood, promoting more accessibility, transparency, and connection with the surrounding community;
  - Serves diverse users, including those from different age groups, ethnic and cultural backgrounds, and income levels; and
  - Delivers a minimum of 25,000 square feet of space to be subleased to one or more community-based organizations at discounted rates.
- Design the site to promote sustainability, energy efficiency, and carbon neutrality, while preserving the landmarked exterior.
- Responsibly develop the project by delivering a comprehensive hiring program that supports communities and creates job opportunities, including for economically disadvantaged candidates.
- Generate returns to the City through lease rent, tax, and payment in lieu of tax revenue.

The RFP indicated that appropriate uses at the site may include commercial, retail, entertainment, recreational, manufacturing, and community facilities. Also, the RFP indicated that proposed uses should expand and enhance the current mix of offerings in the area, and endeavor not to duplicate or directly compete with existing uses. The RFP encouraged respondents to reference the Vision Plan when preparing their proposals.

In addition to the up to $200 million in City and State investment mentioned above, the RFP noted that up to approximately $50 million of funds from public sources may become available for the project.

DESCRIPTION OF THE SURROUNDING AREA

The area surrounding area the Project Site is within the Kingsbridge Heights neighborhood, which contains a mix of residential and community facility uses, with local retail corridors along West and East Kingsbridge Roads and Jerome Avenue. The Jerome

Avenue retail corridor—and the elevated rail lines carrying the No. 4 subway train that span above Jerome Avenue—establishes a physical and visual boundary between East and West Kingsbridge Road.[2]

The area west of Jerome Avenue is predominantly residential, with two- and three-story houses and five- and six-story apartment buildings and the retail corridor on West Kingsbridge Road that is characterized by smaller commercial buildings. Community facilities west of Jerome Avenue include the large campuses of Lehman College, Public School (P.S.) 86, P.S. 340, and Walton High School; the Jerome Park Library; the James J. Peters Veterans Affairs (VA) Medical Center; and the Bronx campus (also known as the Harry and Jeanette Weinberg Campus) of Jewish Home Lifecare, an eldercare facility. This area also includes open space facilities—the Jerome Park Reservoir is a 94-acre reservoir that contributes to New York City's water supply system that is not publicly accessible; the Strong Street Playground; and Aqueduct Walk, a narrow strip of landscaped space located along the east side of Aqueduct Avenue West, which is the former right-of-way for the Old Croton Aqueduct. Several religious institutions are also located west of Jerome Avenue, including Bethel Community Church at 2716 Claflin Avenue and Fordham Manor Dutch Reformed Church at 2711 Reservoir Avenue (opposite the Project Site).

The area east of Jerome Avenue is also predominantly residential but with higher density five- to nine-story apartment buildings and fewer single-family homes. Higher-density residential buildings are largely concentrated around the Grand Concourse, an eight-lane boulevard that is the main north-south arterial road in the Bronx. A local retail corridor extends along East Kingsbridge Road. Community facilities east of Jerone Avenue include P.S. 246 at 2641 Grand Concourse and several churches—the Church of Jesus Christ of Latter Day Saints at 211 East Kingsbridge Road and St. James' Episcopal Church, at the intersection of Jerome Avenue and East 190th Street; and the main offices of the Northwest Bronx Community and Clergy Coalition. Two large open spaces are the 11-acre St. James Park located along Jerome Avenue between East 191st and 193rd Streets and Poe Park, a two-acre space located on the east side of the Grand Concourse between East Kingsbridge Road and East 192nd Street. The surrounding area is largely zoned with residential districts. The area west of Jerome Avenue is zoned R6, a medium density residential district that can include a diverse mix of building types and heights. The area east of Jerome Avenue is zoned R8, a high-density residential district that encourages mid-rise and high-rise apartment buildings.

The area is served by the New York City Transit (NYCT) No. 4 train line, which has a station at Jerome Avenue—the Kingsbridge Road Station—immediately east of the Project Site, as described above. The NYCT B and D line, with a station at Grand Concourse and East Kingsbridge Road, is also three blocks east of the Project Site. Metropolitan Transportation Authority (MTA) bus service is provided within the area along East/West Kingsbridge Road (Bx3, Bx9, Bx22), Jerome Avenue (Bx28, Bx32), and Grand Concourse (Bx1, Bx2, BxM4). Citibike stations are located throughout the area, including locations along Jerome and Reservoir Avenues near the Project Site.

C. DESCRIPTION OF THE PROPOSED PROJECT

The Proposed Project would facilitate the development of up to approximately 1,230,300 gsf of new development at the Project Site, including up to 735,800 gsf on the Armory Site and the National Guard Site would be redeveloped with a new 15- and 16-story,

[2] Jerome Avenue also serves as the dividing point between "east" and "west" streets, such as East Kingsbridge Road and West Kingsbridge Road.

approximately 494,500-gsf residential building including 500 permanently affordable DUs and approximately 14,400 gsf of ground floor retail (see **Table 1**).

Table 1[1]
Existing Conditions and Development Program for Analysis

Use	Existing Gross Square Footage	Proposed Gross Square Footage	Increment	Notes
Armory Site[1]				
Museum		30,200	30,200	
Community Facility		54,200	54,200	Includes Community-Based Organizations (CBOs) & cultural center
Commercial Office		73,000	73,000	
Recreation/Entertainment		65,500	65,500	
Flex Space/Sport Fields		87,200	87,200	Flexible space within Event Venue space
Light Manufacturing/ Incubator Space		87,800	87,800	
Event Venue		99,800	99,800	+/- 17,000 seats
Parking and Loading		79,300	79,300	Up to 248 spaces (Below grade)
Back of House (circulation, mechanical, etc.)		158,800	158,800	
Armory Site TOTAL	**588,765**	**735,800**	**147,035**	
National Guard Site				
Residential	--	438,500	438,500	500 Affordable DUs
Local Retail	--	14,400	14,400	Ground floor
Garage and Office	26,000	--	(26,000)	
Parking		41,600	41,600	Up to 80 spaces (Below grade)
National Guard Site TOTAL	**26,000**	**494,500**	**468,500**	
PROJECT SITE TOTAL	**614,765**	**1,230,300**	**615,535**	
Project Site Open Space	**20,000**	**64,800**	**44,800**	

Notes:
[1]Specific program areas presented in the table are subject to change and represent the anticipated types and overall amount of development reasonably expected to occur on the Project Site. While certain aspects of the Proposed Project, such as the maximum capacity for events (ZR 74-182(b)) and public parking facility (ZR 74-195), would be established by special permit, other program aspects in the FEIS are represented to demonstrate the wide range of development permitted in the proposed M1-4A/R7-2(MX) district.
*****All square footages are approximate.

The Armory would be adaptively reused and reprogrammed with approximately 735,800 gsf of new uses, including approximately 84,400 gsf of community facility and cultural uses, approximately 87,800 gsf of light manufacturing space, approximately 73,000 gsf of commercial office space, a 17,000-person live event venue, and approximately 65,500 gsf of other entertainment uses. The adaptively reused Armory is intended to serve as a holistic community resource to both bolster local economic activity and provide access to community facilities. The spaces immediately adjacent to the event venue, including the Music Museum, are programmatically aligned and intended to operate symbiotically with the event venue such that use of these spaces would be coordinated with the venue operations to avoid potential conflicts. Further, the proposed entertainment uses in the

Armory would also be programmatically aligned and intended to operate symbiotically with the event venue.

The Proposed Project would provide approximately 248 public parking spaces and new loading docks in the Armory's cellar level. Vehicular access to the parking garage would be provided by a new entrance with an approximately 22-foot-wide curb cut on West 195th Street (approximately 186 feet east of Reservoir Avenue). The cellar level would also include a dedicated loading dock with three bays accessible from a new vehicular entrance with an approximately 27-foot-wide curb cut on West 195th Street located approximately 231 feet east of Reservoir Avenue). A dedicated loading dock with four bays for the live event venue would be accessible from a new entrance with an approximately 27-foot-wide curb cut on Reservoir Avenue (approximately 221 feet south of West 195th Street).

The Proposed Project would involve certain changes to the exterior of the Armory, among them to provide additional pedestrian and vehicular access, and to comply with the Americans with Disabilities Act (ADA). There would be no changes to the Armory's massing or height. Solar panels and skylights are proposed to be installed on the roof. Adaptive reuse of the Armory would involve reconfiguration of the interior spaces including the creation of two new levels above grade within the drill hall. Entrances to the live event venue and other entertainment uses would be located on all four of the Armory's street frontages; access to other uses within the Armory would primarily be from entrances on West Kingsbridge Road. The live event venue would be located on the second and third levels of the drill hall; back of house, event venue support space, and concessions would be located below on the first level. These new uses would be located within the envelope of the existing structure.

The Proposed Project would formalize the triangular alignment at the southwest corner of the Project Site, which would become part of the approximately 64,800 sf of new publicly accessible open space that would be created on the Project Site, including approximately 5,100 sf that is currently within the DOT ROW. The new open space would be largely concentrated in the areas southwest of the Armory along Reservoir Avenue and West Kingsbridge Road, but would also include areas along the west side of the Armory along Reservoir Avenue. The new open space would provide a flexible design suitable for a variety of programming and users, such as farmers' markets, food vendors, concert patrons, and tour groups.

The Proposed Project also assumes that the National Guard functions would be relocated, and the National Guard Site would be redeveloped with a new 15- and 16-story residential building with up to approximately 494,500 gsf. The new residential building would include approximately 500 permanently affordable DUs set aside for families earning up to 80 percent the Area Median Income (AMI) under the New Construction Finance (NCF) program's Extremely Low and Low-Income Affordability (ELLA) option. In addition, the residential building would include approximately 14,400 gsf of local retail and accessory parking with 80 parking spaces. The building would rise from the sidewalk line and would have a base that would rise up to 125 feet with a 10-foot setback before rising to an overall height of approximately 165 feet tall (approximately 185 feet to the top of the bulkheads). The building would contain two three-story (approximately 40-foot-tall) wings along the eastern and western ends that would abut the Armory to the south. Residential and commercial entrances would be located on West 195th Street. The residential building would have a mid-block break providing pedestrian access to the Armory's north façade entrance. The residential building would have approximately 80 parking spaces in a cellar-level parking garage that would be accessed from a new approximately 22-foot-wide curb cut on West 195th Street approximately 150 feet east of Reservoir Avenue.

It is anticipated that the adaptive reuse of the Armory would involve limited in-ground construction related to excavation on the Armory Site, including below the structure for

certain foundation work, and that the construction at the National Guard Site would require in-ground excavation for the construction of the new residential building. It is anticipated that site preparation and construction for the Proposed Project would take approximately 60 months, commencing in 2027 with the first full year of operation expected to be 2032. Construction on the Armory Site would begin in 2027 and conclude in 2030.

As outlined in the RFP, the National Guard may relocate to a new facility. As construction continues on the Armory Site, coordination with the National Guard would be undertaken to determine an appropriate relocation strategy and reach a lease closing date in 2028. Development on the National Guard Site would then occur in 2029 once the National Guard relocation is complete and is expected to be operational in 2032. Therefore, an analysis year of 2032 is assumed for this environmental assessment.

D. PROPOSED ACTIONS

The following discretionary actions would be required to facilitate the Proposed Project:

- Disposition of City-owned land (Block 3247, Lots 2 and 10) pursuant to New York City Charter Section 197-c;
- Zoning map amendment to rezone the project block from C4-4 to M1-4A/R7-2 (MX) to allow manufacturing uses;
- Zoning text amendment to ZR Section 123-90 to establish the proposed MX district;
- Zoning text amendment to ZR Section 74-182(b) to increase permitted indoor arena capacity from 6,000 to 17,000 persons and remove specific reference to zoning sections for the modifications of signage and parking and loading provisions permitted in conjunction with such arena;
- Special permit pursuant to ZR Section 74-182(b) to allow an indoor arena with a capacity of up to 17,000 persons and permit modification of signage requirements;
- Special permit pursuant to ZR Section 74-195 to allow a public parking garage with a capacity of greater than 150 parking spaces;
- Public financing by the New York City Department of Housing Preservation and Development (HPD) to facilitate the proposed permanently affordable housing units on the National Guard Site.

Since the Armory is an NYCL, the proposed changes to the exterior of the Armory and the landmark site require a Binding Report from LPC pursuant to the New York City Charter and the New York City Landmarks Law. In addition, the Armory is S/NR-listed and the Proposed Project will be receiving State funding through Empire State Development (ESD) which requires review by OPRHP pursuant to Section 14.09 of SHPA. It is also anticipated that the Proposed Project may also involve Federal historic preservation tax credits for the proposed adaptive reuse of the Armory, which is a non-discretionary action that would require consultation with the National Park Service (NPS) in coordination with the State Historic Preservation Office (SHPO). The proposed alterations to the Armory would be undertaken in accordance with the Secretary of Interior's Standards for Rehabilitation.

In addition, the Proposed Project is seeking Federally-appropriated Community Project Funding administered by HUD. A Nationwide CatEx was completed in accordance with NEPA, with HUD serving as the lead Federal agency.

It is anticipated that the City and State would provide an investment of up to $200 million to facilitate the proposed adaptive reuse of the Armory; $50 million of funds from public sources may also become available for the project.

The Proposed Actions are subject to environmental review pursuant to the SEQRA and CEQR procedures. DMHEDW is acting as the lead agency for the environmental review. In addition, New York City Agencies: DCAS, the New York City Department of City Planning (DCP), DEP, DOT, HPD, Parks, LPC, as well as State and Federal Agencies: ESD, DMNA, OPRHP, and SHPO are involved agencies for this environmental review. In addition, HUD served as the Federal lead agency for the Nationwide CatEx.

Any State or Federal actions required to establish a new location or facility for the National Guard are not analyzed within the scope of the Environmental Impact Statement. It is anticipated that any such action is expected to occur at a later date and will be the subject of a separate environmental review pursuant to SEQRA and/or NEPA at that time.

E. PROJECT PURPOSE AND NEED

The Proposed Project would contribute to and substantially support the economic revitalization of the Kingsbridge Heights neighborhood in the Bronx by converting the large, vacant Armory into productive uses that are aligned with the community's vision for the Project Site and creating much needed permanently affordable housing on the National Guard Site. The Proposed Project would also create new employment, learning, recreational, light industrial, and entertainment opportunities, thereby creating economic and fiscal benefits to the City.

The Kingsbridge Heights neighborhood is home to a diverse population, several academic and health care institutions, and a number of transportation options. The building is one of the largest armory buildings in the world with one of the largest column-free enclosed spaces in the City. Conversion of the Armory is a unique opportunity to transform an existing landmark and major City asset into a place that is catalytic for economic development that would positively affect the local community, the borough, the City, and the region. Additionally, the redevelopment of the National Guard Site would introduce approximately 500 new permanently affordable DUs to the neighborhood.

Prior to starting the engagement process for the Vision Plan, a technical study of the opportunities, challenges, and condition of the building itself was performed, ensuring that the engagement around the future of the Armory was feasible. Ultimately, this work helped build consensus among stakeholders that redevelopment of the Kingsbridge Armory would transform a historic asset into an engine for economic development.

The local community and elected officials have been closely involved in the process of crafting the Vision Plan, which outlines Guiding Principles for the Armory reuse, as described above. As such, the redevelopment plan considered for the Armory is responsive to community input and fulfill goals identified by the community and outlined in the Vision Plan.

In context of the previous redevelopment attempts, a partnership between City, State and federal officials has been integral to ensuring the future of the Armory. Described above, at the release of the Vision Plan, Mayor Adams and Governor Hochul announced an up to $200 million investment from the City and the State for the adaptive reuse of the Armory, thereby affirming extraordinary commitments of support for the Proposed Project. In addition, the RFP noted that up to approximately $50 million of funds from public sources may become available for the project.

The proposed redevelopment project would create new employment, learning, and recreational and entertainment opportunities, and would create economic and fiscal benefits to the City in the form of economic revitalization and increased employment opportunities.

F. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

The 2021 *CEQR Technical Manual* served as a guide on the methodologies and impact criteria for evaluating the Proposed Project's potential environmental effects. In disclosing impacts, the EIS considered the Proposed Project's potential adverse impacts on the environmental setting. It is anticipated that the Proposed Project, if approved, would be built and operational by 2032. Consequently, the environmental setting for comparison was not the current environment, but the future environment in which the project is operational. Therefore, the technical analyses and consideration of alternatives included descriptions of existing conditions, conditions in the future without the Proposed Project (the No Action condition), and conditions in the future with the Proposed Project (the With Action condition). The incremental difference between the No Action and With Action conditions was therefore the subject of analysis for evaluating the potential environmental impacts of the Proposed Project.

BUILD YEAR

For the purposes of the environmental review, it was assumed that the Proposed Project would start construction in 2027. Construction at the Armory Site is expected to be complete and operational in 2030, while construction on the National Guard Site is expected to begin in 2029 and be complete and operational in 2032. Therefore, a future build year of 2032 was examined to assess the potential impacts of the Proposed Project. The No Build projects anticipated to be complete by 2032 in the study areas were considered in the various technical analyses of the EIS.

THE FUTURE WITHOUT THE PROPOSED PROJECT (NO ACTION CONDITION)

Absent the Proposed Project, none of the Proposed Actions would be sought or approved, and the Project Site would remain unchanged from its current state. The approximately 588,765-gsf Armory would remain vacant and substantially underutilized. In the No Action condition, the existing two National Guard buildings totaling approximately 26,000 gsf would remain on the Project Site and in use by the National Guard. The adaptive reuse of the Armory would not be implemented and the National Guard Site would not be redeveloped. The reuse and redevelopment of the Project Site would not occur and the Project Site would remain underutilized, which would not contribute to the revitalization of the Kingsbridge Heights neighborhood and the City more broadly.

THE FUTURE WITH THE PROPOSED PROJECT (WITH ACTION CONDITION)

In the With Action condition, the Proposed Project would implement adaptive reuse of the Armory and redevelopment of the National Guard Site. It is assumed under the Proposed Project that the current operations of the National Guard would be relocated and an agreement would be met in which the National Guard would voluntarily relocate operations to facilitate the redevelopment of the site. The With Action condition analyzed includes up to approximately 1,230,300 gsf of new development at the Project Site, including up to approximately 735,800 gsf of new uses on the Armory Site and the National Guard Site would be redeveloped with an approximately 494,500 gsf of new residential building use, including 500 permanently affordable DUs (see **Table 1**, above).

G. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

LAND USE, ZONING, AND PUBLIC POLICY

The Proposed Actions would not result in significant adverse impacts related to land use, zoning, and public policy. The Proposed Actions would facilitate development on the Project Site that would be compatible with surrounding land uses, consistent with zoning in the Kingsbridge Heights neighborhood, and supportive of public policies that address economic development, housing, and open space.

The Proposed Actions would change the zoning on the Project Site in order to facilitate development patterns that meet the vision plan set forth by the community in the *Together for Kingsbridge Vision Plan*. The Proposed Actions would also support new affordable housing and jobs in a neighborhood with strong public transit access. The Proposed Project would create opportunities for mixed-use development, allowing for commercial space, recreational and community facility space, light industrial space, and housing in an area proximate to public transit. The Proposed Project presents an opportunity to further City-wide planning goals and promote new development on an otherwise underutilized site for public enjoyment with commercial and recreational uses. Therefore, the Proposed Project would not result in significant adverse impacts to land use, zoning, or public policy on the Project Site or in the surrounding study area.

SOCIOECONOMIC CONDITIONS

DIRECT RESIDENTIAL DISPLACEMENT

A screening level assessment found that the Proposed Project would not result in significant adverse impacts due to direct residential displacement. With the Proposed Actions, the Proposed Project would not displace any residential DUs.

DIRECT BUSINESS DISPLACEMENT

A screening level assessment found that the Proposed Project would not result in significant adverse impacts due to direct business displacement. With the Proposed Actions, the Proposed Project would not displace any businesses.

INDIRECT RESIDENTIAL DISPLACEMENT

A preliminary assessment found that the Proposed Project would not result in significant adverse impacts due to indirect residential displacement. Although the residential units included in the Proposed Project would all be affordable, the population introduced as a result of the Proposed Project would be expected to have a higher average income than the existing population. However, the population growth caused by the Proposed Project would not be large enough to result in a significant adverse impact.

INDIRECT BUSINESS DISPLACEMENT

A preliminary assessment found that the Proposed Project would not result in significant adverse impacts due to indirect business displacement. Considerations under CEQR are whether the Proposed Project could lead to changes in local market conditions that could lead to increases in commercial property values and rents within the study area, making it difficult for some categories of businesses to remain in the area. While some of the uses introduced may be somewhat unique to the area, these uses would not be of a scale large enough to substantially alter market conditions in the surrounding neighborhood. Additionally, the affordable housing introduced by the Proposed Project would ensure the continuation of the existing customer base at a variety of price points.

ADVERSE EFFECTS ON A SPECIFIC INDUSTRY

A preliminary assessment finds that the Proposed Project would not result in significant adverse impacts on a specific industry. The Proposed Project would not result in any direct business displacement and would not alter market conditions in a manner that could indirectly substantially reduce employment or adversely affect the economic viability in any specific industry or category of business.

COMMUNITY FACILITIES AND SERVICES

Detailed analyses of potential indirect impacts on public elementary and intermediate schools and publicly funded early childhood programs were conducted for the Proposed Project. Based on the *CEQR Technical Manual* screening methodology, detailed analyses

of libraries, outpatient health care facilities, and police and fire protection services are not warranted.

POTENTIAL INDIRECT EFFECTS ON PUBLIC SCHOOLS

Following the methodologies in the *CEQR Technical Manual*, the study area for the analysis of elementary and intermediate schools is the school districts' "subdistrict" (also known as a "region" or "school planning zone") in which the project is located. The Project Area is located in Subdistrict 2 of Community School District (CSD) 10.

Elementary Schools

Under the Proposed Project, in Subdistrict 2/CSD 10, elementary school utilization would not exceed 100 percent (64.42 percent). Therefore, the Proposed Project would not result in a significant adverse impact to elementary schools.

Intermediate Schools

Under the Proposed Project, in Subdistrict 2/CSD 10, intermediate school utilization would not exceed 100 percent (56.67 percent). Therefore, the Proposed Project would not result in a significant adverse impact to intermediate schools.

POTENTIAL INDIRECT EFFECTS ON EARLY CHILDHOOD PROGRAMS

Under the Proposed Project, utilization at early childcare centers within the study area would not exceed 100 percent (64.47 percent). Therefore, the Proposed Project would not result in a significant adverse impact to early childhood programs.

HEALTH CARE FACILITIES

The Proposed Project would not trigger detailed analyses of potential impacts on health care services because they would not create a sizeable new neighborhood where none existed before. Therefore, the Proposed Project would not result in any significant adverse impacts on health care facilities.

POLICE AND FIRE SERVICES

The *CEQR Technical Manual* recommends detailed analyses of impacts on police and fire services only in cases where a proposed project would directly affect the physical operations of, or access to and from, a fire station house or police precinct, or where a proposed project would create a sizeable new neighborhood where none existed before. Because the Proposed Project would not result in direct effects on police and fire facilities, a detailed analysis is not warranted. Therefore, the Proposed Project would not result in any significant adverse impacts on police and fire services.

POTENTIAL DIRECT EFFECTS ON OTHER COMMUNITY FACILITIES

Under the Proposed Project, space would be dedicated to Other Community Facilities—specifically, cultural facility and museum space. Therefore, the Proposed Project would result in a beneficial direct effect.

OPEN SPACE

The Proposed Actions would not result in a significant adverse indirect impact to open space under operational conditions. According to the *CEQR Technical Manual*, a proposed action may result in a significant adverse impact on open space resources if (a) there would be direct displacement/alteration of existing publicly accessible open space within the study area that would have a significant adverse effect on existing users; or (b) it would reduce the open space ratio and consequently result in the overburdening of existing facilities or further exacerbation of a deficiency in open space. The Proposed Project would not have a direct effect on any open space. In terms of indirect effects, within the ½-mile study area the Project Site there would be an increase in the total and passive

open space ratios, and a 1.66 percent decrease in the active open space ratio. Within the ¼-mile study area, the Proposed Project would result in a decrease in the passive open space ratio for the combined non-residential and residential study area, but the passive open space ratio would remain well above the City's goal.

The Proposed Project would result in the development of new open space on the Project Site. The open space area that would be improved with the Proposed Project would total approximately 1.49 acres of passive open space on land that is currently vacant and inaccessible to the public. While the open space analysis assumes that all of the new open space would be passive, portions would be able to accommodate active outdoor pursuits, such as jogging, fitness classes (e.g., salsa, yoga) or pop-up recreational activities such as ping pong tournaments and pickle ball.

In addition, the Proposed Project would include approximately 60,800 sf of active recreation space inside the Armory that would be utilized by local schools and also made available to the general public at certain times. The space would be designed to accommodate a variety of sports. As the details of the Proposed Project's design and operation progress, the days/hours that the space would be publicly accessible would be determined.

The proposed residential building is being designed to include a fitness center accessible to tenants. The on-site space, which would be approximately 2,000 gsf, would work toward addressing the active recreational needs of the new residential population generated by the Proposed Project.

The study area is also near a regional park that could augment the existing open space in the study area—the 718-acre Bronx Park, which features abundant passive and active open space including the Bronx Zoo, the New York Botanical Gardens, numerous playgrounds, bicycle paths, baseball diamonds, tennis and basketball courts and football and soccer fields.

Overall, the Proposed Project would not result in a significant adverse open space impact.

SHADOWS

The analysis concluded that the Proposed Project would not result in any new shadows on sunlight-sensitive resources and therefore would not cause any significant adverse shadow impacts.

HISTORIC AND CULTURAL RESOURCES

The FEIS concludes that the Proposed Project would not result in significant adverse impacts to historic and cultural resources.

DIRECT (PHYSICAL) IMPACTS

Because the Armory is an NYCL and is City-owned, the proposed alterations to the exterior of the Armory and the landmark site, including the demolition and new construction on the National Guard Site, are subject to the review and approval of LPC and require a Binding Report from LPC pursuant to the City Charter and the City's Landmarks Law. LPC's determination of the appropriateness of the proposed modifications to the landmark site—which includes both the Armory Site and the National Guard Site—and the issuance of a Binding Report ensure that the Proposed Project would not adversely affect the historic character of the Armory. LPC approved the Proposed Project and issued a "design only" Binding Report on the Proposed Project on August 12, 2025. A final Binding Report will be issued after submission, review and approval by LPC staff of the final filing drawings incorporating required stipulations and any other adjustments required by other reviewing agencies, prior to the commencement of

construction. In a letter dated August 15, 2025, LPC commented that the Historic and Cultural Resources chapter "appears acceptable."

It is also anticipated that the Proposed Project may involve Federal historic preservation tax credits. As a condition for receiving such tax credits, the Proposed Project would be required to comply with the Secretary of the Interior's Standards, as interpreted by OPRHP and NPS, thereby ensuring that the Proposed Project would not adversely affect the Armory. In addition, the Proposed Project is seeking Federally-appropriated Community Project Funding administered by HUD. A Nationwide CatEx was completed in accordance with NEPA, with HUD serving as the lead Federal agency. In a comment letter dated August 14, 2025, SHPO concluded that the Proposed Project would have No Adverse Effect on historic or archeological resources, provided that design documents, including the proposed scope of work for the interior of the Armory, be provided for SHPO's continued consultation as the design progresses.

To avoid inadvertent demolition and/or construction-related damage from ground-borne construction period vibration, falling debris, collapse, etc., the Armory would be included in a Construction Protection Plan (CPP) for historic structures that would be prepared in coordination with LPC and OPRHP and implemented in consultation with a licensed professional engineer. The other architectural resources in the study area are located more than 90 feet from the Project Site; thus, the Proposed Project would not be expected to have the potential for adverse physical, construction-related impacts to these resources.

INDIRECT (CONTEXTUAL) IMPACTS

The Proposed Project would not be expected to adversely affect the context of nearby architectural resources, as it would result in the renovation and reuse of a large underutilized historic structure. It would not result in the isolation of 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 changes to the Armory and the new building on the National Guard Site would be most visible from two architectural resources closest to the Project Site—P.S. 86 and the Fordham Manor Reformed Church. The new building on the National Guard Site would be taller than the Armory and would be a substantial new presence in views of P.S. 86 along West 195th Street. The new building on the National Guard Site would also obscure some existing views of the Armory from Reservoir Avenue and West 195th Street; however, those existing views are of the rear of the building, not the primary façade facing West Kingsbridge Road. The other architectural resources in the study area are at greater distances from the Project Site and have limited physical or visual relationships with the Armory, they would not be adversely affected by the Proposed Project.

URBAN DESIGN AND VISUAL RESOURCES

A preliminary assessment of urban design and visual resources was conducted and concluded that the Proposed Project would not result in significant adverse impacts to urban design or visual resources in the study area.

The adaptive reuse of the Armory would return this long-underutilized and vacant building to active uses that would enliven the Armory Site. The cleaning, repair, and restoration of the Armory would improve the building's overall appearance in the immediate surrounding area. The proposed alterations to the Armory would not affect the Armory's arrangement on the Project Site, and no new structures would be developed on the Armory Site. The Proposed Project also would not affect the bulk, form, or massing of the Armory, as there would be no significant additions to the exterior of the building. Entrances from the headhouse and on Jerome Avenue would be reopened, new entrances would be created on each façade, and the Armory's west façade entrances would be reconfigured. These changes would not adversely affect the Armory's bulk, form, or massing. These alterations

would activate the sidewalks adjacent to the Armory with new pedestrian activity that would enliven the Project Site.

The redevelopment of the National Guard Site with a new 15- and 16-story residential building with ground floor retail would add new active uses on West 195th Street that would enliven the sidewalks with activity associated with the residential building, ground floor retail, and a mid-block entrance to the Armory. While the new residential building would be taller than the one- and two-story buildings it would replace, the new residential building would be sited within the context of other tall buildings, including the 124-foot-tall, 13-story building at 2720 Jerome Avenue east of the Project Site.

The Proposed Project would change the appearance of the Project Site by removing the approximately 10-foot-tall chain-link fence from the perimeter of the Project Site. The Proposed Project would also create approximately 64,800 sf of new, publicly accessible open space that would be created on the Project Site that would be largely concentrated in the areas southwest of the Armory along Reservoir Avenue and West Kingsbridge Road, but would also include areas along the west side of the Armory along Reservoir Avenue. The new open space would include approximately 5,100 sf that is currently within the DOT ROW but is closed to vehicular traffic and functions as an informal sidewalk extension. The design and maintenance of this portion of the open space is being developed in coordination with DOT. The new open space would provide a flexible design suitable for a variety of programming and users, and would be a new publicly accessible amenity that would contribute to the pedestrian experience.

The reactivation of the Armory with new uses and new residential development on the National Guard Site would contribute to pedestrian activity on the Project Site and on the adjacent sidewalks, which would enhance the pedestrian experience of urban design. Further, the proposed new uses would be compatible with existing uses in the study area. In addition, the new publicly accessible open space would improve the pedestrian experience of the streetscape on and near the Project Site. Therefore, no significant adverse urban design impacts would result from the Proposed Project.

The cleaning, repair, and restoration of the Armory, a visual resource, and the proposed changes to the Armory Site would not adversely affect the visual prominence or views that include the Armory from nearby vantage points. The Proposed Project would not detract from the Armory’s large scale, architectural character (including its towers and turrets), expansive roof and end gables. Views to the Armory from adjacent sidewalks would be enhanced by these changes.

The buildings on the National Guard Site are not visual resources. The redevelopment of the National Guard Site with a new approximately 155- and 165-foot-tall (up to approximately 185 feet tall to the top of the bulkheads) residential building would alter certain views to the Armory from the north. However, the new building would have angled corners at the east and west ends to provide greater visibility of the Armory’s north façade that would expand and maintain existing views to this visual resource from vantage points adjacent to the east and west ends of the National Guard Site. In addition, the residential building would have a mid-block break providing views and access to the Armory's north façade and entrance. The new residential building would not obscure or obstruct notable views to the Armory as the Armory’s primary facades are its south façade on West Kingsbridge Road and its west and east facades on Reservoir Road and Jerome Avenue, respectively. The new residential building would not adversely affect these views. Therefore, the Proposed Project would not adversely affect views to visual resources or view corridors on the Project Site.

With the Proposed Project, views to the viaduct for the No. 4 train would remain available from existing vantage points as this visual resource extends through the study area. While the new residential building on the National Guard Site would be tall, it would not adversely

affect this visual resource which would continue to be viewed from many existing vantage points. Further, the viaduct is already located in an area that is characterized by a variety of building heights and forms.

The Proposed Project would not affect views that include the two towers of St. Nicholas of Tolentine Church as the Project Site does not have a visual or contextual relationship with this visual resource due to intervening buildings. In addition, the Proposed Project would not have the potential to obstruct views to the southern portion of the Jerome Park Reservoir and portions of the No. 4 train viaduct. The southern portion of the Jerome Park Reservoir is located beyond intervening buildings and does not have a visual or contextual relationship with the Project Site. The portions of the No. 4 train viaduct that extend through the secondary study area would not be adversely affected by the Proposed Project as the viaduct is already located within the context of buildings of different forms and massings. Further, the viaduct would continue to be visually prominent above Jerome Avenue and on east-west views from streets in the study area.

Due to distance and intervening buildings, the Proposed Project would not alter notable views along view corridors in the secondary study area which include West Kingsbridge Road, University Avenue south of West Kingsbridge Road, and the Grand Concourse. Therefore, the Proposed Project would not adversely affect views to any study area visual resources.

Overall, as detailed in the analysis below, the Proposed Project would not result in any significant adverse impacts to urban design or visual resources on the Project Site or in the study areas and a detailed analysis is not warranted.

HAZARDOUS MATERIALS

The Proposed Project would entail limited ground disturbance on the Armory Site, and the demolition of the National Guard buildings and redevelopment of the National Guard Site. To avoid any potential for hazardous materials exposure on the Project Site, all federal, state, and local requirements and regulations would be followed, as well as the following:

- Based on the contamination present (identified by prior investigations on the Project Site, references for which were provided in the 2025 Phase I ESA), an (E) Designation for hazardous materials (E-850) will be placed on the Project Site (Block 3247, Lots 2 and 10).
- Additional asbestos-containing materials (ACM) testing of materials to be disturbed by renovations, as warranted. Prior to demolition, an ACM survey within the National Guard and Armory buildings, and other previously untested structures would be conducted. Any identified ACM would be removed prior to the renovation or demolition activities at the Project Site.
- Performing any demolition activities with the potential to disturb lead-based paint (LBP) materials in accordance with the applicable regulatory requirements.
- Disposing of affected suspect mercury-containing or suspect polychlorinated biphenyls (PCB)-containing equipment affected by the Proposed Project in accordance with applicable regulatory requirements. Additional PCB sampling may be necessary in the Armory and National Guard buildings for identification and delineation purposes.
- Removing and properly disposing of soil, debris, and/or dust containing elevated lead levels from the rifle and pistol ranges on the Armory Site in accordance with applicable regulations. Additional sampling/surveying may be warranted to quantify affected areas/materials.
- Removing and properly disposing of known petroleum tanks and 55-gallon drums in accordance with applicable regulations. This may require testing for handling and

disposal purposes of any of the tank and drum contents. If any unforeseen aboveground or underground storage tanks (ASTs/USTs) are encountered, removing the tanks and any associated contamination in accordance with New York State Department of Environmental Conservation (NYSDEC) regulations.

- Evaluating all deteriorating mechanical equipment in the Armory building and mechanical equipment in the National Guard Site slated for demolition/removal to determine if they contain any fluids, including petroleum and/or hazardous substances, and properly disposing of them.
- Transporting material leaving the Project Site for off-site disposal in accordance with all applicable requirements covering licensing of haulers and trucks, placarding, truck routes, manifesting, etc.
- If dewatering activities are required, conducting them in accordance with local requirements for discharge to sanitary/combined sewers. Pretreatment would be performed as necessary to meet the requirements.

With the implementation of these procedures, no significant adverse impacts related to hazardous materials would result from the Proposed Project.

WATER AND SEWER INFRASTRUCTURE

The Proposed Project would result in marginally increased flows to the City's combined sewer system that may be discharged as combined sewer overflow (CSO) during rain events. However, because of the available capacity at the Wards Island Wastewater Resource Recovery Facility (WRRF) and the incorporation of best management practices (BMP) to meet the City site connection requirement and compliance with the Unified Stormwater Rule, the Proposed Project would not result in significant adverse impacts to local water supply or wastewater and stormwater conveyance and treatment infrastructure.

SOLID WASTE AND SANITATION

This FEIS finds that the Proposed Project would not result in a significant adverse impact on solid waste and sanitation services. In addition, the Proposed Project would not directly affect a solid waste management facility. Based on estimated truck capacities, development resulting from the Proposed Project in the 2032 With Action condition would require up to two additional private carter collection trucks and one additional (New York City Department of Sanitation [DSNY]) truck per week compared to the No Action condition.

In the 2032 analysis year, the Proposed Project would result in a net increase in solid waste of approximately 30.2 tons per week, which would be an increase of approximately 10.7 tons of waste handled by DSNY and approximately 19.5 tons of waste handled by private carters when compared to the No Action condition. This correlates to an increment of up to one additional truckload per week that would be handled by DSNY and up to two additional truckloads per week that would be handled by private carters compared to the No Action condition.

Although this would be a net increase compared with the No Action condition, the additional solid waste resulting from the Proposed Project would be a negligible increase relative to the approximately 12,260 tons of solid waste handled by DSNY or the 9,000 tons handled by private carters per day.[3] Therefore, the Proposed Project would not result in an increase in solid waste that would overburden available waste management capacity and there would be no significant adverse impact to solid waste. The Proposed Project

[3] About DSNY: https://www1.nyc.gov/assets/dsny/site/about, accessed March 2024.

also would not conflict with, or require any amendment to, the City's solid waste management objectives as stated in the Stormwater Management Program (SWMP).

ENERGY

The annual energy consumption for the Proposed Project would not result in significant adverse energy impacts. In the 2032 analysis year, the Proposed Project is expected to result in an energy demand of approximately 74,324 million British thermal units (MMBTUs) of energy per year (approximately 0.0004 percent of New York City's forecast future total annual energy demand). This represents an increase of approximately 73,073 MMBTUs compared with the No Action condition. The Proposed Project would generate an incremental increase in energy demand that would be considered negligible when compared with the overall demand within Consolidated Edison (Con Edison)'s New York City and Westchester County service area. Therefore, the Proposed Project would not result in any significant adverse impacts related to energy.

TRANSPORTATION

Detailed analyses were prepared for vehicular traffic, transit, pedestrians, street user safety, and parking. As summarized below, potential significant adverse impacts have been identified for traffic intersections, three subway station stairways, subway line haul conditions, and pedestrian elements (sidewalks, corner reservoirs, and crosswalks).

Traffic

Traffic conditions were evaluated at 31 intersections for the four conventional operational peak hours—weekday AM, midday, and PM and Saturday midday/afternoon. An additional 11 intersections (for a total of 42 intersections) were also analyzed for the weekday and Saturday evening event peak hour conditions. Significant adverse traffic impacts were identified at 12 intersections in the weekday AM peak hour, five in the weekday midday peak hour, 11 in the weekday PM peak hour, 21 in the weekday evening peak hour, nine in the Saturday midday/afternoon peak hour, and 20 in the Saturday evening peak hour. **Table 2** summarizes the projected significant adverse traffic impacts. Potential improvement measures that may be implemented to mitigate these impacts are discussed below in "Mitigation."

Table 2
Summary of Significant Adverse Traffic Impacts

Analysis Peak Hour	Total No. of Impacted	
	Intersections	Lane Groups
Weekday AM	12	25
Weekday Midday	5	6
Weekday PM	11	20
Weekday Evening	21	32
Saturday Midday/Afternoon	9	12
Saturday Evening	20	29
Totals During Any Peak Hour	25	51

Transit

Detailed analyses were prepared for fare control area and vertical circulation elements at the Kingsbridge Road (No. 4 train) subway station, located along Jerome Avenue, and the Kingsbridge Road (B/D train) Station, located along the Grand Concourse. Significant adverse impacts were identified in the Draft EIS for one stairway, at the Kingsbridge Road (No. 4 train) subway station during the weekday and Saturday evening event peak hours. Subway line-haul analyses were prepared for these same event day peak hours between Draft and Final EIS. As part of the subway line-haul study, the directional distributions of

the event space were revisited, and the station analyses were also revised. The Level 2 increments and analyses at the No. 4 train station were also revised between the Draft and Final EIS to incorporate the planned NYCT improvements that are expected to be operational in the No Action condition. As shown in **Table 3**, significant adverse impacts have been identified at two additional mezzanine/platform stairways within the Kingsbridge Road (No. 4 train) Station during the weekday evening peak hour. Additionally, the stairway impact disclosed during the Saturday evening peak hour in the Draft EIS is no longer expected as a result of the planned station improvements. The subway line-haul analyses similarly identified a significant adverse line-haul impact on the No. 4 subway line in the Bronx-bound direction during the weekday evening peak hour Potential improvement measures that may be implemented to mitigate these impacts are discussed below in "Mitigation."

Table 3
Summary of Significant Adverse Subway Station Impacts

Analysis Peak Hour	Station Element	Total No. of Impacted Station Elements	
		Kingsbridge Road (No. 4) Station at Jerome Avenue	Kingsbridge Road (B/D) Station at the Grand Concourse
Weekday AM	Control Areas	0	0
	Stairways	0	0
Weekday PM	Control Areas	0	0
	Stairways	0	0
Weekday Evening	Control Areas	0	0
	Stairways	3	0
Saturday Evening	Control Areas	0	0
	Stairways	0	0
Totals During Any Peak Hour	**Control Areas**	**0**	**0**
	Stairways	**3**	**0**

Pedestrians

Pedestrian conditions were evaluated for the four conventional operational peak hours (weekday AM, midday, and PM and Saturday midday/afternoon) at 18 sidewalk, 17 corner reservoir, and eight crosswalk locations. For the weekday and Saturday evening event peak hours, additional analysis locations were included to assess conditions along paths event attendees would likely traverse to/from potential off-site parking locations, resulting in total 25 sidewalks, 19 corners, and 12 crosswalks analyzed for these study time periods. As summarized in **Table 4**, significant adverse pedestrian impacts were identified at one pedestrian element (i.e., sidewalk, corner, or crosswalk) in the weekday PM peak hour, 12 in the weekday evening peak hour, one in the Saturday midday/afternoon peak hour, and 11 in the Saturday evening peak hour. Potential improvement measures that may be implemented to mitigate these impacts are discussed below in "Mitigation."

Table 4
Summary of Significant Adverse Pedestrian Impacts

Analysis Peak Hour	Total No. of Impacted Pedestrian Elements			
	Sidewalks	Corners	Crosswalks	Total
Weekday AM	0	0	0	0
Weekday Midday	0	0	0	0
Weekday PM	1	0	0	1
Weekday Evening	5	1	6	12
Saturday Midday/Afternoon	1	0	0	1
Saturday Evening	4	1	6	11
Totals During Any Peak Hour	**5**	**2**	**7**	**14**

Street User Safety

For the Draft EIS, crash data for the study area intersections were obtained from DOT for the period between January 1, 2017 and December 31, 2019. Between Draft and Final EIS, at the request of DOT, the safety assessment was updated to reflect 2019, 2023, and 2024 data provided by DOT. During this period, there were 475 total crashes, resulting in 294 injuries and two fatalities, at the study area intersections. Among these crashes, 99 were pedestrian/bicyclist-related. A rolling yearly total of crash data identifies 11 study area intersections as high crash locations. It should be noted that the 2019, 2023, and 2024 data yielded two additional high crash locations, at the intersections of Jerome Avenue and East 193rd Street and Morris Avenue and East Kingsbridge Road, as compared to the 2017-2019 data. **Table 5** provides a summary of these high crash locations and their corresponding crash, fatality, injury, and pedestrian/bicyclist-related statistics.

Table 5
Summary of High Crash Locations

Intersection		Study Period						Crashes by Year						
		All Crashes by Year			All Crashes Highest 12- Month	Total Fatalities	Total Injuries	Pedestrian			Bicycle			Ped + Bike 12 Consecutive Month Maximum
North-South Roadway	East-West Roadway	2019	2023	2024				2019	2023	2024	2019	2023	2024	
** University Ave	W Kingsbridge Rd	17	10	6	17	0	32	0	2	2	0	1	0	5
** Reservoir Ave/ Aqueduct Ave	W Kingsbridge Rd	8	4	4	8	0	16	2	0	1	1	1	0	3
* Grand Ave	Reservoir Ave/ W Kingsbridge Rd	6	8	0	8	0	5	0	4	0	0	0	0	4
** Grand Concourse	E 192nd St	10	7	6	10	1	27	3	1	1	0	0	0	3
** Grand Concourse	E Kingsbridge Rd	15	6	6	15	0	21	6	2	3	0	0	1	6
* Creston Ave	E Kingsbridge Rd	11	2	0	11	0	4	2	0	0	1	0	0	3
* Grand Concourse	E 196th St	19	6	8	19	0	28	4	1	6	1	1	0	7
* Sedgwick Ave	W Kingsbridge Rd	14	2	7	14	0	15	2	0	0	1	0	0	3
* Jerome Ave	E/W Kingsbridge Rd	14	5	6	14	0	14	2	0	2	0	0	1	3
* Jerome Ave	E 193rd St	8	1	2	8	0	8	3	0	0	0	0	1	3
* Morris Ave	E Kingsbridge Rd	10	6	2	10	0	11	2	1	1	0	0	1	3

Notes: Intersections where five or more pedestrian/bicycle injury crashes in any consecutive 12-month period; or intersections along a Vision Zero priority corridor with three or more pedestrian/bicycle injury crashes in any consecutive 12-month period are considered high crash locations. Asterisk (*) denotes a location within the Vision Zero priority corridor. Double asterisk (**) denotes a Vision Zero high priority intersection.
Source: DOT January 1, 2019 to December 31, 2019, January 1, 2023 to December 31, 2024 crash data.

Prevailing trends of the identified crashes were further examined. Where feasible, potential safety measures, such as crosswalk restriping, detectable warning surface improvements, and adding countdown timers, were recommended for DOT consideration.

Parking

The everyday uses of the Proposed Project are estimated to generate weekday and Saturday parking demands of up to 286 and 180 parking spaces, respectively. With 328 on-site parking spaces, these projected parking demands could be fully accommodated by the Proposed Project's on-site parking supply. On event days, the projected parking demand would well exceed the on-site parking supply. Accordingly, most, if not all, of the event parking demand is expected to be met off-site. Since there is limited on-street parking availability nearby and off-street public parking within approximately ½ mile of the Project Site could not fully accommodate the projected capacity event parking demand, thereby resulting in parking shortfalls of 700 to 1,100 parking spaces, the Applicant has been seeking other potential off-site resources with substantial accessory parking availability during peak event time periods at the Project Site. This effort will continue beyond this approval process, with formal agreements expected to be reached prior to the opening of the Proposed Project's event venue.

AIR QUALITY

The mobile source analyses determined that concentrations of CO due to project-generated traffic at intersections would not result in any violations of National Ambient Air Quality Standards (NAAQS), and further, CO concentrations were predicted to be below CEQR *de minimis* criteria. For $PM_{2.5}$, the results showed that for With Action conditions, the daily (24-hour) $PM_{2.5}$ increments are predicted to be below *de minimis* criteria.

Between the Draft and Final EIS, additional review and evaluation was performed. For annual average $PM_{2.5}$, a more refined microscale analysis was performed, which incorporated all of the traffic peak periods and accounted for the relative frequency of events that would take place. These refinements reduced $PM_{2.5}$ concentrations below the annual *de minimis* criterion threshold. Therefore, no significant adverse air quality impacts are predicted due to project-generated traffic at the analyzed intersections.

The parking facilities to be developed with the Proposed Project were analyzed for potential air quality effects. The analysis found that these parking facilities would not be expected to result in any significant adverse air quality impacts.

A review of manufacturing and process emission sources within a 400-foot study area, and major and large sources of emissions within 1,000 feet of the Project Site, was performed. No existing or potential sources of industrial emissions were identified, and no large or major sources of emissions were identified. Therefore, no analysis of the potential impacts of these emissions was required, and no potential significant adverse air quality impacts from these emission sources would occur on the Proposed Project.

Based on the assumptions in the analysis, measures would be needed to avoid the potential for significant adverse impacts on air quality. The impact avoidance measures would be provided as part of the Proposed Project and required through a Lease Agreement between NYCEDC and the Applicant. The analysis of the potential light industrial sources associated with the Proposed Project determined that certain use group categories had the potential to result in a significant adverse air quality impact at receptor locations due to emissions from one or more air toxic compounds. To ensure that there are no potential significant adverse impacts of identified air toxic compounds on existing or proposed sensitive locations, certain restrictions would be required as part of the Proposed Project. The Applicant/lessee will not apply for or accept an industrial air permit until it has demonstrated to the satisfaction of DEP that the proposed industrial use will not have significant impacts, and developer/lessee shall require the same of all occupants proposing an industrial process by including this condition in all subleases, licenses, or other authorizations.

GREENHOUSE GAS EMISSIONS

The Proposed Project would not result in significant adverse impacts to greenhouse gas emissions or climate change. In order to determine the potential for significant impacts, an individual project's consistency with the City's emission reduction goals is considered. Based on the Proposed Project's focus on implementing a fully electric energy efficient HVAC design, its location, and the nature of construction in New York City, the Proposed Project would align with the City's emissions reduction goals. Therefore, the Proposed Project would not result in a significant adverse impact on greenhouse gas (GHG) emissions or climate change.

The building energy use and vehicle use associated with the Proposed Project would result in up to approximately 9,034 metric tons of carbon dioxide equivalent (CO_2e) emissions per year in the 2032 Build Year. Construction of the Proposed Project would result in an additional 27,580 metric tons of CO_2e—equivalent to approximately 3 years of operation. The design of the Proposed Project would target energy efficiency measures, the inclusion of renewable energy, and carbon emission reductions in line with the City's goals. In addition, future emissions associated with the Proposed Project's consumption of grid electricity is expected to decrease as New York State and New York City target 100 percent renewable electricity, and would result in significant reduction of emissions associated with the buildings' electricity consumption.

Specific energy efficiency measures and design elements that may be implemented with the Proposed Project are being evaluated as the project design moves forward. At a minimum, the Proposed Project aims to achieve the energy efficiency requirements of the New York City Building Code. In 2020, as part of the City's implementation of strategies aimed at achieving the *OneNYC* GHG reduction goals, the City brought the NYCECC up to date with the 2020 Energy Conservation Code of New York State (2020 ECCNYS), which substantially increased the stringency of the building energy efficiency requirements and adopted the ASHRAE 90.1-2016 standard as a benchmark, and aligns with NYStretch Energy Code 2020 developed by New York State Energy Research and Development Authority (NYSERDA).

Additional sustainable design features that are being evaluated for the Proposed Project would, among other benefits, result in lower GHG emissions. Most significantly, the Proposed Project is anticipated to utilize HVAC systems designed to be fully electrified, utilizing high efficiency heat pumps to provide space heating and cooling—eliminating the need for on-site fossil fuel consumption for normal operations. In order to ensure energy consumption is minimized, it is anticipated that the Proposed Project would seek LEED Gold certification which would require the use of less energy than if built only to meet the energy code. Consequently, the Proposed Project would be designed to comply with New York City's carbon intensity limits designed to reduce building emissions within the City and achieve its sustainability goal of net zero emissions (carbon neutral) by 2050.

Further, additional energy savings for the Proposed Project would likely be achieved via guidance for tenant build-out, which would control much of the building's energy use and efficiency, but those are unknown at this time. The Proposed Project's goal of building energy efficiency—meeting the City's updated building code energy requirements—endeavors to obtain consistency with the efficient buildings goal defined in the *CEQR Technical Manual* as part of the City's GHG reduction goal.

The Proposed Project would also align with other GHG goals by virtue of its proximity to public transportation, commitment to construction air quality controls and recycling construction materials, and the fact that, as a matter of course, construction in New York City uses recycled steel and includes cement replacements.

Together, these factors demonstrate that the Proposed Project is consistent with the City's sustainability policies designed to meet the GHG reduction goals. Consequently, consistent with the City's sustainability policies and commitment to utilize fully electrified HVAC systems, the Proposed Project demonstrates that it would not interfere with the attainment of the statewide GHG limits for 2030 or 2050. Since the Project Site is located within a disadvantaged community, these measures would also ensure against disproportionate burdens by avoiding additional emissions within the disadvantaged community.

NOISE

A noise assessment was undertaken to evaluate whether the Proposed Project would result in a significant increase in noise levels at any existing noise-sensitive uses and to evaluate noise exposure at noise-sensitive uses newly introduced by the Proposed Project in accordance with *CEQR Technical Manual* guidance. With Action Condition noise levels were determined by adjusting measured existing noise levels to account for future increases in traffic with the Proposed Project. During all time periods except for weekend evenings, the With Action Condition noise levels were determined to be within approximately 1 dBA of No Action noise levels, which would be considered imperceptible and not significant according to *CEQR Technical Manual* impact criteria. During the Saturday Evening time period (i.e., 6 PM to 8 PM) on event days, With Action Condition noise levels would be up to approximately 5 dBA greater than No Action levels at receptors along West 195th Street between Jerome and Reservoir Avenues and along Reservoir Avenue between West 195th Street and West Kingsbridge Road. Since the school receptors along West 195th Street between Jerome and Reservoir Avenues would not be occupied during the weekend evening time, such increases would not rise to the level of a significant adverse impact at these receptors.

However, due to the predicted incremental increase in mobile source noise levels at existing receptors along Reservoir Avenue between West 195th Street and West Kingsbridge Road during the Saturday Evening time period (i.e., 6 PM to 8 PM) on event days, the Proposed Project would have the potential to result in a significant adverse noise impact at these receptors.

Based on the projected noise levels, 31 to 42 dBA window/wall attenuation would be required to achieve acceptable interior noise levels per the *CEQR Technical Manual* noise exposure guideline at newly introduced residential and community facility uses on the Project Site. The window/wall attenuation measures would be provided as part of the Proposed Project and required through the Lease Agreement between NYCEDC and the Applicant.

Noise exposure at newly introduced publicly accessible open space was determined to be greater than the threshold considered acceptable for "open space areas requiring serenity and quiet," however it is comparable to typical open space areas in New York City proximate to roadways and/or elevated rail lines.

For interior noise-generating uses, such as the event space, a combination of operational controls at the event venue and physical separation would be used to ensure that interior noise exposure at community facility uses does not exceed 45 dBA L_{10} and interior noise exposure at commercial office uses does not exceed 50 dBA L_{10} as a result of event noise. Specifically, the operating hours for interior noise-sensitive uses at the Armory building would be 9 AM to 5 PM and would therefore not overlap with the hours of events in the live event venue (where doors would open at 6 PM with events occurring from 8 PM to 11 PM). Further, composite window/wall attenuation for the Armory building envelope at the event venue between 32 and 38 dBA would be required to ensure that noise emissions would not result in significant increases in noise at nearby receptors. These noise

attenuation measures will be required by the Lease Agreement between NYCEDC and the Applicant.

PUBLIC HEALTH

The Proposed Project would not result in unmitigated significant adverse impacts in the areas of water quality, hazardous materials, or construction air quality.

The air quality analysis determined that the Proposed Project would not result in a significant adverse air quality impact. Between the Draft and Final EIS, additional review and evaluation determined that there would be no impacts related to mobile source annual average $PM_{2.5}$ increments. A more refined microscale analysis was performed, which incorporated all of the traffic peak periods and accounts for the relative frequency of events that would take place. Other updates included the use of newer vehicle emissions model data and projections. These additional, refined analyses show a reduction of $PM_{2.5}$ concentrations below the annual *de minimis* criterion threshold, and consequently the identified impacts related to mobile sources are deemed to have been avoided.

The analysis presented in "Noise" determined that traffic generated by the Proposed Project would result in a significant adverse noise impact at residential buildings along Reservoir Avenue between West 195th Street and West Kingsbridge Road during the Saturday Evening time period (i.e., 6 PM to 8 PM) on event days. Although the threshold for a significant adverse noise impact is predicted to be exceeded at these residences during the Saturday evening time period, this exceedance would not constitute a significant adverse public health impact, as an impact found pursuant to a quality-of-life framework does not imply that an impact will exist when the analysis area is evaluated in terms of public health.

While the analysis presented below in "Construction" determined that construction activities would result in unmitigated temporary significant adverse noise impacts, the facades of one school building adjacent to the construction work area as defined by *CEQR Technical Manual* guidance, the public health assessment determined that the construction noise impact would not generate a significant adverse public health impact.

NEIGHBORHOOD CHARACTER

The Proposed Project would not result in a significant adverse impact to neighborhood character. The Proposed Project would enhance the neighborhood character of the study area by reinforcing the defining features of the neighborhood, which include the Armory itself, an NYCL that is also listed on the S/NR, and its mixed use, predominately residential and institutional uses found throughout the study area. The study area also contains a number of open spaces and the Jerome Park Reservoir.

The Proposed Project would not result in significant adverse impacts to land use, zoning, and public policy; socioeconomic conditions; community facilities; open space; historic and cultural resources; urban design and visual resources; and shadows. Although there would be significant adverse impacts with respect to transportation and noise, these impacts would not result in a significant adverse impact to the defining elements of neighborhood character.

CONSTRUCTION

Construction associated with the Proposed Project would result in temporary disruptions in the surrounding area and has the potential to result in temporary significant adverse noise impacts. For all other technical areas including transportation, air quality, noise and vibration, land use and neighborhood character, socioeconomic conditions, community facilities, open space, historic and cultural resources, hazardous materials, and water and sewer infrastructure, construction activities associated with the Proposed Project would not result in significant adverse impacts.

Findings specific to each of the key technical areas are summarized below.

TRANSPORTATION

Peak construction conditions were assessed for the analysis of potential transportation impacts during construction of the Proposed Project. The project-generated trips during peak construction would not exceed the *CEQR Technical Manual* analysis threshold of 50 or more peak hour vehicle trips through an intersection, 50 or more peak hour bus riders on a bus route in a single direction, 200 or more peak hour subway passengers at any given station, or 200 or more peak hour pedestrian trips per pedestrian element. Therefore, construction of the Proposed Project is not expected to result in any significant adverse traffic, subway, bus, or pedestrian impacts.

Although portions of the pedestrian sidewalks adjacent to the Project Site would be temporarily narrowed during construction, these sidewalk locations would continue to operate at acceptable level of services. Therefore, the Proposed project would not result in any significant adverse pedestrian impacts during construction related to the temporary reductions in pedestrian space.

Construction of the Proposed Project would generate a maximum daily parking demand of 60 spaces and is expected to be accommodated by off-street spaces and parking facilities within a ½-mile radius of the Project Site, which was estimated to be approximately 800 parking spaces under existing conditions during the morning period. Therefore, the Proposed Project is not expected to result in the potential for a significant parking shortfall during construction.

AIR QUALITY

Measures would be taken to reduce pollutant emissions during construction of the Proposed Project in accordance with all applicable laws, regulations, and building codes. These include the use of ultra-low sulfur diesel (ULSD) fuel, dust suppression measures, idling restrictions, and diesel equipment reduction. In addition, although the Proposed Project is not subject to Local Law 77 of 2003, it is committed to implementing best available control technology (BAT) as prescribed by Local Law 77 to further reduce air pollutant emissions during construction. The Proposed Project would utilize newer equipment (i.e., equipment meeting the U.S. Environmental Protection Agency's [EPA] Tier 4 emission standard) to further reduce air pollutant emissions. With the implementation of these emission reduction measures, the dispersion modeling analysis of construction-related air emissions for both non-road and on-road sources determined that particulate matter ($PM_{2.5}$ and PM_{10}), annual average nitrogen dioxide (NO_2), and carbon monoxide (CO) concentrations would be below their corresponding de minimis thresholds or National Air Quality Ambient Standards (NAAQS), respectively. Therefore, construction of the Proposed Project would not result in significant adverse air quality impacts due to construction sources.

NOISE

Construction of the Proposed Project is predicted to result in elevated noise levels at several analyzed receptors, which represent the noise-sensitive uses (e.g. residences, schools, outdoor recreational spaces, etc.) that would experience the maximum cumulative construction noise levels. Specifically, at the south façade and southernmost portion of the east façade of the P.S. 86 school buildings on West 195th Street between Jerome Avenue and Reservoir Avenue, construction is predicted to result in a temporary significant adverse construction noise impacts—noticeable and potentially intrusive noise level increases and total noise levels that would be considered "marginally unacceptable."

At other receptors, construction of the Proposed Project would, for some portion of the construction period, result in noise level increases that would be perceptible. However, at

these receptors, maximum noise level increases would not be considered objectionable and would therefore not rise to the level of a significant impact according to the impact criteria described above. Further, construction would comply with *New York City Noise Control Code* regulations. Per *New York City Noise Control Code* regulations, the Proposed Project would be required to prepare a Construction Noise Mitigation Plan, which may identify more control measures that would further reduce construction noise levels. Additional refinements to the construction noise analysis were conducted between the Draft and Final EIS, including detailed modeling of analysis time periods and existing condition noise levels, which resulted in elimination of predicted significant adverse construction noise impacts at some receptors.

EFFECTS ON DISADVANTAGED COMMUNITIES

The Proposed Project would affect census tracts identified as DACs with both comparatively higher and lower burdens and vulnerabilities, as well as non-DACs in the study area. Between the Draft and Final EIS, additional review and evaluation determined that the Proposed Project would not result in significant adverse impacts to air quality, however, the Proposed Project has the potential to result in significant adverse impacts in the CEQR technical areas of transportation and operational and construction noise.

The assessment concluded that the Proposed Actions would not result in a disproportionate pollution burden on DACs. Between the Draft and Final EIS, additional review and evaluation were performed per the air quality assessment, which determined that the identified impacts related to mobile source annual average $PM_{2.5}$ increments were reduced and therefore, exceedances of CEQR $PM_{2.5}$ annual *de minimis* criterion were avoided. As described in “Noise” (above) and “Mitigation” (below), with mitigation measures in place, the predicted operational noise impact would be completely mitigated, and therefore, would not result in a disproportionate pollution burden. The remaining potential impacts either do not constitute pollution or would not occur in DACs.

ALTERNATIVES

The conclusion of the alternatives analysis is that the No Action Alternative and the No Unmitigated Significant Impacts Alternative would not substantively meet the goals and objectives of the Proposed Project.

NO ACTION ALTERNATIVE

The No Action Alternative assumes that the Armory would not be redeveloped, but rather would remain in its current vacant condition and the National Guard would not relocate and would continue operations within the two buildings on the National Guard Site. This alternative would avoid the Proposed Project’s significant adverse impacts relating to transportation (traffic, transit, and pedestrians), noise, and construction noise. However, under this alternative, the Armory would remain vacant, could deteriorate, and its condition could worsen. The Armory would not be cleaned, repaired, or adaptively reused with new active programming in the No Action Alternative, and the appearance and condition of the building as an architectural resource would not be improved. The existing two National Guard buildings would remain on the Project Site and in use by the National Guard; the National Guard Site would not be redeveloped with new housing. With the No Action Alternative, the reuse and redevelopment of the Project Site would not occur and the Project Site would remain underutilized, which would not contribute to the revitalization of the Kingsbridge Heights neighborhood and the City more broadly. Overall, the No Action Alternative would fail to meet the goals and objectives of the Proposed Project and the Vision Plan.

NO UNMITIGATED SIGNIFICANT IMPACTS ALTERNATIVE

The No Unmitigated Significant Impacts Alternative explores modifications to the proposed project that would avoid the unmitigated significant impacts related to transportation (traffic, transit, and pedestrians), noise, and construction noise. These modifications include not redeveloping the Project Site or eliminating events from the Proposed Project's program, or reducing the maximum capacity of events. To eliminate all unmitigated significant adverse impacts, the Proposed Project would in some cases have to be modified to a point that its principal goals and objectives would not be realized, and in other cases the modifications would result in an alternative that would be less successful than the Proposed Project at achieving the principal goals and objectives.

MITIGATION

Potential impacts were identified in the areas of transportation (traffic, transit, and pedestrians), noise, and construction noise. Potential mitigation measures for each of these technical areas are discussed below.

TRANSPORTATION

As detailed above in "Transportation," the analysis of potential effects to transportation elements concludes that the Proposed Project would result in significant adverse operational-period impacts to traffic, transit (subway station elements and subway line-haul), and pedestrians. Potential measures to mitigate these impacts to the extent practicable are described below.

Traffic

As discussed in "Transportation," traffic conditions were evaluated at 31 intersections for the four conventional operational peak hours—weekday AM, midday, and PM and Saturday midday/afternoon. An additional 11 intersections (for a total of 42 intersections) were also analyzed for the weekday and Saturday evening event peak hour conditions. Significant adverse traffic impacts were identified at 12 intersections in the weekday AM peak hour, five in the weekday midday peak hour, 11 in the weekday PM peak hour, 21 in the weekday evening peak hour, nine in the Saturday midday/afternoon peak hour, and 20 in the Saturday evening peak hour. In total, significant adverse traffic impacts during one or more analysis peak hours were identified at 25 study area intersections.

Through the implementation of signal timing changes, some of these impacts could be fully mitigated, while others would be unmitigated. The implementation of these traffic mitigation measures would be subject to review and approval by DOT. Additionally, an event day transportation management plan is under development to accommodate security and crowd management and address congested conditions resulting from peak weekday and Saturday evening event activities. Potential strategies could include the use of traffic cones or other means to delineate traffic lanes, deployment of Traffic Enforcement Agents (TEAs) to regulate traffic and pedestrian circulation, and temporary installation of Variable Message Signs (VMSs) at critical decision points. Coordination with the New York City Police Department (NYPD) will be undertaken to preliminarily plan out these event day strategies, which may be refined over time based on actual conditions upon the operation of the Proposed Project. The Applicant has committed to conduct transportation monitoring efforts for the event venue that would include a reassessment of post-opening weekday and Saturday evening event peak traffic and pedestrian conditions and will be responsible for costs associated with DOT-approved mitigation measures and the deployment of TEAs and VMSs by the NYPD on event days.

Overall, significant adverse impacts at 24 of the 25 impacted study area intersections would remain unmitigated in at least one peak hour.

Transit

As discussed in “Transportation,” the Proposed Project is not expected to result in significant adverse transit impacts during the conventional operational peak hours that are typically studied for transit operations—weekday AM and PM. The analysis of the weekday and Saturday evening event peak hours, however, concluded the potential for significant adverse impacts at three of the stairways serving the Kingsbridge Road (No. 4) Station and a significant adverse subway line-haul impact is expected on the No. 4 line in the uptown direction during the weekday evening peak hour.

Potential mitigation measures include stairway widenings and subway train service improvements. If the necessary stairway widenings or service improvements are determined to be impracticable, or are otherwise not implemented, the identified significant adverse transit impacts would remain unmitigated. Developer will be responsible for future coordination with NYCT to determine feasibility, and for costs of proposed stairway mitigation. If the necessary stairway widenings or service improvements are determined to be impracticable, or are otherwise not implemented, the identified significant adverse transit impacts would remain unmitigated.

Pedestrians

As discussed above in “Transportation,” pedestrian conditions were evaluated at 18 sidewalks, 17 corners, and eight crosswalks for the weekday AM, midday, and PM and Saturday midday/afternoon peak hours. For the weekday and Saturday evening event peak hours, additional analysis locations were included to assess conditions along paths event attendees would likely traverse to/from potential off-site parking locations, resulting in total 25 sidewalks, 19 corners, and 12 crosswalks analyzed for these study time periods. Significant adverse pedestrian impacts were identified at one pedestrian element (i.e., sidewalk, corner, or crosswalk) in the weekday PM peak hour, 12 in the weekday evening peak hour, one in the Saturday midday/afternoon peak hour, and 11 in the Saturday evening peak hour. In total, significant adverse pedestrian impacts during one or more analysis peak hours were identified at five study area sidewalks, two corners, and seven crosswalks.

While potential mitigation measures, including signal timing shifts and sidewalk/crosswalk widenings, have been explored, none of the projected significant adverse pedestrian impacts could be fully mitigated. For the one impacted sidewalk under non-event conditions (weekday PM and Saturday midday/afternoon peak hours), located along the north side of East Kingsbridge Road between Creston Avenue and the Grand Concourse, the Applicant will continue to work with DOT in the future to determine the practicability of implementing mitigation measures, including reconsidering the widening of this sidewalk. For event day periods, strategies developed through the event day transportation management plan may further enhance pedestrian operations. As noted above, these conditions will be reassessed as part of the post-opening weekday and Saturday evening event peak monitoring efforts.

AIR QUALITY

Between the Draft and Final EIS, additional review and evaluation were performed, which determined that the identified impacts related to mobile source annual average $PM_{2.5}$ increments were avoided. The additional review included a more refined microscale analysis which incorporates all of the traffic peak periods and accounts for the relative frequency of events that would take place. Other updates included the use of newer vehicle emissions model data and projections. These updates confirmed that maximum incremental $PM_{2.5}$ concentrations were below the annual *de minimis* criterion threshold. Therefore, as no significant adverse air quality impacts were identified, no mitigation measures are warranted.

NOISE

The noise analysis identifies the potential for traffic generated by the Proposed Project to result in a significant adverse noise impact at residential buildings along Reservoir Avenue between West 195th Street and West Kingsbridge Road during the Saturday Evening time period (i.e., 6PM to 8PM) on event days. At these receptors during this time period, vehicular traffic associated with the Proposed Project would result in a 4.4 dBA noise level increase; however, the total noise exposure at the residences would be in the "marginally acceptable" range and interior noise levels at buildings with standard façade construction would be expected to experience interior noise levels less than 45 dBA L_{10}, which would be considered acceptable according to *CEQR Technical Manual* noise exposure guidance. Nonetheless, due to the predicted noise level increment during the weekend evening peak hour exceeding the 3 dBA noise impact criterion, these receptors would experience a significant adverse impact during that time. On non-event weekend evenings, the residential buildings along Reservoir Avenue between West 195th Street and West Kingsbridge Road would not experience a significant adverse impact. At the building facades that are predicted to experience noise impacts, the Applicant would offer compensation for provision and installation of storm windows for façades that do not already have insulated glass windows and/or one window air conditioning unit per living room or bedroom on impacted façades of residences that do not already have alternative means of ventilation. These mitigation measures could be implemented prior to the start of operations of the live event venue. Building façades with insulated glass windows or storm windows and alternative ventilation would provide sound attenuation such that even during warm weather conditions, interior noise levels would be approximately 28 to 30 dBA less than exterior noise levels. As such, with mitigation measures in place, the predicted operational noise impact would be completely mitigated. However, if the residences were to decline the offer of mitigation, the predicted impact would be considered unmitigated.

CONSTRUCTION

Construction Noise

The construction analysis identifies the potential for construction of the Proposed Project to result in significant adverse construction noise impacts at six receptors near the Project Site, i.e., the south façade and southernmost portion of the east façade of the P.S. 86 school building on West 195th Street between Jerome Avenue and Reservoir Avenue. At this receptor, construction would produce noise level increases that would be noticeable and potentially intrusive during the most noise-intensive nearby construction activities; however, the predicted maximum levels would not persist throughout construction, and the noise levels would fluctuate over the course of the construction period. While the greatest levels of construction noise would not persist throughout construction, this receptor would experience construction noise levels whose magnitude and duration could constitute significant adverse impacts.

However, construction would comply with New York City Noise Control Code regulations. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the New York City Noise Control Code. These measures would include a variety of source and path controls. The results of the construction noise analysis presented above in "Construction," assume that each of these measures would be implemented.

Mitigation measures to control noise at the receptors predicted to experience impacts could also be offered during construction of the Proposed Project. As described above in "Construction," the south façade and southernmost portion of the east façade of the P.S. 86 school building on West 195th Street between Jerome Avenue and Reservoir Avenue are predicted to experience a temporary significant adverse construction noise impact. As mitigation for the predicted temporary construction noise impacts, the Applicant would

offer storm windows for façades that do not already have insulated glass windows and/or one window air conditioning unit per classroom on impacted façades that do not already have alternative means of ventilation. These mitigation measures could be implemented prior to the start of construction. Building façades with insulated glass windows or storm windows and alternative ventilation would provide sound attenuation such that even during warm weather conditions, interior noise levels would be approximately 28 to 30 dBA less than exterior noise levels. However, the most noise-intensive construction activity nearest the receptors experiencing significant adverse impacts would result in interior noise levels up to 52 dBA L_{10}, which is 7 dBA greater than the level considered acceptable for classroom use, according to *CEQR Technical Manual* noise exposure guidelines. Consequently, the temporary significant adverse noise impacts predicted to occur at the above-mentioned receptors would be only partially mitigated and thus disclosed as an unavoidable impact as discussed below in "Unavoidable Adverse 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 impacts; and
- There are no reasonable alternatives to the proposed project that would meet the purpose and need of the action, eliminate the impact, and not cause other or similar significant adverse impacts.

TRANSPORTATION

Traffic

As discussed above in "Transportation," traffic conditions were evaluated at 31 intersections for the four conventional operational peak hours—weekday AM, midday, and PM and Saturday midday/afternoon peak hours, and at 42 intersections for the two event day peak hours—weekday evening and Saturday evening peak hours. Significant adverse traffic impacts were identified at 12 intersections in the weekday AM peak hour, five in the weekday midday peak hour, 11 in the weekday PM peak hour, 21 in the weekday evening peak hour, nine in the Saturday midday/afternoon peak hour, and 20 in the Saturday evening peak hour. In total, significant adverse traffic impacts during one or more analysis peak hours were identified at 25 study area intersections. Potential improvement measures consisting of signal timing modifications were recommended between the Draft and Final EIS to mitigate the projected impacts to the extent practicable. Nonetheless, the significant adverse traffic impacts during one or more analysis peak hour at 24 of the 25 impacted study area intersections would be unavoidable impacts of the Proposed Project.

Transit

As discussed in "Transportation," the Proposed Project is not expected to result significant adverse transit impacts during the conventional operational peak hours that are typically studied for transit operations—weekday AM and PM. The analysis of the weekday and Saturday evening event peak hours, however, concluded the potential for significant adverse impacts at three of the stairways serving the Kingsbridge Road (No. 4) subway station and subway line-haul conditions on the No. 4 subway line in the Bronx-bound direction.

Potential improvement measures have been identified between Draft and Final EIS to mitigate these identified impacts to the extent practicable. If these mitigation measures are determined to be infeasible, or are otherwise not implemented, the identified significant adverse station and line-haul impacts would remain unmitigated and considered unavoidable impacts of the Proposed Project.

Pedestrians

As discussed in “Transportation,” pedestrian conditions were evaluated at 18 sidewalks, 17 corners, and 8 crosswalks for the weekday AM, midday, and PM and Saturday midday/afternoon peak hours. For the weekday and Saturday evening event peak hours, additional analysis locations were included to assess conditions along paths event attendees would likely traverse to/from potential off-site parking locations, resulting in total 25 sidewalks, 19 corners, and 12 crosswalks analyzed for these study time periods. Significant adverse pedestrian impacts were identified at 1 pedestrian element (i.e., sidewalk, corner, or crosswalk) in the weekday PM peak hour, 12 in the weekday evening peak hour, 1 in the Saturday midday/afternoon peak hour, and 11 in the Saturday evening peak hour. In total, significant adverse pedestrian impacts during one or more analysis peak hours were identified at five study area sidewalks, two corners, and seven crosswalks. None of the projected significant adverse pedestrian impacts at the 14 study area pedestrian elements could be mitigated; thus, they are considered unavoidable impacts of the Proposed Project.

CONSTRUCTION

Construction Noise

Construction of the Proposed Project has the potential to result in noise levels that would exceed the *CEQR Technical Manual* construction noise impact criteria for an extended period of time at one receptor near the Project Site, i.e., the south façade and southernmost portion of the east façade of the P.S. 86 school building on West 195th Street between Jerome Avenue and Reservoir Avenue. Construction noise levels of this magnitude and duration would constitute a significant adverse impact. As mitigation for the predicted temporary construction noise impacts, the Applicant would offer storm windows for façades that do not already have insulated glass windows and/or one window air conditioning unit per classroom on impacted façades that do not already have alternative means of ventilation. These mitigation measures could be implemented prior to the start of construction. Even with these measures, interior $L_{10(1)}$ values would, at times during the construction period, exceed the 45 dBA guideline recommended for community facility spaces according to CEQR noise exposure guidelines. Source or path controls for the construction of the Proposed Project would not be effective in fully mitigating the predicted construction noise impacts at these receptors. Because these impacts cannot be fully mitigated, the impacts would constitute an unavoidable significant adverse impact of the Proposed Actions.

GROWTH-INDUCING ASPECTS OF THE PROPOSED PROJECT

The term “growth-inducing aspects” generally refers to the potential for a proposed project to trigger additional development in areas outside a project site that would otherwise not have such development without the proposed project. The *CEQR Technical Manual* indicates that an analysis of the growth-inducing aspects of a proposed action is appropriate when a project: (1) adds substantial new land use, residents, or new employment that could induce additional development of a similar kind or of support uses, such as retail establishments to serve new residential uses; and/or (2) introduces or greatly expands infrastructure capacity.

The Proposed Project would adaptively reuse the large vacant Armory and create new employment, learning, and recreational opportunities for local residents. The Proposed Project would introduce a variety of new uses, including a mix of community facility and cultural space, light manufacturing space, commercial office space, a 17,000-person capacity live event venue, and other entertainment uses, along with parking and loading docks. The Proposed Project would redevelop the National Guard Site with a new residential building with ground floor retail, adding 500 new permanently affordable DUs

to the neighborhood. In addition, approximately 64,800 sf of new, publicly accessible open space would be created on the Project Site in the areas southwest of the Armory along Reservoir Avenue and West Kingsbridge Road and along the west side of the Armory along Reservoir Avenue. The new open space would provide a flexible design suitable for a variety of programming and users, such as farmers' markets, food vendors, concert patrons, and tour groups.

The Proposed Project would be limited to the Project Site, which includes the adaptive reuse of the vacant Armory in the Kingsbridge Heights neighborhood of the Bronx. The Proposed Project would not result in an adverse change in the land use of the Project Site by adaptively reusing the vacant Armory with new, active uses including community facility and cultural space, light manufacturing space, commercial office space, and other entertainment uses. The replacement of the National Guard buildings with a new residential building with 500 new DUs would be consistent with existing land uses in the surrounding area. The new open space on the Project Site would enhance the character of the surrounding area.

The Proposed Project would not result in any significant adverse impacts due to direct residential or business displacement. Although the residential units included in the Proposed Project would be all affordable, the population introduced as a result of the Proposed Project would be expected to have a higher average income than the existing population. However, the population growth caused by the Proposed Project would not be large enough to result in a significant adverse impact. Therefore, the Proposed Project would not result in significant adverse impacts due to indirect residential displacement. While some of the uses introduced with the Proposed Project may be somewhat unique to the area, these uses would not be of a scale large enough to substantially alter market conditions in the surrounding neighborhood. Additionally, the affordable housing introduced by the Proposed Project would ensure the continuation of the existing customer base at a variety of price points. Therefore, the Proposed Project would not result in significant adverse impacts due to indirect business displacement. The Proposed Project would not result in any direct business displacement and would not alter market conditions in a manner that could indirectly substantially reduce employment or adversely affect the economic viability in any specific industry or category of business. Therefore, the Proposed Project would not result in significant adverse impacts on a specific industry.

Although the Proposed Project would result in marginally increased flows to the City's combined sewer system that may be discharged as CSO during rain events. However, because of the available capacity at the Wards Island WRRF and the incorporation of BMPs to meet the City site connection requirement and compliance with the Unified Stormwater Rule, the Proposed Project would not result in significant adverse impacts to local water supply or wastewater and stormwater conveyance and treatment infrastructure.

While the new uses proposed for the existing Armory, the new residential building and DUs, and the new publicly accessible open space would contribute to growth in the local Bronx, City, and State economies, they would not be expected to induce notable growth outside of the Project Site. It is also unlikely that the Proposed Project would alter land use patterns in surrounding neighborhoods. Overall, the ability of the Proposed Project to alter land use and economic patterns or induce substantial growth in the study area would be minimal.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Resources, both natural and built, would be expended in the adaptive reuse and operation of the Armory, the construction and operation of the new residential building, and the creation of the new open space on the Project Site. These resources include the materials used in construction; energy in the form of fuel and electricity consumed during

construction and operation of the Proposed Project; and the human effort (i.e., time and labor) required to develop, construct, and operate various components of the Proposed Project.

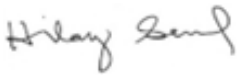
The resources are considered irretrievably committed because their reuse for some purpose other than the construction of the Proposed Project would be highly unlikely. The Proposed Project constitutes a commitment of the existing Armory as a built resource, thereby rendering its use for other purposes infeasible. The Proposed Project also constitutes an irreversible and irretrievable commitment of the National Guard Site and the Project Site, overall, 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 Actions would facilitate development on the Project Site, including the adaptive reuse of the vacant Armory with new uses, including a mix of community facility and cultural space, light manufacturing space, commercial office space, a 17,000-person capacity live event venue, and other entertainment uses, along with parking and loading docks; the construction of a new residential building containing 500 new permanently affordable DUs and ground floor retail; and the creation of new, publicly accessible open space on the Project Site. The redevelopment of the Project Site would be compatible with surrounding land uses, consistent with zoning in the Kingsbridge Heights neighborhood, and supportive of public policies that address economic development, housing, and open space.

The Proposed Actions would change the zoning on the Project Site in order to facilitate development patterns that meet the vision plan set forth by the community in the *Together for Kingsbridge Vision Plan*. The Proposed Actions would also support new affordable housing and jobs in a neighborhood with strong public transit access. The Proposed Project would create opportunities for mixed-use development, allowing for commercial space, recreational and community facility space, light industrial space, and housing in an area proximate to public transit. The Proposed Project presents an opportunity to further City-wide planning goals and promote new development on an otherwise underutilized site for public enjoyment with commercial and recreational uses. The adaptive reuse of the vacant Armory with new uses would generate new employment and recreational activities for local residents, which would be an improvement to the Kingsbridge Heights neighborhood of the Bronx.

CONTACT OFFICE

Requests for copies of the FEIS and NOC for the project should be forwarded to the contact office, Mayor's Office of Environmental Coordination, 100 Gold Street, 2nd Floor, New York, NY 10038, or by email to lyoung@moec.nyc.gov or telephone at (212) 788-6801. The FEIS is also available on the CEQR Access website: https://a002-ceqraccess.nyc.gov/ceqr/ (search CEQR # 25DME006X).



[signatory]

September 5, 2025

Date