Executive Summary

Introduction

The New York City Economic Development Corporation (NYCEDC), the Office of the Chief Medical Examiner (OCME), and the New York City Department of Citywide Administrative Services (DCAS) (collectively, the Applicants), in affiliation with the New York City Health and Hospitals Corporation (H+H), New York City Public Schools (NYCPS), the New York City School Construction Authority (SCA), and the City University of New York (CUNY), are seeking several Uniform Land Use Review Procedure (ULURP) and discretionary actions (collectively, the Proposed Actions) to redevelop the southern approximately 4.75-acre portion of Manhattan Block 962, Lot 100[1] (the Development Site) located at 425 East 25th Street in the Kips Bay area of Manhattan Community District 6 (CD 6).

As part of the Science Park and Research Campus (SPARC) Kips Bay project, the Applicants seek to transform Hunter College's antiquated Brookdale Campus into approximately 2.19 million gross square feet (gsf) of state-of-the-art academic, healthcare, and Life Sciences and retail space and public realm improvements (the Proposed Project).

The public realm improvements would take the form of a new publicly accessible open space, a replacement bridge over Franklin D. Roosevelt (FDR) Drive at East 25th Street to make it Americans with Disabilities Act (ADA) accessible, a tie-in to the ~~Kips Bay~~East Midtown Coastal Resiliency (~~KBCR~~EMCR) project's planned flood protection to the northeast along FDR Drive and protection along East 25th Street,[2] ~~including a connection to the existing floodwall at the U.S. Department of~~

[1] In addition to the Development Site, Block 962, Lot 100, which is irregularly shaped, encompasses the area to the north of former East 26th Street, extending north to East 29th Street at First Avenue and north to East 30th Street along FDR Drive. The Proposed Project would be developed on just the southern approximately 4.75-acre portion of this lot, with components north of that being untouched by the Proposed Project.

[2] Absent the ~~KBCR~~EMCR project, the Proposed Project would incorporate standalone flood protections with independent utility into the design. For conservative analysis purposes, a hypothetical scenario in which there is no EMCR was referenced in the DEIS. However, that outcome is unlikely, and there are no plans to discontinue the EMCR project.

~~Veterans Affairs New York Harbor Healthcare System's Manhattan campus (U.S. Corbin VA Facility),~~ and a widening of the demapped portion of the former East 26th Street located between FDR Drive and First Avenue to accommodate two-way traffic flow.

To facilitate the Proposed Project, the Applicants are seeking the approval of the following discretionary land use actions (collectively, the Proposed Actions), which would apply to the Development Site:

Land Use Actions Subject to ~~the Uniform Land Use Review Procedure (ULURP):~~ULURP:

- A zoning map amendment to rezone to the street centerlines of East 25th Street to the south, First Avenue to the west, and FDR Drive to the east, and to a point 255 feet to the north of East 25th Street from an R8 district to a C6-4 district;
- A zoning text amendment to Appendix F of the New York City Zoning Resolution (ZR) to establish a Mandatory Inclusionary Housing (MIH) area coterminous with the proposed C6-4 district that would be mapped on the Development Site[3];
- Special permits:
  - A special permit pursuant to ZR Section 74-171, Laboratories to allow for Use Group (UG) VII that does not comply with Section 427 of the New York City Building Code
  - A special permit pursuant to ZR 74-901, Bulk Modifications for Laboratories, to modify certain bulk regulations in a commercial district;
- Disposition of City-owned property for the Western Parcel, disposition for the open space premises, and disposition of a portion of the Eastern Parcel to CUNY;
- Site Selection and Acquisition of real property interest for OCME facility~~; and~~
- Acquisition of real property interest for H+H facility; and
- City Map Change related to the East 25th Street replacement bridge, which includes a demapping action to remove the existing pedestrian bridge from the City Map.

Separate from this application, the Applicants are seeking several discretionary approvals to facilitate the Proposed Project:

- City Funding: Construction of the new CUNY building would utilize City capital funding;
- State Financing: In addition to City capital funding, the Applicants are seeking to use New York State financing for the development of the Proposed Development[4]; and
- CUNY and NYCPS: the siting of CUNY and NYCPS facilities are not subject to ULURP. Applicants will pursue a separate non-ULURP process to site and develop facilities for CUNY and NYCPS.

It should be noted that alongside NYCEDC, DCAS will serve as a co-applicant to the disposition and site selection and acquisition actions, and OCME will serve as a co-applicant to the site selection and acquisition actions related to the OCME facility described above. Additionally, the site selection and acquisition actions related to the proposed CUNY and NYCPS facilities are not subject to ULURP approval.

[3] The mapping of a MIH area is required for any rezoning that increases the permitted residential floor area ratio. However, the Proposed Project would not include any residential use.

[4] This State action is subject to SEQRA.

The Proposed Actions are subject to environmental review pursuant to the State Environmental Quality Review Act (SEQRA) and the City Environmental Quality Review (CEQR) procedures. The Office of Deputy Mayor for Housing, Economic Development, and Workforce (DMHEDW) is acting as the lead agency for the environmental review. Completion of the Proposed Project is anticipated by 2031.

As described in further detail in the sections below, the Proposed Project would also replace the existing pedestrian bridge that crosses FDR Drive at East 25th Street. If the design of the new pedestrian bridge would require further change to the City Map, a separate mapping action would be requested in a future application.

Development Site and Rezoning Area

Development Site

The Development Site includes approximately 4.75 acres of land in the Kips Bay area of Manhattan CD 6, bounded by East 25th Street to the south, First Avenue to the west, FDR Drive to the east, and the northern edge of former East 26th Street, which is now de-mapped and predominantly used as a private drive for the superblock owned by H+H, to the north (see **Figure 1**). The Development Site comprises the southern portion of Block 962, Lot 100 and has a lot area of approximately 206,981 square feet. While Lot 100 stretches north from East 25th Street to East 29th Street at First Avenue and north to East 30th Street along FDR Drive, the Proposed Project would, as stated above, affect only the southern, approximately 4.75-acre portion of this lot, with components north of that being untouched by the Proposed Project. It should be noted that a zoning and tax lot subdivision will be sought as part of the project such that the Development Site becomes its own standalone zoning and tax lot.[5]

The original shoreline of Manhattan runs through the Development Site, with roughly the eastern third of the Development Site built on top of landfill in the East River. The original buildings on the Development Site were located directly on the waterfront and were connected to piers that once existed. As the shoreline expanded east over time—almost 900 feet outboard of the original shoreline—the block became part of the larger city grid and was eventually cut off from the water completely with the construction of FDR Drive viaduct.

The Development Site currently contains the CUNY Hunter College Brookdale Campus, which consists of three buildings comprising a total of approximately 538,464 gsf. Since 1954, this campus has housed a nursing school and dormitories. In 1967, CUNY inherited the Brookdale Campus from Bellevue Hospital for Hunter College's health sciences and nursing programs and has been operating on the campus ever since. The three main buildings on the campus create a C-shape formation surrounding a courtyard accessible via a single secured entry from East 25th Street. While the courtyard fronts the street, it remains physically and visually disconnected from it as there is a tall brick wall along the southern property line. This courtyard once included tennis courts that were open to Hunter College but is now used as accessory parking for Hunter College.

The campus's three buildings are the West Building, the North Building, and the East Building. The West Building includes a 10-story brick tower with a two-story podium, with frontage on First Avenue. It consists of a library, auditorium, lecture halls, classrooms, a gym, and a pool (which is no

[5] ~~If the Eastern Parcel is designed as two separate buildings, the tax lot may be further subdivided such that CUNY's building will be on a separate tax lot.~~

longer in use) in a large podium, with School of Nursing offices in a tower portion above. The primary entry to this building is to the east, within the courtyard that is fenced off, secured, and only accessed through a security booth on East 25th Street. In total, the West Building includes approximately 210,232 gsf.

The North Building includes a 14-story brick tower with a single-story podium, with frontage on former East 26th Street. It has a shared corridor and student lounge at ground level with a 555-bed dormitory tower above; it can be accessed via a secured mid-block entry. In total, the North Building includes approximately 198,610 gsf.

The East Building includes a seven-story brick tower with a two-story podium that has frontage on FDR Drive. It houses an auditorium, labs, and physical therapy areas at the podium, with a second dormitory tower above which includes approximately 156 beds. The East Building includes approximately 129,622 gsf.

The buildings are interconnected at the basement level via a shared service corridor. In the West and North Buildings, this area is used principally for infrastructure and back-of-house functions. In the East Building, the basement contains the Doctor of Physical Therapy program and facility offices. The buildings are also interconnected at the ground level through public corridors, lobbies, and shared amenity spaces.

The primary building entry is on the east side of the West Building, with access from the courtyard. There is a secondary entry to the same shared lobby from former East 26th Street. At the ground level, the West Building includes amenity spaces that serve student residents, including a basketball court, game room, weight room, locker rooms, and a pool that has been closed for use since 2020. The main shared auditorium for the Brookdale Campus is adjacent to the main lobby. The North Building includes a public corridor linking the buildings together, which is flanked by facilities offices, huddle rooms (once used as typing rooms), a cafeteria, and the audiology suite for the Speech Language Pathology program. The East Building is used principally for instructional spaces at ground level, including shared classrooms, School of Health Professions labs and classrooms, and the Rotunda. The roofs of each of the three towers house elevator rooms, mechanical rooms, and equipment for fire protection. The roofs are not publicly accessible. The north tower also has terraces on the 13th floor, just below and visible from the roof level, which are no longer open for use.

The Development Site has two existing curb cuts on East 25th Street. An approximately 65-foot-wide curb cut begins 115 feet west of FDR Drive. A second 30-foot-wide curb cut begins 20 feet west of the first curb cut. These curb cuts lead to building storage, loading docks, and the on-site accessory parking spaces. Approximately 50 parking spaces are currently provided on-site on the former tennis court and along East 25th Street.

Rezoning Area

The Rezoning Area comprises a similar area to the Development Site but is extended to the street centerlines of East 25th Street to the south, First Avenue to the west, and FDR Drive to the east, and to the northern edge of former East 26th Street to the north.

Pedestrian Bridge

The existing pedestrian bridge extends east across FDR Drive from the north sidewalk of East 25th Street. It is supported by three piers; the western pier of the bridge is located in the southeast corner

of the CUNY Hunter College Brookdale Campus, the middle pier is located within the median of FDR Drive, and the eastern pier is located in the southwest corner of Block 991, Lot 60, which contains the Waterside Plaza Apartment Complex. Access to the bridge from the west is provided by a series of stairs on the Development Site, while access from the east is provided by a series of ramps on the Waterside Plaza side. Although there are ramps, the existing bridge does not meet current Americans with Disabilities Act (ADA) accessibility requirements on either side of FDR Drive. Currently, the width of the pedestrian path on the bridge ranges from approximately 8 feet wide over FDR Drive to a width of 6 feet for the ramps on the east side of FDR Drive adjacent to Waterside Plaza. The mapped width of the bridge structure is approximately 18 feet on the western side and approximately 21 feet on the eastern side, and it occupies an area of approximately 4,240 square feet. The underside vertical clearance of the bridge is approximately 13 feet to 16 feet in elevation, which does not comply with current City and State Department of Transportation (DOT) standards for underside bridge clearance heights.

Surrounding Context

The area within an approximate quarter-mile radius of the Development Site includes institutional, residential, commercial, and recreational land uses. Institutional uses are the most prominent land use within the quarter-mile radius and surround the Rezoning Area on three sides. The nearest institutional uses include Bellevue Medical Center, New York University (NYU) Medical Center, and the U.S. Department of Veterans Affairs New York Harbor Healthcare System's Manhattan campus (U.S. Corbin VA Facility).

Medical and Institutional Uses

The Bellevue Hospital Center is located immediately north of the Rezoning Area, occupying a portion of the superblock bounded by the demapped East 30th Street, FDR Drive, the demapped East 26th Street, and First Avenue.[6] The entire campus includes seven buildings of various heights up to 18 stories and includes a fenced, private landscaped garden at the corner of First Avenue and former East 26th Street and, at the eastern end of former East 26th Street, the Bellevue Sobriety Garden—a privately owned space that is open to Bellevue patients, staff, and visitors. The space is intended for therapeutic, recuperative care and is a meditative space controlled by Bellevue. The space is closed at times to serve Bellevue's needs. Within that superblock, the OCME DNA Forensic Laboratory and the New York City Fire Department (FDNY) Kips Bay Emergency Medical Services (EMS) Battalion 8 are located directly across former East 26th Street from the middle portion of the Rezoning Area. These facilities occupy an 18-story, 265-foot-tall building. In addition to OCME's lab space, the building includes OCME's administrative unit and evidence facilities. Approximately 18 ambulances are assigned to EMS Battalion 8. The Battalion stores some ambulances along former East 26th Street when they are not on active assignment. Ambulances do not generally respond to emergencies from the station and are sent out to the field upon receipt of their daily assignment at the beginning of a shift and typically remain in the field for the entirety of their eight-hour shift, responding to calls from in-the-field locations. There is no parking at the EMS facility for personal vehicles.

The U.S. Corbin VA Facility, located directly south of the Rezoning Area, occupies a large portion of the superblock bounded by East 25th Street, the former Asser Levy Place, East 23rd Street, and First

[6] Bellevue Medical Center is located on Block 962, Lot 100.

Avenue. The U.S. Corbin VA Facility's main building includes over one million square feet and rises to 18 stories. The U.S. Corbin VA Facility recently constructed a 14-foot-tall floodwall that extends around the site along the northern property line on East 25th Street, along the former Asser Levy Place on the site's eastern property line, and on the site's southern property line along East 23rd Street.

West of the Rezoning Area, the NYU School of Dentistry occupies the block on the west side of First Avenue between East 23rd Street and East 26th Street (Manhattan Block 930, Lot 34). The New York City Department of Health and Mental Hygiene's Public Health Laboratory Building is located on the northern side of East 26th Street at 455 First Avenue. The Public Health Laboratory will relocate to a new, purpose-built facility at a site adjacent to Harlem Hospital, and the 455 First Avenue site is expected to be redeveloped to include approximately 609,988 gsf of new, modern, commercial life sciences space including anchor space for NYU Grossman School of Medicine.

Institutional uses are also located further to the north with the remainder of the Bellevue Hospital Center, the Alexandria Center for Life Science, the NYU Langone Medical Center, and the NYU School of Medicine. Developed in 2010, the Alexandria Center currently includes two buildings of approximately 584,000 gsf predominantly dedicated to wet lab space, or specific scientific research and development facilities focused on biological innovations. Phase I of the project included the two existing towers and includes the option for a third building that could include up to approximately 330,000 gsf of additional life sciences space~~.~~ and a publicly accessible plaza.

Residential Uses

A small number of multi-family residential elevator buildings, mixed commercial/residential buildings, which are 26 stories tall, are located along Second Avenue. Immediately east of the Rezoning Area is FDR Drive and associated service roads. East of FDR Drive, accessible by an automobile entrance at East 23rd Street and a pedestrian bridge at East 25th Street, is the Waterside Plaza mixed-use development. Built under the New York State Mitchell-Lama Housing Program in 1973, Waterside Plaza occupies all of Manhattan Block 991, Lots 60 and 61, covers approximately 266,963 gsf and includes four high-rise apartment towers ranging in height from 31 to 37 stories with approximately 1,470 apartment units. The complex also includes offices, commercial space, a multilevel parking structure and the British International School. Directly south of Waterside Plaza are the United Nations International School (UNIS) and the Skyport Marina which includes a parking garage, marina facilities and gas station. South of UNIS is the East 23rd Street Marina.

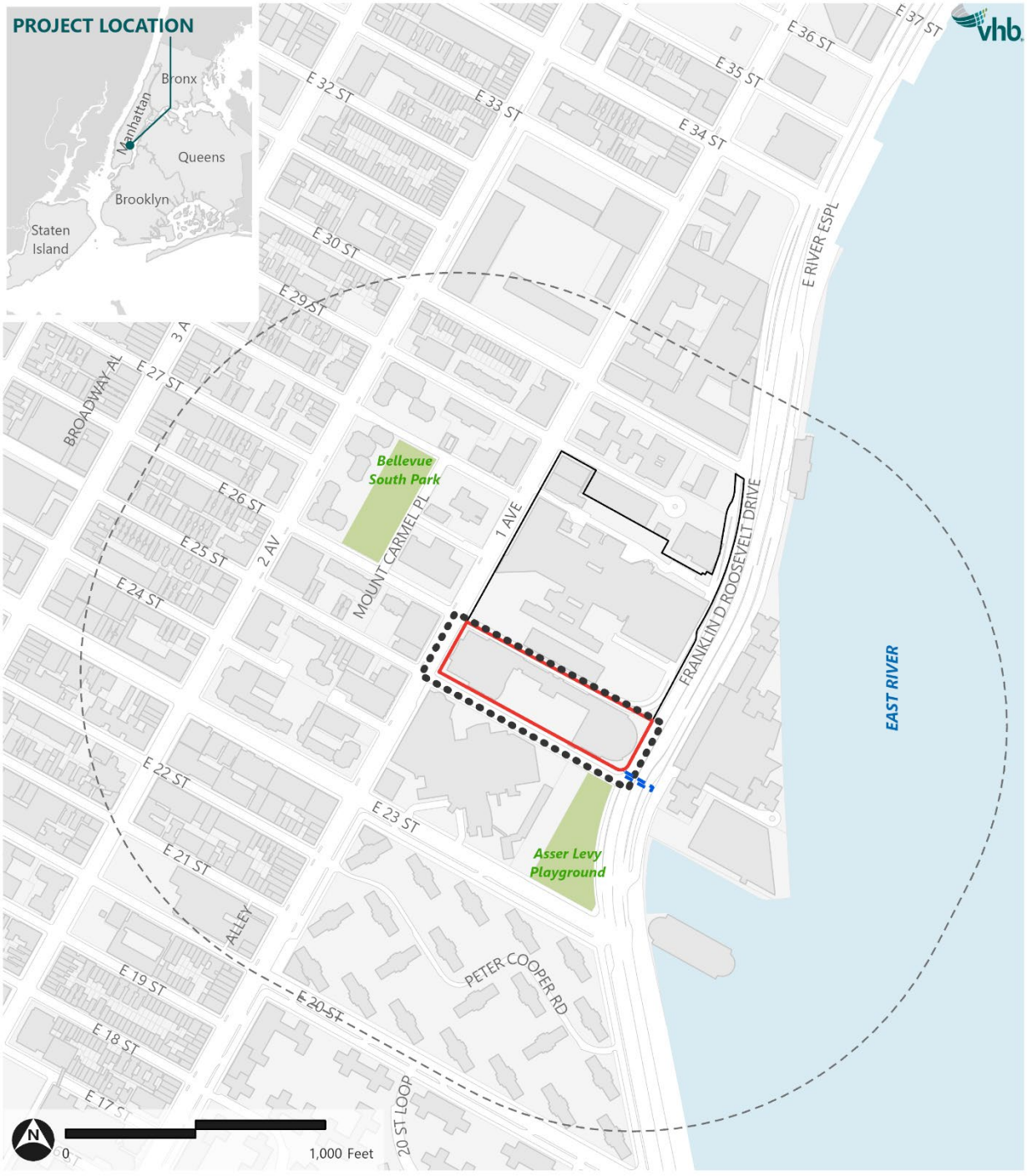
To the southwest of the Rezoning Area is the East Midtown Plaza mixed-use development. Built in 1970 – also under the New York State Mitchell-Lama Housing program – East Midtown Plaza occupies Block 929, Lot 1 and Block 930, Lot 12, and is comprised of six buildings, including three high-rise apartment towers ranging in height from 21 to 28 stories, and three low-rise apartment buildings ranging between 6 and 11 stories in height. Combined, the six buildings contain approximately 758 apartment units and approximately 40,000 gsf of ground floor retail uses.

The Peter Cooper Village-Stuyvesant Town residential complex is located south of East 23rd Street, beyond the U.S. Corbin VA Facility. Peter Cooper Village-Stuyvesant Town is a large, post-World War II private residential development that consists of 62 red brick apartment buildings ranging between 13- and 15-stories in height on an approximately 80-acre campus bounded by East 23rd Street to the north, East 14th Street to the south, Avenue C to the east, and First Avenue to the west occupying all of Blocks 972 and 978. Combined, the development includes approximately 12 million square feet of

floor area, including up to approximately 11,705 apartment units, 20,000 gsf of commercial office space, and 94,000 gsf of commercial retail space.

Additionally, to the northwest of the Rezoning Area is a New York City Housing Authority (NYCHA) development at 344 East 28th Street (Block 933, Lot 25) that was constructed in 1970, that rises 26 stories in height, and contains approximately 225 publicly subsidized residential units. Directly adjacent to the NYCHA building is a more recently constructed 9-story residential building at 335 East 27th Street (Block 933, Lot 7501), which was built in 2014 and contains approximately 55 micro-residential units that were developed on a City-owned site pursuant to a Request for Proposal (RFP) from the NYC Department of Housing Preservation and Development (HPD).

Figure 1 Site Location Map



Source: MapPLUTO

Public Open Spaces

Open spaces in the surrounding area include Asser Levy Playground and Bellevue South Park. The 2.44-acre Asser Levy Playground is located between East 23rd Street and East 25th Street west of FDR Drive. The Asser Levy Recreation Center is located within Asser Levy Playground and is a designated landmark. The 1.59-acre Bellevue South Park is located just west of Mount Carmel Place between East 26th Street and East 28th Street.

Transportation

The primary north-south thoroughfares through the immediate neighborhood surrounding the Development Site are FDR Drive (two-way, north- and southbound), First Avenue (one-way northbound) and Second Avenue (one-way southbound). First Avenue and Second Avenue are local truck routes, as are East 23rd Street and East 34th Street. Traffic exiting FDR Drive can travel crosstown via East 23rd Street, East 25th Street and East 34th Street. All three are two-way, east-westbound streets (East 25th Street is two-way only between FDR Drive and First Avenue). Entrances to the Queens Midtown Tunnel are situated at East 34th Street between First and Second Avenues and at East 36th Street near Second Avenue. The Queens Midtown Tunnel offers access to the major metropolitan airports located in Queens County.

The closest MTA subway line to the Development Site is the Number 6 local (a.k.a. the Lexington Avenue Local line) which stops at East 23rd and East 28th Streets at Park Avenue, with each station located approximately 0.5 miles west of the Development Site. The closest express subway stops are at the East 14th Street (approximately 0.7 miles to the southwest) and East 42nd Street Stations (approximately 0.9 miles to the north), which are served by the MTA Number 4/5 (a.k.a. the Lexington Avenue Express) line. Phase 3 of the Second Avenue subway project will include a T line station at East 23rd Street.[7]

The closest MTA Bus lines providing service to or near the Development Site are the north-south M9 (providing connections between Battery Park City and Kips Bay/Bellevue Hospital Center), M15 and the M15 Select Bus Service (SBS) (both providing connections between East Harlem and South Ferry), and the east-west M23 SBS (providing connections between Chelsea Piers and Peter Cooper Village), M34 SBS and M34A SBS (both providing connections between Ferry Terminal/Waterside Plaza and Jacob Javits Center/Port Authority Bus Terminal). The M15 stops on the block directly south of the Development Site, along First Avenue at East 23rd Street. The M15 SBS stops directly west of the Development Site along First Avenue at East 25th Street. The M23 SBS and M34 SBS run along East 23rd Street and both stop on the block directly south of the Development Site, along First Avenue at East 23rd Street, while the M9 loops through the neighborhood using East 23rd and East 29th Streets and First and Second Avenues.

The East River Bikeway/Greenway can be accessed via the East 25th Street pedestrian bridge just east of the Development Site; this bridge has steps and therefore is not ADA accessible. Protected bicycle lanes are located along First Avenue (northbound), Second Avenue (southbound), and former East 26th Street (eastbound), with a small section of both conventional and shared bicycle lanes placed along East 26th Street between First and Second Avenue. In addition, there are several Citi Bike docking stations within the 600-foot radius, include those at the southeast corner of East 23rd Street and First

[7] It should be noted that there are currently no funding commitments for Phase 3 of the Second Avenue subway project.

Avenue, the northeast corner of East 25th Street and First Avenue, and the de-mapped portion of East 27th Street between First and Second Avenues.

NYC Ferry service is available at Stuyvesant Cove, which is a stop along the Soundview Ferry Service route with additional stops at East 34th Street (which provides connections to the Astoria and East River NYC Ferry routes), East 90th Street (which provides connections to the Astoria NYC Ferry route), Soundview-Clason Point, and Throgs Neck-Ferry Point Park to the north, and to the south Wall Street-Pier 11, where connections can be made to all other NYC ferry routes (with the exception of the St. George NYC Ferry route).

Required Approvals

The following city and state actions/approvals would be required to facilitate the Proposed Project:

Land Use Actions Subject to ULURP:

1. **Zoning Map Change:** A zoning map amendment to rezone to the street centerlines of East 25th Street to the south, First Avenue to the west, and FDR Drive to the east, and to a point 255 feet to the north of East 25th Street from an R8 district to a C6-4 district;
2. **Zoning Text Amendment:** A zoning text amendment to Appendix F of the New York City ZR to establish a MIH area coterminous with the proposed C6-4 district that would be mapped on the Development Site;
3. **Special Permits:**
   - A special permit pursuant to ZR Section 74-171, Laboratories, to allow for Use Group (UG) VII that does not comply with Section 427 of the New York City Building Code
   - A special permit pursuant to ZR Section 74-901, Bulk Modifications for Laboratories, to modify certain bulk regulations in a commercial district;
4. **Disposition of City-owned property:** Disposition of City-owned property for the Western Parcel, disposition for the open space premises, and disposition of a portion of the Eastern Parcel to CUNY;
5. **Site Selection and Acquisition of real property interest:** Site Selection and Acquisition of real property interest for OCME facility; ~~and~~
6. **Acquisition of Real Property Interest**: Acquisition of real property interest for H+H facility; and
7. **City Map Change:** City Map Change related to the East 25th Street replacement bridge, which includes a demapping action to remove the existing pedestrian bridge from the City Map.

Separate from this application, the Applicants are seeking several discretionary approvals to facilitate the Proposed Project:

8. **City Funding**: Construction of the new CUNY building would rely on City capital funding.
9. **State Financing**: In addition to City capital funding, the Applicants are seeking to use New York State financing for the development of the Proposed Project; and
10. **CUNY and NYCPS:** The siting of CUNY and NYCPS facilities are not subject to ULURP. Applicants will pursue a separate non-ULURP process to site and develop facilities for CUNY and NYCPS.

Project Purpose and Need

The Proposed Actions are necessary to facilitate the development of SPARC Kips Bay, which would allow the Applicants to achieve the goals of the City's LifeSci NYC initiative and deliver on longstanding community priorities for investment in the public realm.

LifeSci NYC

LifeSci NYC was established in 2016 by NYCEDC with the goal to establish New York City as a global leader in life sciences. LifeSci NYC is a $1 billion initiative and is expected to create nearly 40,000 new jobs by 2026—many accessible to New Yorkers without advanced degrees. The LifeSci program is geared toward the following goals:

- Connecting existing researchers and institutions to the resources needed to advance programs to commercialization;
- Unlocking space for Life Sciences companies to grow within the city; and
- Building a pipeline for the talent and workforce needed to support these companies across the five boroughs.

Given the presence of the Life Sciences, academic, and medical institutions in the Kips Bay area, NYCEDC identified the Brookdale Campus within the Kips Bay Science District and First Avenue Health and Sciences Corridor as an opportune location to advance many of the goals of the City's LifeSci NYC initiative.

SPARC Kips Bay

The Proposed Project is based on the SPARC Kips Bay Project, which was developed in collaboration with OCME, H+H, NYCPS, SCA, CUNY, and other relevant agencies and stakeholders, , to envision a first-of-its-kind jobs and education hub in the heart of New York City with a mix of state-of-the-art academic, health care, and life science facilities on the site of the existing CUNY Hunter College's Brookdale Campus. Driven by an historic investment from the City and State totaling $1.6 billion, SPARC Kips Bay would create a pipeline from local public schools and city universities to careers in the life sciences and public health industries, which is expected to result in a $42 billion economic impact to the city over the next 30 years, creating approximately 13,000 temporary construction jobs, and approximately 3,100 permanent jobs.

The Proposed Actions would allow for the Applicants to achieve the following goals of the SPARC Kips Bay Project:

- Create new career pathways and workforce development opportunities in life sciences, public health, and healthcare.
- Establish a unified plan for a cutting-edge campus that meets the needs of both campus institutions and the broader neighborhood.
- Create a more connected, green, and resilient site through new open spaces, integration of a new accessible pedestrian bridge, and tie-in to Kips Bay Coastal Resiliency (~~KBCR~~EMCR) project.

Absent the ~~KBCR~~EMCR project, the Proposed Project would incorporate standalone flood protections into the design[8].

- Ensure a clear plan for implementation, considering cost efficiency, continuity of operations for the Hunter College Schools of Nursing and Health Professions, and entitlements pathways.
- Leverage synergies between institutions to support a connected health, science, and education ecosystem.

Currently, the Development Site is zoned R8. In R8 zones, academic and health care uses are as-of-right while life sciences are not. The combination of rezoning the site to a C6-4 district and applying for a special permit would facilitate the development of the life science use, a key component of the proposed jobs and education hub. Furthermore, the disposition and acquisition actions would allow for the key partnerships envisioned with CUNY, H+H, and OCME as part of the Proposed Project. The City Map amendment would allow for a critical component of the public realm improvements: a replacement bridge to create a safe and universally accessible connection across FDR Drive. The project proposes further public realm improvements in the form of a new publicly accessible open space; flood protection measures; and widening and making bidirectional the former East 26th Street, a privately owned, demapped street, to improve vehicular circulation. Absent the approval of the Proposed Actions, these public realm improvements would not be realized.

Project Description

Development Site

The SPARC Kips Bay project proposes to create a unified site plan that meets the needs of the distinct campus users and broader neighborhood and envisions the transformation of the block into a connected series of buildings arranged to create an open space that is accessible to the public.

The project imagines an integrated educational campus, bringing together Hunter College School of Nursing and departments of Physical Therapy, Speech Language Pathology & Audiology (including the community clinic), and Medical Laboratory Sciences, Borough of Manhattan Community College (BMCC) Health Sciences, Health Studies, and Nursing Programs, and the CUNY Graduate School of Public Health & Health Policy under one roof with the NYCPS high school. On the west side of the Development Site, a research and public health campus would include two life sciences towers, each sitting above podium spaces dedicated to H+H (on First Avenue) and OCME (on former East 26th Street), respectively.

The Proposed Project would construct multiple new buildings (illustratively shown as Buildings A, B1, and B2) (see **Figure 1-2**) comprising up to approximately 1,782,000 zsf (2.19 million gsf).[9] The Eastern Parcel would create an integrated educational campus within Building A, as described below, bringing together the Hunter College School of Nursing and departments of Physical Therapy, Speech-Language Pathology & Audiology (including the community clinic), and Medical Laboratory Sciences, Borough of Manhattan Community College (BMCC) Health Sciences, Health Studies, and

[8] For conservative analysis purposes, a hypothetical scenario in which there is no EMCR was referenced in the EIS. However, that outcome is unlikely, and there are no plans to discontinue the EMCR project.

[9] ~~As design progresses for the Proposed Project, it is likely that the building on the eastern portion of the Development Site (i.e., Building A) would be designed as two buildings with independent utility systems to accommodate separation between the public school and CUNY facilities.~~

Nursing Programs, and the CUNY Graduate School of Public Health & Health Policy,[10] along with a NYCPS high school focused on health care and sciences education. The Western Parcel would include two Life Sciences buildings, Building B1 and Building B2, and the one-story SPARC Square Pavilion within the open space. Building B1 would front on First Avenue, and include space dedicated to H+H. Building B2 would be located to the east of Building B1 and would include space for OCME.

Building A located on the Eastern Parcel would be comprised of approximately 698,570 gsf (561,500 zsf), containing approximately 606,450 gsf (559,185 zsf) of community facilities (UG III(B)) space and 2,600 gsf (2,300 zsf) of commercial retail (UG VI) space.

Building B1, located on the Western Parcel, would contain a total of approximately 810,980 gsf (667,700 zsf), including approximately 184,000 gsf (174,550 zsf) of community facility (UG III(B)), approximately 5,600 gsf (5,060 zsf) of local retail (UG VI), and approximately 530,900 gsf (488,060 zsf) of office and laboratories (UG VII~~.~~), including up to 32,000 gsf of UG VII production laboratory space that does not comply with Section 427 of the New York City Building Code.

Building B2, located on the Western Parcel, would contain a total of approximately 682,470 gsf (551,800 zsf), including approximately 217,300 (200,340 zsf) of community facility (UG III(B)), approximately 3,000 gsf (2,760 zsf) of local retail (UG VI), and approximately 379,400 gsf (348,680 zsf) of office and laboratories (UG VII).

The square footages described above for community facility, office and laboratories, and local retail include each programmatic element anticipated to be included on the site.[11]

The initial program for the Development Site includes the major categories of programs indicated below in **Table 1**, grouped by primary user. Together, these programs account for up to approximately 2.19 million gsf of new development.

Key circulation improvements on and around the Development Site, including a new mid-block drop-off and the conversion of former East 26th Street from a one-way to a two-way access drive, would help improve circulation to existing facilities for H+H/Bellevue and OCME's Hirsch Building for Forensic Sciences to the north, while accommodating the planned redevelopment of the campus bringing thousands of students, researchers, patients, and visitors to the site every day. These improvements would also enhance circulation and accessibility to both the existing and proposed facilities for other municipal emergency services, including the NYPD and FDNY.

The planned development would transform the currently outdated facilities and inaccessible public space on the current campus by creating widened sidewalks, transparent and active ground floor uses featuring amenities such as retail and shared spaces, which would wrap around the north, west, and south frontages of the block along former East 26th Street, First Avenue, and East 25th Street respectively. The proposed orientation of the massing for the new development would be similar to the existing site as it takes advantage of the site's southern exposure and includes a collection of buildings on the periphery of the site surrounding a central open space fronting East 25th Street. However, the new proposed massing would shift density and height towards First Avenue, with building heights up to approximately 500 feet resonating with other existing institutional developments along First Avenue, within Kips Bay and beyond. This would allow the massing to

[10] While the CUNY Hunter space on site currently contains dormitory space (711 beds with 648 occupiable), the Proposed Project would not include dormitory space on site. CUNY Hunter intends to replace the ~~dorm~~dormitory space that would be lost as a result of the Proposed Project elsewhere so there would be no potential for displacement.

[11] Program areas are based on a conceptual site plan and are subject to future modification as each building is designed.

~~drop~~step down in ~~scale~~height towards the river, to be more in context with Waterside Towers and the other institutional uses to the east and south.

Building B1 would be located along First Avenue with a 3.6-foot setback from the avenue and a 3-foot setback on East 25th Street. Its streetwall would rise to a base height of approximately 100 feet, 92 feet above the design flood elevation (DFE), with a 10-foot setback before reaching a maximum building height of up to approximately 500 feet. Building B2 would be located 60 feet east of Building B1 on the midblock along former East 26th Street. This 60-foot setback would accommodate a new access driveway to provide direct patient and ambulatory drop off to the planned H+H facility. Building B2 would be set back 88.9 feet from East 25th Street to accommodate the proposed 0.6-acre publicly accessible open space on the midblock as described below as SPARC Square. Building B2 would have a maximum building height of 420 feet. To improve programmatic connection between OCME spaces and other related uses within the Proposed Project, Buildings B1 and B2 would be connected through two skybridges with the lower of the two bridges located approximately 179 feet above the new access drive. Building B2 would also have a skybridge over former East 26th Street. Building A would be located approximately 370 feet west of FDR Drive between East 25th Street and former East 26th Street. The initial streetwall of Building A, which would be set back 15 feet from East 25th Street and 10 feet from FDR Drive, would rise to a base height of approximately 76 feet above the DFE before reaching a maximum building height of up to approximately 365 feet (including mechanical bulkhead).

Height and setback waivers would allow for the Building B1 to encroach on the initial setback distance by ~~6~~5.4 feet along its western street frontage and by 12 feet along its southern street frontage. It would also permit Building B1 to encroach on the sky exposure plane by up to 44.6 feet along its western street frontage and up to 109.2 feet along its southern street frontage. These modifications would allow the Proposed Project to accommodate the large floorplates required for modern, efficient laboratory uses at the Development Site.

It should be noted that in addition to the proposed building heights and setbacks of the Proposed Development described above, the proposed height and setback waivers would permit maximum building height envelopes for the buildings, ranging between up to approximately 370 feet and 500 feet in height.

Table 1 Breakdown of Programs by Primary User

Primary User	Program
CUNY – Public University	Hunter College School of Nursing
	Hunter College School of Health Professions - Physical Therapy and Speech Language Pathology
	Hunter College School of Arts & Sciences
	BMCC Allied Health, Health Education, and Nursing Programs
	CUNY School of Public Health
	CUNY Research Labs
H+H – Outpatient Care and Training	Simulation and Nursing Advanced Practice Center
	Ambulatory surgery
	Adult primary care
	Wellness programs
	Wound care
SCA/DOE – Education Hub	Public health, science, and health professions-focused high school
	Potential STEAM center
OCME – Forensic Pathology Center	Medical facilities
	Autopsy suite
	Toxicology and pathology lab
	Forensic anthropology lab
Future Life Science Developer – Life Sciences Labs	Developer-led, technology-forward life sciences laboratories
	Wet labs[12]
	Dry labs

The SPARC Kips Bay project creates a unified site plan that meets the needs of the distinct campus users and the broader neighborhood. The development is organized around three major design motifs to create an integrated and cohesive campus, and they are as follows:

- The first is the creation of an active and connected campus by developing visible pathways between each of the different institutions through both vertical and horizontal integration.
- The second relates to the creation of new public space through development of the proposed plaza along East 25th Street.
- The third is related to the creation of a distinct First Avenue identity through development of new modern buildings and vibrant ground-floor spaces that enhance the overall First Avenue corridor for campus users and the community.

[12] Including up to 32,000 gsf of production lab space.

Public Realm Improvements

SPARC Kips Bay envisions the transformation of the existing block into a connected series of buildings arranged to allow for a central public open space at grade. The Proposed Project also includes a number of public realm improvements that would be undertaken outside of the SPARC campus to improve public access, pedestrian safety, and resiliency. The public realm improvements would comprise approximately 1.7 acres, 0.60 acre of which would be dedicated to publicly accessible open space.

These public realm improvements would support a connected network of parks and open spaces, forming a link between Asser Levy Playground to the south and the Manhattan Waterfront Greenway to the east. It would also support a connected bicycle and pedestrian network, with new accessible routes and linkage to the Manhattan Waterfront Greenway. The Proposed Project would also improve circulation and multi-modal access and connectivity to and around the Development Site, including upgrades to former East 26th Street by widening it and making it a two-way street.

SPARC Square

The Proposed Project would add a new, 0.60-acre (26,150 sf) publicly accessible open space fronting East 25th Street. The open space would serve as a welcoming and engaging shared space for students, employees, patients, visitors, and the broader public. The proposed open space would anchor the campus, be open 24 hours a day, 7 days a week, facilitate easy navigation between buildings and surrounding streets, and create an accessible route from First Avenue to all campus locations. In addition, the proposed open space will provide new green space in a community where there is a strong need for new open space and better connectivity among existing open spaces. As described above, the orientation of the new buildings on the periphery of the site surrounding the proposed open space fronting East 25th Street would take advantage of the site's southern exposure, thus maximizing the amount of direct sunlight the open space would experience. Pedestrian-level north-south access through the site, including the proposed mid-block driveway, would enhance connections to SPARC Square from the surrounding community.

It should be noted that the open space premises may be disposed to the selected developer for the Western Parcel or otherwise for maintenance. Once the disposition is approved, the City would dispose of the Western Parcel to a future respondent to a publicly advertised RFP for development and operations, part of the Eastern Parcel to CUNY, and possibly the open space to the Western Parcel developer or otherwise for maintenance.

Proposed Replacement Bridge

The Proposed Project would deliver on a long-standing request from the community to improve the existing pedestrian bridge that crosses FDR Drive at East 25th Street, creating an ADA-accessible pedestrian pathway that connects to the waterfront and the communities at Waterside Towers and the UNIS. The replacement bridge would also increase the underside clearance height to comply with State and City DOT standards. As mentioned above, if the design of the new pedestrian bridge would require further change to the City Map, a separate mapping action would be requested in a future application.

Safety and Resiliency Improvements

The Proposed Project would include crosswalk improvements on East 25th Street to Asser Levy Playground[13]; widening and circulation improvements on former East 26th Street and a new mid-block driveway to provide direct patient and ambulatory drop off to the planned H+H facility. Additionally, the ~~KBCR~~EMCR flood protection is underway, and the Proposed Project would tie-in to the ~~KBCR~~EMCR flood protection through construction of flood protection along East 25th Street. The ~~KBCR~~EMCR flood protection and the Proposed Project's tie-in would provide long-term resiliency for the Development Site. Absent the ~~KBCR~~EMCR project, the Proposed Project would incorporate standalone flood protections with independent utility into the design.

The Proposed Project would not include a floodgate. The portion of the floodwall fronting East 25th Street instead will be designed to be integrated into SPARC Square. While the open space design has not yet been finalized, it will be designed to be elevated from the street and partially floodable. The intent is to integrate the flood wall seamlessly into the natural and programmed grade changes of the open space. Each open space option being considered is informed by the continuity of the floodwall to First Avenue and is designed to minimize the visual and physical impact of the floodwall, not only within the open space but also along East 25th Street, through careful weaving of the floodwall location.

Streets and Circulation

The Proposed Project would provide access to drop-off locations, loading, and parking for users, improve the existing traffic congestion along East 26th Street, and promote a safe space for pedestrians by implementing various pedestrian safety measures throughout the site.

To alleviate the existing traffic congestion along former East 26th Street and improve circulation of vehicles in the vicinity of the Proposed Project, former East 26th Street is proposed to be converted into a two-way street and widened by eight feet for an additional drop-off, unloading, passing lane, or buffer zone to minimize the potential of vehicles obstructing the travel lane. Vehicles would be able to enter former East 26th Street from First Avenue instead of only entering from East 30th Street, four blocks north of the site. A turnaround area would be provided at the eastern end of the street for vehicles to enter and exit back out to First Avenue. The wider roadbed would also allow for improved traffic flow and increased area for vehicles to turn around at the eastern end of the street.

Vehicular circulation would be further improved through a proposed two-way interior private shared access drive that would connect former East 26th Street and East 25th Street. Ambulatory and passenger vehicles for H+H and OCME would circulate through the corridor and accommodate drop-offs for vehicles, which would effectively reduce drop-offs on other frontages. Additionally, the shared access drive would be pedestrianized with crosswalks and other public realm improvements. The adjacent sidewalks along the shared access drive would also encourage the circulation of pedestrians through the site.

Parking garages for OCME and CUNY vehicles would be accessed along former East 26th street. Loading berths are required by zoning for H+H, life science, OCME, CUNY, and NYC Public School uses and would also be located along former East 26th Street providing access from the ground level

[13] The Applicant is currently coordinating the design of the crosswalk improvements with NYCDOT. The design of the improvements is subjected to NYCDOT's review and approval, and the Applicant would be responsible for the costs associated with the design and construction of these improvements.

via a ramp to the basement level. The garage for OCME would be self-parking for their various specialty vehicles. It is anticipated that the garage for CUNY would also be a self-park facility.

The Proposed Project aims to provide open and safe spaces for pedestrians to traverse through the site. As there would be multiple vehicular access points to the Development Site, the safety of pedestrians, especially at points of conflict with vehicles, is a high priority. Potential pedestrian safety measures will be evaluated in conjunction with NYCDOT.

Analysis Framework and Reasonable Worst-Case Development Scenario

This document has been prepared in conformance to the guidelines presented in the *2021 CEQR Technical Manual*. For each technical area, the EIS analysis will include a description of existing conditions, an assessment of conditions in the future without the Proposed Actions (the No-Action condition), and an assessment of future conditions with the Proposed Actions (the With-Action condition). The incremental difference between the No-Action and With-Action conditions will serve as the basis for the impact analysis of the environmental review.

Future No-Action Condition

Development Site

Absent the approval of the Proposed Actions (the No-Action condition), the existing buildings would remain, and the Development Site would continue to accommodate the existing community facility uses in the future, such as the CUNY Hunter Campus. Additionally, the existing East 25th Street pedestrian bridge would remain in its current, non-ADA compliant condition by the 2031 build year, and congestion would remain on former East 26th Street. The No-Action Condition is based on site-specific conditions. No changes are anticipated between the Existing and No-Action conditions due to the longstanding community facility use on site. It is uncommon for the existing use to close or relocate without the institution's approval. Ongoing coordination with CUNY suggests that they intend to continue utilizing the site, as is, until construction of the upgraded facilities.

Area Projects

There are several developments proposed in the quarter-mile study area that are expected to be complete by the 2031 build year[14]:

1. **455 First Avenue (Innovation East):** This project, which is proposed for the existing Public Health Laboratory site at East 26th Street and First Avenue, would result in the construction of an approximately 609,988 gsf commercial life sciences building and ground-floor retail. This project is expected to be complete in 2030.
2. **Alexandria Center (Phase II – North Tower):** This project, which is located at East 29th Street and First Avenue between Bellevue Hospital and NYU Langone Health, will replace the existing

[14] These projects were identified using the following sources: NYC Department of Buildings Active Major Construction; YIMBY.com; New York City Economic Development Corporation.

surface parking lot with approximately 330,000 gsf of office and laboratory space~~.~~ and publicly accessible plaza space. This project is expected to be complete in 2029.

3. **429 Second Avenue:** This project will consist of 44,571 gsf of residential space, projected to contain 59 units. This project will be complete in 2025.
4. **Stuyvesant Cove Park – Solar 2:** This project will be located on the northern end of Stuyvesant Cove Park and will include the replacement of the existing Solar One structure with a new two-story, 6,409 sf learning center to allow for the teaching and demonstration of urban environmental stewardship. This project will be complete in 2024.
5. **~~KBCR~~EMCR Flood Protection:** The ~~KBCR~~EMCR flood protection project would provide a flood barrier around the Bellevue Hospital campus as well as elevated and/or hardened space for critical mechanical, electrical, and plumbing equipment. It would also provide redundant systems for important hospital infrastructure to ensure that the hospital is fully operational under backup systems. The timing of this project is unknown at this time.

Future With-Action Condition and Increment for Analysis

The Proposed Actions would establish the use, size, building location and other key features of the Proposed Project. The With-Action condition program is shown in **Table 2** and reflects the reasonable worst-case development scenario that can be developed in accordance with the Proposed Actions described above.

Table 2 Future No-Action and With-Action Comparison

	Existing Conditions[1]	No-Action Conditions[4]	With-Action Conditions	Increment
Overall Academic (GSF) w/ Basement	538,464	538,464	798,521	+260,057
Overall Academic (GSF) w/o Basement	433,554	433,554	728,290	+294,736
CUNY (GSF) w/ Basement	*538,464*	*538,464*	*605,163*	*+66,699*
CUNY Programmatic (GSF)	*433,554*	*433,554*	*552,490*	*+118,936*
Higher Education/CUNY Basement Space (GSF)	*104,910*	*104,910*	*52,673*	*(52,237)*
Number of Dormitory Beds (CUNY)	*711 Total, 648 Occupiable, 575 Utilized*	*711 Total, 648 Occupiable, 575 Utilized*	*711 Offered Off-site (Location TBD)*	*0 beds*
NYCPS (GSF) w/ Basement	*0*	*0*	*193,358*	*+193,358*
NYCPS Programmatic (GSF)	*0*	*0*	*175,800*	*+175,800*
NYCPS Basement Space (GSF)	*0*	*0*	*17,558*	*+17,558*
Overall Health Care (GSF) w/ Basement	0	0	341,280	+341,280
Overall Health Care (GSF) w/o Basement	0	0	292,210	+292,210
OCME (GSF) w/ Basement	*0*	*0*	*156,270*	*+156,270*
OCME Programmatic (GSF)	*0*	*0*	*112,300*	*+112,300*
OCME Basement Space (GSF)	*0*	*0*	*43,970*	*+43,970*
H+H (GSF) w/ Basement	*0*	*0*	*185,010*	*+185,010*
H+H Programmatic (GSF)	*0*	*0*	*179,910*	*+179,910*
H+H Basement Space (GSF)	*0*	*0*	*5,100*	*+5,100*
Overall Commercial Life Sciences (GSF)	0	0	1,040,880[2]	+1,040,880

Table 2 Future No-Action and With-Action Comparison

	Existing Conditions[1]	No-Action Conditions[4]	With-Action Conditions	Increment
Commercial Life Science Programmatic (GSF)	*0*	*0*	*1,000,000*	*+1,000,000*
Commercial Life Science Basement Space (GSF)	*0*	*0*	*40,880*	*+40,880*
Commercial – Local Retail (GSF)	**0**	**0**	**15,000**	**+15,000**
Publicly Accessible Open Space (Acres)	**0**	**0**	**0.6**	**+0.6**
Parking Spaces	**50**	**50**	**225**	**+175**
On-Site Worker Count	249	249	4,622	+4,373 on-site workers
On-Site Student Count[3]	1,763	1,763	4,646	+2,883 on-site workers
Building GSF (Above-Grade)	**538,464**	**538,464**	**2,035,500**	**+1,497,036**
Total Basement GSF	***104,910***	***124,878***	***160,181***	***+35,303***
Total GSF	**538,464**	**538,464**	**2,195,681**	**+1,657,217**

Notes:

1. The academic space also contains a portion of dormitory space associated with CUNY Hunter. The FEIS has been updated to reflect the new location and capacity of dormitory space. While there are 711 total dormitory beds on the existing CUNY Hunter campus, 63 are unoccupied and uninhabitable, leaving only 648 occupiable beds. Thus, 648 beds represents the existing capacity of the Brookdale dorms.
2. The new life sciences use is classified as commercial, thus meeting the threshold for an indirect business displacement socioeconomic analysis.
3. Although the total student enrollment is 3,302 students in the Existing/No-Action conditions and 7,138 in the With-Action condition, the capacity will be used in the EIS for analysis purposes as it represents the number of students on site at any given time.
4. Absent the Proposed Project, the dormitory space would remain on the Development Site. Therefore, a portion of the No-Action condition academic space would consist of dormitory space.

Analysis (Build) Year

Based on the anticipated duration for demolition of the existing buildings on the Development Site (approximately 12-24 months) and construction of the proposed new buildings sequentially from the east to the west of the Development Site (anticipated 30 to 36 months), the Proposed Project would be complete and in operation by the end of 2031. Accordingly, the EIS will use a 2031 build year for the purposes of a conservative analysis.

Principal Conclusions of Environmental Analysis

Land Use, Zoning, and Public Policy

The analysis presented in this chapter concludes that the Proposed Actions would not result in significant adverse impacts on land use, zoning, or public policy.

Land Use and Zoning

The Proposed Actions would result in an expansion of existing land uses in the study area and greater bulk and density than what currently exists on the Development Site. New uses to the Development Site—including academic (continuation of existing CUNY Hunter campus, with an expansion of its overall square footage and a new NYCPS high school), healthcare, commercial life sciences, and open space—would be compatible with surrounding land uses. Academic, healthcare, and open space uses are allowed as of right under the existing zoning. The addition of the life sciences use is compatible with the surrounding Kips Bay Science District and the First Avenue Health and Life Sciences corridor, a long-established cluster of medical facilities, academic institutions, and healthcare and life sciences businesses. Additionally, the increased bulk and density on the Development Site facilitated by the Proposed Actions would be comparable to existing developments and planned developments in the neighborhood, as exhibited by the existing residential buildings at Waterside Plaza (east of the Development Site), U.S. Corbin VA Facility to the south, and Bellevue Hospital, just north of the Proposed Project. The requested discretionary actions would not conflict with the current surrounding zoning. Rather, the Proposed Actions would facilitate development that is well-integrated with current built conditions and the existing zoning framework within the study area. Therefore, the Proposed Project would not adversely affect surrounding land uses or zoning.

Public Policy

The Proposed Project, which is a City-led initiative, would be supportive of several City policies, including the Community Board 6 197-a Plan, the First Avenue Health and Life Sciences Corridor, LifeSci NYC, Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery, PlaNYC: Getting Sustainability Done, the New New York Panel and the Waterfront Revitalization Program (WRP). The Proposed Project would expand and contribute to the First Avenue Life Sciences corridor and LifeSci NYC by creating a flood resilient development that would contribute to the growing economic footprint of New York City following the COVID-19 Pandemic by adding a significant amount of commercial life science space and space focused on healthcare.

Moreover, the Proposed Project would expand essential facilities currently serving study area residents through the construction of a new public high school, open space amenities, and an enhanced pedestrian bridge that would be larger than the existing bridge and would be fully ADA accessible. Portions of the Rezoning Area fall within the 1 percent annual floodplain, a high-risk flood area (see **Appendix A, Waterfront Revitalization Consistency Assessment Form**). As described in **Chapter 2, Land Use, Zoning and Public Policy**, the proposed buildings would be designed to withstand future flood events and mitigate potential flood-related damages pursuant to the City's Building Code requirements, consistent with Policy 6 of the WRP and the goals set forth by the Zoning for Coastal Flood Resiliency. Additionally, the Proposed Project's planned resilience

infrastructure, such as the proposed flood wall connection to the broader ~~KBCR~~EMCR project along with the nearby East Side Coastal Resiliency (ESCR) projects are expected to significantly reduce flood risk in the future. Therefore, the Proposed Project would directly support relevant City policies.

Socioeconomic Conditions

The Proposed Project would not result in any significant adverse impacts to socioeconomic conditions. The Proposed Project is compatible with the surrounding Kips Bay Science District and the First Avenue Health and Life Sciences corridor, a long-established cluster of medical facilities, academic institutions, and healthcare and life sciences businesses. The Final Scope of Work (FSOW) indicated that the Proposed Project would not have the potential to result in significant adverse impacts to direct or indirect residential displacement, direct business displacement, or specific industries. However, the FSOW did identify that a preliminary assessment of impacts as a result of indirect business displacement due to the Proposed Project would be warranted.

The preliminary assessment finds that the Proposed Project would not result in significant adverse impacts due to indirect business and institutional displacement. The Proposed Project would not introduce new economic activities to the study area as the study area already has a well-established medical, research, educational, and institutional presence. The study area contains major medical centers such as the U.S. Corbin VA Facility, NYC Health and Hospitals/Bellevue (H+H/Bellevue), and New York University (NYU) Langone Medical Center and is also home to educational institutions including NYU School of Medicine, the Alexandria Center for Life Science, Bellevue School of Radiologic Technology, and the School of Visual Arts. The study area includes over approximately 8,500,000 gsf of medical and research space and over approximately 10,790,000 gsf of commercial space overall. The Educational Services sector accounts for 41.4 percent of the total employment in the study area, and the Health Care and Social Assistance sector accounts for an additional 35 percent. Therefore, the commercial laboratory and educational facility development resulting from the Proposed Project would not constitute new economic activities in the study area that could substantially alter existing economic patterns; rather, the Proposed Project would strengthen the existing cluster of medical, research, and educational uses in Kips Bay.

Open Space

The Proposed Project would not have a direct impact on open space resources in the study area. The Proposed Project would not cause the loss of public open space, change the use of an open space so that it no longer serves just the same user population, limit public access to an open space, or result in increased noise or air pollutant emissions, odors, or shadows that would temporarily or permanently affect the usefulness of a public space. On the contrary, the Proposed Project would introduce 0.60 acre of public open space to the Development Site and provide additional connectivity to existing waterfront open space through the proposed pedestrian bridge replacement. As the Proposed Project is expected to introduce approximately 4,373 incremental workers and 1,283 incremental students in the With-Action condition, a detailed open space analysis for the quarter-mile non-residential study area was conducted to assess the potential for indirect effects, pursuant to the *CEQR Technical Manual*. The Proposed Project would not generate a net increase in residents above the 200-resident threshold, Therefore, a residential open space analysis is not required.

Under the With-Action condition, within the quarter-mile non-residential study area, the passive open space ratio (OSR) would increase by approximately ~~14~~9.64 percent, to 0.~~05~~06 acre per 1,000

residents, due to the introduction of the 0.60-acre open space at the Development Site. While the passive OSR in the future With-Action condition would remain below the City's guideline of 0.15 acre per 1,000 residents. Due to this approximately ~~14~~9.64 percent OSR increase the Proposed Project would not result in significant adverse impacts on open space.

Shadows

Tier 1 through Tier 3 and detailed shadows analyses were undertaken for the Proposed Project since future development on the Development Site is expected to exceed 50 feet in height, the CEQR threshold for a shadows analysis. Several sunlight-sensitive resources were identified within the potential Tier 3 shadow sweep that were advanced to a detailed analysis: one historic resource, Parish of Our Lady of the Scapular and Saint Stephen's (H1); three open space resources, including Bellevue South Park (O1), Alexandria Center Public Plaza and Urban Garden (O3), and East River Greenway (O5); and one natural resource, the East River (N1). In addition, a fourth open space that is privately owned but currently accessible to the public was considered: the Bellevue Sobriety Garden (O6).

A detailed analysis was conducted for the resources that could receive incremental shadow on one or more of the analysis days. For H1, it was determined that given the short duration (12 minutes) of shading on the stained-glass windows, the public's enjoyment of this resource would not be affected. For the open space resources that were studied in the detailed shadows assessment, although incremental shading could eliminate sunlight from the resources during the day in some of the analysis periods, incremental shadows would be of limited duration and would occur on spaces that either receive uninterrupted sunlight during other periods of the analysis day or on spaces that do not receive uninterrupted sunlight under existing conditions. Thus, it was determined that incremental shadows would not adversely impair the public's enjoyment of the space or the viability of vegetation of these resources. Finally, for N1, incremental shading would occur over limited portions of the East River for brief periods of time during the afternoon. Based on the foregoing, no adverse impacts to sunlight sensitive resources would occur due to shadows from the Proposed Project.

Historic and Cultural Resources

The Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP) and Landmarks Preservation Commission (LPC) have indicated that there are no archaeological concerns within the Development Site, where in-ground impacts would occur. Therefore, in the future, either with or without the Proposed Actions, there would be no impacts to archaeological resources, and no further analysis of archaeological resources is warranted.

OPRHP has indicated that the Development Site contains an S/NRHP-eligible architectural resource, the CUNY Hunter College Brookdale Campus, which is proposed to be demolished in order to construct the Proposed Project. Under the State Historic Preservation Act, demolition of a historic resource is an Adverse Impact that triggers the requirement for an Alternatives Analysis to identify alternatives that would avoid or minimize the Adverse Impact. The requested Alternatives Analysis ~~is being~~was prepared by the project sponsors. ~~If~~As the Alternatives Analysis ~~determines~~determined that the Adverse Impact cannot be avoided or minimized, ~~then~~ mitigation measures ~~will be~~are being developed in consultation with OPRHP and ~~LPC and~~will be undertaken as part of the Proposed Project. The mitigation measures will be stipulated in a Letter of Resolution ~~to be~~ (LOR) that is being developed by the project sponsors in conjunction with OPRHP ~~and LPC~~.

None of the architectural resources within the Study Area are within 90 feet of the Development Site, and, as such, the Proposed Actions should not have any construction impacts on these architectural resources that could require a Construction Protection Plan (CPP).

Urban Design and Visual Resources

Urban Design

The Proposed Actions would not result in significant adverse impacts to urban design in the study area. The Proposed Actions would result in built forms and building types that are similar in height and bulk to the mid- to high-density institutional buildings that currently exist within the study area. The design of the Proposed Project would provide varied building heights and setbacks that would create visual interest and enhance the pedestrian experience.

The proposed orientation of the massing for the new development would be similar to the existing site, with a collection of multiple new buildings[~~15~~] on the periphery of the site surrounding a central open space fronting East 25th Street. However, the proposed massing would shift density and height towards First Avenue, with towers up to 500 feet tall, resonating with other recent development in Kips Bay and beyond. This would allow the massing to drop in scale towards the East River, to be more in context with the residential and institutional uses to the south and east. The easternmost tower occupied by CUNY and NYCPS would be shorter than nearby Waterside Plaza towers across FDR Drive. The intent of this massing strategy is to maximize light and air into the campus buildings, specifically for classrooms and offices, while cascading the height of buildings towards residential and institutional buildings to the south and east, locating the greatest height along the 100-foot-wide First Avenue corridor, which consists of three travel lanes, parking lanes, and a bike lane, and introducing potential terraces with additional access to open space and air throughout the campus.

The Proposed Project would provide an opportunity for public realm improvements in an area generally characterized by large-scale buildings and highway infrastructure. These improvements respond to long-standing community requests to create more high-quality accessible open space, provide better pedestrian accessibility, and improve vehicular circulation in the surrounding community.

The Proposed Project would bring new public open space that connects to a network of existing neighborhood open spaces, a new accessible pedestrian bridge over FDR Drive at East 25th Street, and a floodwall tie-in to the broader Kips Bay Coastal Resiliency (~~KBCR~~EMCR) project, formerly known as the Bellevue Campus Coastal Resiliency project. Further, the introduction of street-fronting retail, ground-floor uses, improved streetscapes and public realm features, and new publicly accessible open space would activate the street frontages at the perimeter of the Development Site and spaces within the site. The proposed site plan would turn what is currently a fenced-off private block into a public facing, porous, and inviting block. Pedestrians would experience an engaging and transparent ground plane, with widened sidewalks and active street frontage, in contrast to the existing inward-facing inactive frontage of the block. Compared to the existing internal non-accessible open space courtyard, the Proposed Project would improve the block through the addition of the publicly accessible open space. The Development Site would introduce buildings of

[~~15~~] ~~As design progresses for the Proposed Project, it is possible that the building on the eastern portion of the Development Site (i.e., Building A) could be designed as two buildings with independent utility systems to accommodate separation between the public school and CUNY/BMCC. In this instance, both sites would provide their own loading areas pursuant to applicable zoning requirements. However, the overall program and building envelope would not change.~~

greater bulk and density than currently exist onsite, but this would align with the bulk and density of the surrounding neighborhood and the orientation of the building and site layout would follow the existing street grid pattern. The Proposed Project would open up the street wall in locations that the current development onsite blocks off via fencing and non-transparent walls. These elements would contribute to the orientation and legibility for pedestrians navigating the Development Site.

These elements of the Proposed Project's design, along with the introduction of street-fronting retail, enhanced landscaping and open space, and the addition of a New York City career-focused public school, would serve to activate the Development Site and provide needed facilities and services to the surrounding community. Compared to the No-Action condition, the With-Action condition would improve the built environment with a mix of commercial/institutional land uses and a new open space that would improve the pedestrian experience of the Development Site and study area.

Visual Resources

The visual resources located within the study area include the East River, the East River Greenway (also known as the East River Esplanade), and Asser Levy Playground. The East River Greenway is approximately one block east of the Development Site and includes Stuyvesant Cove Park. Asser Levy Playground is located adjacent to the Development Site and includes the Asser Levy Recreation Center, (a designated New York City landmark), within the block south of the Development Site. The Proposed Project would not negatively affect views to these visual resources. Therefore, no significant adverse impacts to these visual resources would occur as a result of the Proposed Actions.

Hazardous Materials

There is a potential for adverse hazardous materials impacts associated with the excavation and construction activities of the Proposed Actions. Although these activities could increase pathways for human exposure, significant adverse impacts can be largely mitigated by the development and implementation of a Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) during redevelopment.

The Phase I ESA and hazardous materials assessment identified environmental conditions at the Development Site and neighboring sites consistent with the listed uses and environmental conditions provided in Appendix A of Title 15, Chapter 24 of the Rules of the City of New York. However, the possibility of potential environmental impacts from hazardous materials would be greatly reduced by implementing standard preventative measures and best practices while performing demolition and construction. Under the Proposed Actions, the Development Site (Block 962, the southern portion of Lot 100) would be assigned an (E)-Designation, which would apply only to the portion of the lot south of former East 26th Street. By placing an (E)-Designation on the Development Site, any construction activity involving soil disturbance would be conducted in accordance with the oversight and best practices of The New York City Mayor's Office of Environmental Remediation (OER). The OER would provide regulatory oversight of the environmental scope, including investigations and remediation during the development process and prior to occupancy.

In summary, the Proposed Actions may increase exposure pathways for hazardous materials, however, assignment of an (E)-Designation on the Development Site would ensure investigation, mitigation, and remediation of any hazardous materials under the Proposed Actions would be completed in a safe, and comprehensive manner.

Water and Sewer Infrastructure

This analysis follows the *CEQR Technical Manual* guidelines that recommend a preliminary water analysis be completed if a proposed action would result in an exceptionally large demand of water (over one million gpd) or if a project area is located in an area that experiences low water pressure (i.e., in an area at the end of the water supply distribution system such as the Rockaway Peninsula or Coney Island). The Development Site is not located in an area that experiences low water pressure, and the Proposed Actions would generate a water demand of 0.~~53~~56 mgd. Therefore, the Proposed Project does not meet the *CEQR Technical Manual* threshold requiring a detailed analysis. It is anticipated that there would be adequate water service to meet the incremental water demand and that there would be no significant adverse impacts on the City's water supply.

The Proposed Actions would result in a net incremental increase of over 250,000 gsf of commercial, public facility, institution, and community facility, as compared with the No-Action condition, in a combined sewered area. An analysis of the Proposed Actions' potential impacts on the City's wastewater and stormwater conveyance and treatment system is therefore warranted and is provided in **Chapter 9, Water and Sewer Infrastructure**.

Although the Proposed Actions would create new demand for water and treatment of sewage in comparison to the No-Action condition, based on the methodology set forth in the *CEQR Technical Manual*, the incremental increases would be well within the capacity of the City's systems, and the effects would not be considered significant or adverse.

Transportation

Traffic

Traffic analyses were performed for 23 intersections (21 signalized and 2 unsignalized). The Proposed Project would result in significant adverse traffic impacts to 28, ~~23, 22~~ and ~~16~~17 traffic movements during the weekday AM, midday, and PM peak hours, respectively. Overall, ~~15, 13~~17, 14, and ~~eight~~nine intersections would be significantly adversely impacted by the Proposed Project during the weekday AM, midday, and PM peak hours, respectively. Mitigation measures that could be implemented to mitigate these significant adverse ~~pedestrian~~traffic impacts are discussed in **Chapter 18, Mitigation**.

As discussed in the Draft EIS, the New York City Department of Transportation (NYCDOT) is in the process of developing plans for the Second Avenue Bus and Bike Lane Enhancements project. Following the issuance of the Draft EIS, NYCDOT provided preliminary plans which were incorporated in the Final EIS analysis. Changes proposed to analysis intersections along Second Avenue include the shifting of the Second Avenue bus lane from the curbside lane to the adjacent "offset" lane, widening of bike lanes, and modifying of parking regulations along the west side of Second Avenue. As a result of these changes, plus NYCDOT changes to signal timing plans at one intersection, the significant impact findings at some traffic study area locations differ between the Draft and Final EIS.

Parking

The Proposed Project would provide 50 on-site parking spaces which would be used by OCME and would accommodate the OCME parking demand. The Proposed Project would also provide 175 on-site parking spaces which would be used by academic higher education and high school staff;

however, for the purpose of a conservative analysis, it is assumed that parking would not be provided on-site for the academic staff use and that the parking demand for these uses would need to be accommodated off-site. The peak off-site parking demand would be 469 spaces which could be accommodated by the 2,958 off-site parking spaces available in the study area. During the late morning/early ~~morning~~afternoon peak period, it is expected that off-site parking facilities would be 97 percent occupied.

~~Transit~~

Subways

Fare control areas and stairways were analyzed at the stations closest to the Development Site – the 28th Street and 23rd Street subway stations (accessed by the No. 6 subway line) – during the commuter peak hours. The analysis determined that the fare control areas analyzed at both stations would operate at acceptable levels of service during both peak hours. For stairways, at the 28th Street station in the AM peak hour, significant impacts were identified at three stairs (O4A/O4B, O5A/O5B, and P2) during the AM and PM peak hours. At the 23rd Street station, five stairs would be significantly impacted (S7, S5, P5, S8A/S8B, and P8A/P8B) during the AM peak hour. Two of these stairs (S8A/S8B and P8A/P8B) would also be significantly impacted during the PM peak hour.

Buses

Bus line haul analyses were conducted for four bus routes (the M15 local, M15-SBS, M34A-SBS and M23-SBS) based on the *CEQR Technical Manual's* screening assessment. The With-Action condition analysis determined that there would be adequate supply for the Proposed Project's projected demand in the AM peak hour for the M15 local and M15-SBS bus routes in the northbound direction, the M15-SBS bus route in the southbound direction, and the M34A-SBS and M23-SBS bus routes in the westbound direction. In the PM peak hour, the adequate supply would be expected for the M15 local and M15-SBS bus routes in the southbound direction, the M15 local bus route in the northbound direction, the M34A-SBS and M23-SBS bus routes in the eastbound direction, and the M34A-SBS bus route in the westbound direction. However, the Proposed Project would result in a capacity shortfall for the bus routes listed below; these bus routes would be significantly impacted.

- The M15 local bus route in the southbound direction during the AM peak hour.
- The M34A-SBS bus route in the eastbound direction in the AM peak hour.
- The M23-SBS bus route in the eastbound direction in the AM peak hour.
- The M15-SBS bus route in the northbound direction during the PM peak hour.
- The M23-SBS bus route in the westbound direction during the PM peak hour.

Pedestrians

Pedestrian analyses were performed for 22 sidewalk elements, 15 crosswalk elements, and 24 corner elements at key intersections for the weekday AM, midday, and PM peak hours. Of the 61 pedestrian elements analyzed, the Proposed Project would result in significant adverse impacts at ~~nine~~eight pedestrian elements (~~four~~three sidewalks, two crosswalks, and three corners) in the AM peak hour, five pedestrian elements (two sidewalks, one crosswalk and two corners) in the midday peak hour, and five elements (three sidewalks and two corners) in the PM peak hour. Mitigation measures that

could be implemented to mitigate these significant adverse pedestrian impacts are discussed in **Chapter 18, Mitigation**.

Vehicular and Pedestrian Safety

Thirteen of the 28 traffic and pedestrian analysis locations have been identified as high-crash locations according to the 2021 *CEQR Technical Manual* criteria. Three intersections were identified as high-crash locations as these intersections had at least five pedestrian/bicyclist injury crashes within a consecutive 12-month period while four additional intersections were identified as high-crash locations due to their status as Vision Zero Priority Intersections. Within the study area there are five Vision Zero Priority Corridors; intersections locations along these corridors would be considered as a high-crash location if there have been at least three pedestrian/bicyclist injury crashes within a consecutive 12-month period. Six additional intersections were identified as high-crash locations under these criteria.

Five intersections identified as high-crash locations are located along Second Avenue. NYCDOT is in the process of developing the Second Avenue Bus and Bike Lane Enhancement project and improvement measures would include shifting of the Second Avenue bus lane from the curbside to the adjacent "offset" lane, widening of the bike lanes, and modifying of parking regulations. Measures proposed as part of this project could potentially improve safety conditions at Second Avenue high-crash locations.

Air Quality

The air quality analysis, as summarized below, found that the Proposed Actions would not result in significant adverse air quality impacts on the surrounding sensitive receptors, nor would nearby emission sources significantly impact the Proposed Project.

The mobile source analyses determined that project-generated traffic resulting in concentrations of CO and fine particulate matter (PM_{10} and $PM_{2.5}$) at the analyzed intersections would not result in any violations of National Ambient Air Quality Standards (NAAQS). Further, the 8-hour CO incremental concentrations and the 24-hour and annual incremental $PM_{2.5}$ concentrations were predicted to be below the City's *de minimis* criteria.

The CO concentrations that would result from the Proposed Project parking facilities would not exceed the applicable impact thresholds. Therefore, the proposed parking facilities would not result in a significant adverse impact on air quality.

In the event of a chemical spill in a Proposed Project laboratory fume hood, no significant adverse impact on the air quality at the Proposed Project building or the surrounding area would be anticipated.

The existing emission sources at Bellevue Hospital and the U.S. Corbin VA Facility were considered. These sources consist of emergency equipment that operates infrequently with no potential for significant adverse impacts on the Proposed Project.

Due to the proximity of the Proposed Project to FDR Drive, an Atypical Source analysis was performed. The results indicate that the emissions along FDR Drive would not result in significant adverse air quality impacts at the Proposed Project locations analyzed.

Greenhouse Gas Emissions

Following the methodology provided in the *CEQR Technical Manual*, the Proposed Project would emit an estimated ~~36,012~~40,694 metric tons of carbon dioxide equivalent (CO2e) per year, with approximately ~~64~~68 percent of those emissions resulting from the Proposed Project buildings and ~~36~~32 percent of the emissions resulting from mobile sources. The Proposed Project would include sustainability measures that would be consistent with the applicable GHG reduction goals, as defined in the *CEQR Technical Manual*.

Given the Proposed Project location near multiple transit options, improvements to existing biking, and walking, and vehicle network, the intent to use electricity and steam for the proposed building energy needs, and other measures that would be include as part of the Proposed Project operational design and construction, the Proposed Project would be consistent with the City's goals to reduce GHG emissions. The Proposed Project would tie-in to existing and planned flood protection infrastructure, incorporate on-site design measures for flood protection, and include best-practices for on-site stormwater management. As such, the Proposed Project would improve the resilience of the Development Site and contribute to the larger flood protection measures under development on the East Side of Manhattan. Therefore, the Proposed Project would be consistent with the City's climate change initiatives.

Portions of the Development Site are within the existing 1 percent annual chance floodplain and absent the proposed resilience measures the Proposed Project would be vulnerable to flooding that is projected to increase with the likely effects of climate change. The implementation of flood protection and sustainable stormwater management design would increase the resilience of the Proposed Project and neighborhood to the projected likely effects of climate change.

Noise

A noise assessment was conducted to determine whether the Proposed Project would significantly increase sound levels from mobile and stationary sources at existing noise receptors, and if new noise receptors that would be introduced would be in an acceptable ambient sound level environment.

Existing Noise Receptors

The study area includes existing residential, commercial, and institutional receptors. The Proposed Project would introduce new stationary and mobile sources of noise.

The increase in noise due to mobile sources from the No-Action and With-Action conditions have been determined from proportional noise modeling at three monitoring locations within the study area. Mobile source noise levels would increase by up to 0.8 dBA for the With-Action condition as compared to the No-Action condition due to traffic generated by the Proposed Project. Mobile source noise levels would increase up to 1.3 dBA for the With-Action condition compared to existing conditions due to forecasted traffic growth in the No-Action condition and traffic generated by the Proposed Project.

The closest existing noise-sensitive receptor is the Office of the Chief Medical Examiner, located 40 feet north of the Development Site. No-Action condition noise levels at this receptor would range from 63.2 to 75.2 dBA (L_{eq}). The Proposed Project would result in an increase of up to 0.8 dBA (L_{eq}) in noise, such that With-Action noise levels at this receptor due to stationary and mobile sources would

range from 64.0 to 75.5 dBA (L_{eq}). Since noise levels would not increase by 3 dBA or more at this receptor, the Proposed Project would not result in a significant adverse noise impact due to mobile and stationary sources.

The U.S. Corbin Veterans Affairs (VA) Facility located at 423 East 23rd Street is approximately 60 feet south of the Development Site. No-Action condition noise levels at this receptor would range from 61.8 to 67.5 dBA (L_{eq}). The Proposed Project would result in an increase of up to 0.5 dBA (L_{eq}) in noise, such that With-Action noise levels at this receptor due to stationary and mobile sources would range from 62.3 to 67.8 dBA (L_{eq}). Since noise levels would not increase by 3 dBA or more at this receptor, the Proposed Project would not result in a significant adverse noise impact due to mobile and stationary sources.

New Noise Receptors

The noise analysis for new receptors evaluates whether receptors would be introduced into an environment with acceptable ambient noise conditions. With-Action condition noise levels have been evaluated at new receptors based on ambient noise measurements, mobile source proportional noise modeling, and modeling of noise from existing recreation areas (e.g., Asser Levy Playground).

The With-Action condition noise level at the eastern facades of Building A including mobile and stationary sources would be up to 81.8 dBA (L_{10}). Therefore, the eastern façade along FDR Drive, the northern façade along former East 26th Street within 50 feet of FDR Drive, the southern façade along East 25th Street within 50 feet of FDR Drive, would require a minimum composite window/wall of 37 outdoor-indoor transmission class (OITC).

The With-Action condition noise level along the northern façade of the Building A for the area further than 50 feet from FDR Drive including contributions from mobile and stationary sources would be up to 75.5 dBA (L_{eq}). Therefore, the northern façade along former East 26th Street and the east façade within 50 feet of former East 26th Street would require a minimum composite window/wall of 31 OITC for the area further than 50 feet from FDR Drive.

The With-Action condition noise level at the southern façade of Building A for the area further than 50 feet from FDR Drive including contributions from mobile and stationary sources would be up to 70.1 dBA (L_{10}). Therefore, the southern façade along East 25th Street and the east façade within 50 feet of East 25th Street would require a minimum composite window/wall of 28 OITC for the area further than 50 feet from FDR Drive.

The With-Action condition noise level at the western façade of Building A including contributions from mobile and stationary sources would be up to 69.6 dBA (L_{10}). Therefore, the western façade would not require enhanced window/wall attenuation.

The With-Action condition noise level at the western facades of Building B1 including contributions from mobile and stationary sources would be up to 75.7 dBA (L_{10}). Therefore, the western façade along First Avenue, the northern façade along former East 26th Street within 50 feet of First Avenue, the southern façade along East 25th Street within 50 feet of First Avenue, would require a minimum composite window/wall of 31 OITC.

The northern façade of Building B1 including contributions from mobile and stationary sources would be up to 75.5 dBA (L_{eq}). Therefore, the northern façade along former East 26th Street and the west façade within 50 feet of former East 26th Street would require a minimum composite window/wall of 31 OITC. The southern and eastern façade of Building B1 including mobile and

stationary sources would be up to 69.6 dBA (L_{10}). Therefore, the southern and eastern façades would not require enhanced window/wall attenuation for portions of the façade(s) that are more than 50 feet from First Avenue.

The northern façade of Building B2 including contributions from mobile and stationary sources would be up to 75.5 dBA (L_{eq}). Therefore, the northern façade along former East 26th Street, the west façade within 50 feet of former East 26th Street, and the east façade within 50 feet of former East 26th Street would require a minimum composite window/wall of 31 OITC. The southern façade of Building B2 including mobile and stationary sources would be up to 69.6 dBA (L_{10}). Therefore, the southern façades would not require enhanced window/wall attenuation. The eastern and western façade of Building B2 approximately 230 feet and 370 feet away from First Avenue and FDR Drive and would be shielded by Buildings A and B1, the eastern and western façade of Building B2 would not require enhanced window/wall attenuation.

Public Health

The Proposed Project would not result in any significant adverse public health impacts. The Proposed Project would not result in unmitigated significant adverse impacts in the areas of air quality, noise, water quality, or hazardous materials. In fact, the Proposed Project is supportive of improvements in public health by creating a pipeline from local public schools and city universities to careers in the Life Sciences and public health industries.

Neighborhood Character

The Proposed Project would not result in a significant adverse impact to neighborhood character. As outlined in the *CEQR Technical Manual*, the assessment of neighborhood character is based on the analyses of other technical areas. The Proposed Project would not result in significant adverse impacts in the technical areas of land use, zoning, and public policy; socioeconomic conditions; open space; urban design and visual resources; shadows; or noise. The Proposed Project would result in impacts to historic and cultural resources, and transportation. Therefore, a preliminary assessment of neighborhood character is provided. Regarding transportation, the assessment concludes that, while there would be increased transportation activity because of the Proposed Project, the resulting conditions would be similar to those seen in the urban neighborhoods defining the study area and would not result in density of activity or service conditions that would be out of character with the surrounding neighborhood. Regarding historic and cultural resources, the assessment concludes the affected architectural resource is not considered to be a defining feature of the study area's character. As such, the impacts to transportation and historic and cultural resources would not result in a neighborhood character impact.

Construction

Governmental oversight of construction in New York City is extensive and involves a number of City, State, and Federal agencies, each with specific areas of responsibility. Construction at the Development Site would be subject to government regulations and oversight and would employ general construction practices typical of sites within New York City. The Proposed Project would also comply with the requirements of the New York City Noise Control Code.

Transportation

Traffic

Activities related to construction would generate construction worker and delivery trips. To assess the potential for construction traffic impacts that may result from construction of the Proposed Project, the 23 intersections analyzed for potential traffic impacts under operational conditions were also analyzed during the construction peak quarter. Significant traffic impacts could still occur at some of the study area locations during construction, similar to impacts identified in **Chapter 10, Transportation**. Construction activities would be highest during the third quarter of 2029 (Q3 2029) and would generate approximately 482 construction worker auto trips, ~~72~~92 construction worker taxi trips, and 86 construction truck trips during ~~both~~ the AM and 482 construction worker auto trips, 92 construction worker taxi trips and 20 construction truck trips during the PM construction peak hours. Construction trucks would be required to use the ~~New York City Department of Transportation (NYC DOT).~~ NYCDOT-designated truck routes to travel to the project area and would then use local streets to access the construction site entrances.

During the preparation of the Draft EIS (DEIS), NYCDOT was in the process of developing plans for the *Second Avenue Bus and Bike Lane Enhancements* project which would result in changes to vehicular and pedestrian operations at intersections along Second Avenue within the traffic study area. Following the issuance of the DEIS, NYCDOT provided preliminary design plans for Second Avenue which were incorporated in the Final EIS (FEIS) analysis. As a result, significant impact findings at some traffic study area locations differ between the DEIS and FEIS.

Significant construction traffic impacts were identified at ~~four of the 23 intersections analyzed during the AM construction peak hour and~~ eight of the 23 intersections analyzed during the AM and PM construction peak hours. Standard traffic capacity improvements typically implemented by NYCDOT, such as signal timing modifications, could fully mitigate significant traffic improvements at three intersections during the PM construction peak hour. ~~Where~~However, significant traffic impacts would remain unmitigated at eight intersections during ~~construction may occur, measures similar to the ones recommended in **Chapter 18, Mitigation** could be implemented early~~the AM construction peak hour and at five intersections during the PM construction peak hour. However, significant traffic impacts to ~~aid in alleviating congested traffic conditions~~the intersections listed below would remain unmitigated.

- FDR Drive Southbound/Avenue C at East 23rd Street (east side) (AM construction peak hour only)
- FDR Drive at East 34th Street (PM construction peak hour only)
- First Avenue at East 23rd Street (AM construction peak hour only)
- First Avenue at East 26th Street (AM and PM construction peak hours)
- First Avenue at East 30th Street (AM peak construction hour only)
- First Avenue at East 34th Street (AM and PM construction peak hours)
- Second Avenue at East 23rd Street (AM and PM construction peak hours)
- Second Avenue at East 34th Street (AM peak construction hour only)
- East 34th Street at the Queens-Midtown Tunnel Entrance (AM and PM construction peak hours)

Parking

Construction workers would generate an estimated maximum daily parking demand of 603 spaces during the Q3 2029 peak quarter. This parking demand ~~would~~could be accommodated by off-street parking supply within a one-quarter mile radius of the Development Site. A parking utilization survey was conducted and determined that there would be approximately 966 spaces available during the weekday midday period and would be sufficient to accommodate the construction worker parking demand.

Transit and Pedestrians

Based on information provided by ~~NYC DOT~~NYCDOT, it is anticipated that approximately 56 percent of construction workers would commute to the Development Site by public transportation (45 percent by subway and 11 percent by bus). During Q3 2029, when construction worker volumes would be highest, approximately 1,916 construction workers would be expected to be working on the site, of which approximately 862 workers would be expected to travel to the site by subway and approximately 211 workers would be expected to travel to the site by bus. It is expected that most construction workers (approximately 80 percent) would arrive during the AM construction peak hour and depart during the PM construction peak hour (approximately 690 subway trips and approximately 169 bus trips during the AM and PM construction peak hours).

As construction-related transit and pedestrian trips would be significantly lower than transit and pedestrian trips generated during the operational peak hours, and as these trips would occur outside of the commuter peak hours, significant transit impacts are not expected~~. Significant pedestrian construction impacts are not expected at any new locations not identified in the operational analyses.~~ at any new locations not identified in the operational analyses. It is possible, however, that there could be significant impacts at pedestrian elements (sidewalks, corner reservoir areas, or sidewalks) analyzed under operational conditions despite construction-related pedestrian volumes being lower than operational volumes. Detailed analyses were conducted at 14 pedestrian elements and significant pedestrian impacts were identified for one pedestrian element (one corner) during the AM construction peak hour, and two pedestrian elements (one sidewalk and one corner) during the PM construction peak hour. Significant impacts to the pedestrian elements during construction would remain unmitigated.

Air Quality

To assess the potential for the Proposed Project to result in impacts related to air emissions, an emissions intensity analysis was performed. Activities occurring between September 2027 to August 2028 were determined to be the peak period for construction air quality emissions. Based on the results of the emissions intensity analysis for on-site emissions (consisting of construction equipment, trucks and fugitive dust from construction of foundations for the buildings, and truck idling and moving on paved and unpaved roads). A detailed mobile sources analysis was conducted to evaluate the impacts from off-site construction traffic. The results of the on-site construction assessment indicate that the Proposed Project would not exceed the applicable air quality standards and *de minimis* criteria based on a comparison with a detailed analysis for a project of similar size. The dispersion modeling analysis of construction-related air emissions for on-road source determined that particulate matter ($PM_{2.5}$ and PM_{10}), 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

To assess the potential for the Proposed Project to result in noise impacts during construction, a quantified noise analysis was conducted.

Construction noise from mobile sources was evaluated for the 6:00 AM to 7:00 AM peak period, when construction traffic would be greatest. Construction noise from mobile sources would not increase by 3 dBA or more, and there would be no significant adverse noise impact due to construction mobile sources.

Construction noise from stationary sources was evaluated for 11 phases of construction, since there would be overlapping activities for demolition, foundation, superstructure and exterior and interior fit-out associated with the Proposed Project. Construction of the Proposed Project is predicted to result in elevated noise levels at several of the analyzed receptors during limited periods of time during the overall construction period. South of the Development Site, at the U.S. Corbin VA Facility, construction is predicted to result in noise level increases up to approximately 18.4 dBA over a two-month period. To the west of the Development Site, at the NYU facilities along First Avenue, construction is predicted to result in noise level increases up to 11.9 dBA over a four-month period. North of the Development Site, at the Office of the Chief Medical Examiner, construction is predicted to result in noise level increases up to approximately 12.5 dBA over a three-month period. Such exceedances may be intrusive but would be only temporary and of limited duration. At each of these locations, it is expected that because all but one of the buildings have central HVAC systems, approximately 30 to 35 dBA attenuation (depending on the building) can be achieved with a closed-window condition resulting in interior noise levels that are close to the CEQR interior noise levels for these types of uses (i.e., 45 dBA (L_{10}) for residential and community facility uses and 50 dBA (L_{10}) for office or equivalent spaces). At the location with window air conditioning units, approximately 25 dBA of attenuation is expected.

Because these increases are predicted to occur only on a portion of each building over a limited period of the construction duration (up to four months total depending on the location) and would result in maximum interior noise levels close to the CEQR interior noise recommendation, the Proposed Project would not result in significant adverse construction noise impacts at these locations. At the other receptors, including residential receptors, increases in noise levels from Proposed Project construction are predicted to be less than 10 dBA, and significant adverse construction noise impacts would not occur.

Vibration

Construction activities have the potential to generate ground-borne vibration that can potentially cause structural or architectural damage or annoy people in nearby vibration-sensitive spaces, such as residences. The most substantial sources of construction vibration are equipment associated with the excavation and foundation phase, such as pile drivers, drill rigs, bulldozers, and jack hammers.

There are no buildings within 90 feet of the Development Site listed by LPC or the State and/or National Register of Historic Places (S/NR) which would require special protections from potential damage due to vibration. There is the potential for construction vibration from some construction equipment, such as pile drivers, to cause annoyance in nearby residences. However, these

construction activities would only occur for limited periods of time at any particular location and there would be no significant adverse impact as a result of construction vibration.

Other Technical Areas

In terms of construction effects on land use, neighborhood character, socioeconomic conditions, community facilities, and open space, preliminary analyses found that no significant adverse impacts would occur due to construction of the Proposed Project.

~~In terms of construction effects on historic resources, if necessary based on~~OPRHP indicated that the ~~results of~~Development Site contains an S/NRHP-eligible architectural resource, the CUNY Hunter College Brookdale Campus, which is proposed to be demolished to construct the Proposed Project. An Alternatives Analysis~~,~~ was prepared and has been accepted by OPRHP which determined that an Adverse Impact (pursuant to the State Historic Preservation Act) resulting from the demolition of a historic resource cannot be avoided or minimized. Mitigation measures ~~would be~~are being developed in consultation with the OPRHP ~~and LPC~~ and will be undertaken as part of the Proposed Project. ~~Compliance with~~ Post-FEIS, any practicable or feasible mitigation measures ~~required would be memorialized through a Letter of Resolution.~~will be stipulated in a LOR that is being developed by the project sponsors in conjunction with OPRHP. It is anticipated that compliance with the ~~Letter of Resolution~~LOR would preclude the potential for significant adverse impacts on historic resources to occur during construction and operation of the Proposed Project. Therefore, it is anticipated that construction of the Proposed Project would have no significant adverse impacts to historic and cultural resources.

With respect to hazardous materials, the completion of a RAP and CHASP would be memorialized through the assignment of an (E)-Designation on the Development Site to ensure investigation, mitigation, and remediation of any hazardous materials would be completed in a safe, and comprehensive manner. Compliance with the (E)-Designation would preclude the potential for significant adverse hazardous materials impacts to occur during construction and operation of the Proposed Project.

With respect to water and sewer Infrastructure, the Proposed Project would require a State Pollutant Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity. In addition, the Applicant will be required to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) that meets criteria set forth by NYSDEC. With the implementation of a SWPPP, there would be no significant adverse impacts to water resources due to construction of the Proposed Project.

Alternatives

No-Action Alternative

The No-Action Alternative examines future conditions in 2031 absent the Proposed Actions. Under the No-Action Alternative, the existing buildings would remain, and the Development Site would continue to accommodate community facility uses similar to the existing CUNY Hunter uses. Additionally, the existing East 25th Street pedestrian bridge would remain in its current, non-ADA compliant condition by the 2031 build year. Importantly, no new development would occur at the Development Site by the analysis year of 2031. The technical chapters of this EIS have described the No-Action Alternative as "the No-Action condition."

The No-Action Alternative would not meet the goals of the Proposed Actions, nor would the benefits expected from the Proposed Actions be realized under this alternative. The No-Action Alternative would not result in any significant adverse impacts, as no development would occur in the absence of the Proposed Actions.

No Unmitigated Significant Adverse Impacts Alternative

The No Unmitigated Significant Adverse Impacts Alternative examines a scenario in which the projected density increase and other components of the Proposed Actions are changed specifically to avoid the unmitigated significant adverse impacts associated with the Proposed Actions. Under the New York State Historic Preservation Act, demolition of a historic resource is an Adverse Impact. Additionally, the Proposed Actions would result in potential unmitigated significant adverse impacts to transportation specifically to traffic, subway, and pedestrian conditions.

As discussed in **Chapter 6, Historic and Cultural Resources**, the CUNY Hunter College Brookdale Campus located on the Development Site was determined eligible for listing on the State and National Registers of Historic Places in 2023. The S/NRHP-eligible buildings would be demolished to construct the new SPARC campus buildings and grounds. Under the State Historic Preservation Act, demolition of a historic resource is an Adverse Impact that triggers the requirement for an Alternatives Analysis to identify alternatives that would avoid or minimize the Adverse Impact. The requested Alternatives Analysis ~~is being~~was prepared by the project sponsors and ~~will be completed between publication of the DEIS and FEIS. If~~has been accepted by OPRHP. As the Alternatives Analysis ~~establishes~~has established that the Adverse Impact cannot be avoided or minimized, ~~then~~ mitigation measures ~~will be explored between the DEIS and FEIS,~~ are being developed in consultation with OPRHP and ~~LPC and~~will be undertaken as part of the Proposed Project. Any practicable or feasible mitigation measures will be stipulated in a ~~Letter of Resolution to be~~ LOR that is being developed by the project sponsors in conjunction with OPRHP~~ and LPC. If no practicable or feasible mitigation is identified, the impact would constitute an unavoidable significant adverse impact on this architectural resource~~.

Post-FEIS, NYCEDC will continue to work with OPRHP to determine acceptable mitigation measures and will document these measures in a LOR. It is anticipated that possible mitigation measures will include the following:

1. EDC will photo document the CUNY Hunter College Brookdale Campus prior to demolition according to guidance for producing digital documentation reports to be held by the OPRHP and the New York State Archives. The documentation will include an architectural description and historical narrative, select historic drawings/photographs, and photographs following OPRHP's March 2024 guidelines.

   The photographs will include at least one exterior façade view of each side of the three campus buildings and views of the outdoor courtyard and its artwork. Interior photographs will include the public spaces on the basement and first floors, such as hallways, the mailroom, classrooms, meeting rooms, offices, the auditorium, the cafeteria, and recreation areas. The photographs will include at least one representative view of the upper floor student spaces (dorm room, common room, kitchen, bathroom).

   The final photo documentation report will be submitted to OPRHP for transmittal to the New York State Archives. The submittal will include a digital report, a complete set of digital photographs,

and if requested, one (1) archival Gold CD containing a digital copy of the complete report and individual photo files.

2. EDC will work with the design and construction teams to determine how historic architectural elements within the CUNY Hunter College Brookdale Campus buildings could be salvaged and reused in the SPARC buildings or outdoor plaza, or in other EDC projects. Salvaged materials could include the pink marble, stone, wood and glass, or other architectural elements in the existing public spaces.

In terms of transportation, sensitivity analyses were conducted for those technical analyses that have the potential to result in significant adverse impacts and it was determined that significant reductions in the Proposed Project program would be required to result in no unmitigated significant adverse impacts, as follows:

- A development of approximately ~~2~~two percent of the Proposed Project would result in an increase of two vehicle trips turning right from the former East 26th Street at the intersection with First Avenue, resulting in significant impacts that could not be mitigated.
- A development of approximately ~~8~~42 percent of the Proposed Project would result in unmitigable pedestrian impacts at the ~~southwest corner at the intersection of Lexington~~East 23rd Street north sidewalk between Madison Avenue and ~~East 28th street~~Park Avenue during the ~~AM~~PM peak hour.
- To avoid unmitigated subway impacts at the 23rd Street subway station's S5 and S6 stairways, the development would need to be reduced to less than 59 percent of the Proposed Project.

To avoid impacts, the Proposed Project's program would have to be substantially reduced below the thresholds described above or the site would have to remain in its existing condition. However, neither option would meet the project's goals of constructing facilities to allow creation of new Life Sciences startups in the city, promote the next generation of talent and world-class innovation, create new jobs, and advance health care and technology. The key partnerships envisioned with CUNY, H+H, NYCPS, and OCME to advance these goals would not be met, and public realm improvements, including flood resiliency improvements and replacement of the existing bridge that crosses FDR Drive at East 25th Street would not be developed. As such, there is no alternative that meets the goals of the Proposed Project that would avoid the potential for unmitigated significant adverse impacts.

~~Unavoidable Significant Adverse Impacts~~

~~According to the *CEQR Technical Manual*, unavoidable significant adverse impacts are those that would occur if a proposed project or action is implemented regardless of the mitigation employed, or if mitigation is impossible. As described in **Mitigation**, the Proposed Project has the potential to result in significant adverse impacts on historic and cultural resources as well as traffic, transit, and pedestrian impacts at certain locations. To the extent practicable, mitigation has been proposed for these identified significant adverse impacts. However, in some instances no practicable mitigation has been identified to fully mitigate the significant adverse impacts, and there are no reasonable alternatives to the Proposed Actions that would meet the purpose and need, eliminate potential impacts, and not cause other or similar significant adverse impacts. In other cases, mitigation has been proposed, but absent a commitment to implement the mitigation, or if the mitigation is determined to be impracticable upon further review between the DEIS and FEIS, the impacts may not be eliminated.~~

Mitigation

Historic and Cultural Resources

The CUNY Hunter College Brookdale Campus located on the Development Site was determined eligible for listing on the State and National Registers of Historic Places (S/NRHP) in 2023. The S/NRHP-eligible buildings would be demolished to construct the new SPARC campus buildings and grounds. Under the State Historic Preservation Act, demolition of a historic resource is an Adverse Impact that triggers the requirement for an Alternatives Analysis to identify alternatives that would avoid or minimize the Adverse Impact. The requested Alternatives Analysis ~~is being~~has been prepared by the project sponsors. ~~If~~As the Alternatives Analysis establishes that the Adverse Impact cannot be avoided or minimized, ~~then~~ mitigation measures ~~will be~~are being developed in consultation with OPRHP and ~~LPC and~~will be undertaken as part of the Proposed Project. The mitigation measures will be stipulated in a ~~Letter of Resolution to be~~ LOR that is being developed by the project sponsors in conjunction with OPRHP ~~and LPC~~.

Transportation

Traffic

During the preparation of the DEIS, the NYCDOT was in the process of developing plans for the *Second Avenue Bus and Bike Lane Enhancements* project which would result in changes to vehicular and pedestrian operations at intersections along Second Avenue within the traffic study area. This was noted within the DEIS along with acknowledgement that the attributes of the plan would be incorporated within the detailed traffic analyses during the period between the DEIS and FEIS. Following the issuance of the DEIS, NYCDOT provided preliminary plans and changes proposed to the study area's transportation network and the new plans, plus NYCDOT changes to signal timing plans at one intersection, were incorporated into the analyses that follow.

Of the 23 intersections analyzed, the Proposed Project would result in significant adverse traffic impacts at ~~15~~17 intersections during the AM peak hour, ~~13~~14 intersections during the midday peak hour, and ~~eight~~nine intersections during the PM peak hour. Standard traffic capacity improvements typically implemented by ~~New York City Department of Transportation (NYC DOT),~~NYCDOT, such as signal timing modifications, could ~~potentially provide full or partial mitigation~~ mitigate traffic impacts at ~~some of the significantly impacted~~three intersections~~. These mitigation measures are being explored and will be studied further in conjunction with NYC DOT between~~ during the AM peak hour, one intersection during the ~~Draft and Final EIS. In addition, NYC DOT is currently in the process of developing the Second Avenue Bus and Bike Lane Enhancements project which could result in changes to vehicular and pedestrian operations at~~midday peak hour, and three intersections ~~along Second Avenue. Should the plan be adopted prior to the release of the Final EIS, the transportation analysis will be updated to incorporates these changes and, as a result, the traffic impact results in the Final EIS may be different than those identified in the Draft EIS. Should~~during the PM peak hour. However, significant traffic ~~mitigation measures be determined to not be feasible, the~~ impacts to the intersections listed below would remain unmitigated.

- FDR Drive Southbound / Avenue C and East 23rd Street (midday)
- FDR Drive / Avenue C Northbound and East 23rd Street (AM and midday)
- FDR Drive and East 34th Street (AM, midday, and PM)

- First Avenue and East 22nd Street (midday)
- First Avenue and East 23rd Street (AM, midday, and PM)
- First Avenue and East 25th Street (AM and midday)
- First Avenue and East 26th Street (AM, midday, and PM)
- First Avenue and East 29th Street (AM)
- First Avenue and East 30th Street (AM~~, midday, and PM~~)
- First Avenue and East 34th Street (AM, midday, and PM)
- Second Avenue and East 22nd Street (AM)
- Second Avenue and East 23rd Street (AM, midday, and PM)
- Second Avenue and East ~~26th~~25th Street (midday)
- Second Avenue and East 26th Street (midday)
- Second Avenue and East 30th Street (AM~~ and PM~~)
- Second Avenue and East 34th Street (AM and midday)
- East 34th Street and Queens-Midtown Tunnel Entrance (AM, midday, and PM)
- ~~East 34th Street and Queens-Midtown Tunnel Exit (AM)~~
- FDR Drive and East 30th Street (AM)

~~Subway~~

Subways

Subway station analysis was performed at two subway station – the 23rd Street and 28th Street Stations (both stations are served by the No. 6 subway line). Of the five fare control areas and 21 stairways analyzed, the Proposed Project would result in significant adverse impacts at ~~three~~eight stairways in the AM peak hour~~, and two stairways~~ (three stairs in the 28th Street subway station and five stairs in the 23rd Street subway station), and five stairs in the PM peak hour~~. At~~ (three stairs in the 28th Street ~~Station, mitigation~~subway station and two stairs in the 23rd Street subway station). Typical measures ~~were identified~~ to mitigate ~~significant impacts to the~~these impacted ~~stairway, while at the 23rd Street Station, mitigation measures were identified for the two impacted stairways. These potential improvements~~stairs would ~~consist of~~include widening of ~~stairways.~~the stairs.

~~Subway station improvements at the 28th Street Station would need to be performed~~Potential subway improvements, and the feasibility of such improvements, to mitigate the subway impacts were reviewed with NYCT, and with NYCDOT for locations where stairway widening would need to be accompanied by widening of the sidewalk.

At the 28th Street subway station, the impacted O4A/O4B and O5A/O5B stairs are located within a privately own building and not within the public right-of-way. Therefore, widening of these stairways would not be feasible. Widening of the P2 stair would require reconstruction and realignment of the connecting stairs. In addition, subway station improvements at the 28th Street subway station would also need to be implemented in conjunction with accessibility improvements under the Americans with Disabilities Act (ADA); the station is currently ADA accessible only in the southbound direction. Potential ADA improvements ~~may~~ to make this station fully accessible would include the installation of ~~elevators, the feasibility of ADA improvements and the effect of the P2 stairway widening on the connecting S2 and S4 stairways would need to be coordinated with New York City Transit (NYCT).~~a

surface-to-platform elevator, reconstruction of stairs and relocation of utilities. A sensitivity analysis ~~was conducted and~~ determined that ~~significant impacts at this station are related to the subway trips generated by the east building which consist of academic higher education and high school uses. Accessibility improvements would limit the development potential of the east building and the City's efforts to develop new, much needed, academic higher education and high school spaces for educating students and training future workforce. Required accessibility~~ improvements to the ~~subway station would make development of the east building financially impracticable, therefore significant impacts to the~~ 28th Street ~~Station~~subway station would be needed when the proposed high school would be built. The cost for improvements would comprise a substantial proportion of the project's development cost and would require a corresponding increase in the projected public subsidy. As a result, these measures have been determined to not be feasible to implement and significant impacts at the 28th Street subway station elements would remain unmitigated.

~~Bus~~

At the 23rd Street subway station, the S8A/S8B and P8A/P8B stairs were widened in December 2016 as part of ADA improvements to this station and required closure and relocation of the stairway and disruption for subway riders during the period of construction. As the stairway is in the early stages of its useful life, closure of the stairway to further widen the stairs would therefore be impractical and would result in additional disruption for subway riders. Therefore, subway impacts at this stairway would remain unmitigated.

For the S7 stair, the stairway widening would need to be completed in conjunction with widening of the East 23rd Street south sidewalk. The sidewalk widening would encroach on the eastbound East 23rd Street right turn lane, and removal of the right turn lane would reduce the effectiveness of the adjacent bus lane and effect traffic operations along this operation. Therefore, widening of the stairway is not practicable and the impacts to this stair would remain unmitigated.

For the S5/P5 stairs, widening of the stairs would need to be accompanied by the widening of the Park Avenue west sidewalk for approximately half of the block length and result in a loss of approximately five parking spaces. Sidewalk widenings are typically conducted along the ends of the corner, at the corners, and widening the sidewalk to the middle of the block would create inconsistent walking paths for pedestrian where pedestrians would expect to travel along a straight path. Furthermore, the Park Avenue west curb provides metered parking spaces for commercial vehicles during the weekday daytime and removal of the parking spaces would reduce the number of spaces available for commercial loading/unloading activities in this central business district area. Therefore, widening of the stairway is not practicable and impacts these stairs would remain unmitigated.

Buses

The Proposed Project would result in a capacity shortfall for the ~~M23-SBS bus route~~ M15 local (southbound direction), M34A-SBS (eastbound direction) and M23-SBS (eastbound direction) during the AM peak hour ~~(618 passenger spaces in~~and for the ~~eastbound~~M15-SBS (northbound direction) and ~~the PM peak hour (87 passenger spaces in the~~ M23-SBS (westbound direction~~).~~) during PM peak hour.

Impacts to the ~~M23~~M15, M15-SBS and M34A-SBS bus ~~route~~routes could be mitigated with ~~the addition of eight~~an additional bus in the impacted direction during the impacted peak hour. Impacts to the M23-SBS bus route could be mitigated with the addition of 11 buses in the eastbound direction in the AM peak hour and ~~two~~five buses in the westbound direction in the PM peak hour.

The general policy of the NYCT it to provide additional bus service where demand warrants, taking into account financial and operational constraints.

Pedestrians

Of the 61 pedestrian elements analyzed, the Proposed Project would result in significant adverse pedestrian impacts at ~~nine~~eight pedestrian elements (~~four~~three sidewalks, two crosswalks, and three corners) during the AM peak hour, five pedestrian elements (two sidewalks, one crosswalk, and two corners) during the midday peak hour, and five pedestrian elements (three sidewalks and two corners) during the PM peak hour. Potential improvements that could mitigate the significant impacts, such as widening of crosswalks or relocation of sidewalk or corner obstructions, ~~are being explored and will be studied further in conjunction with NYC DOT between the Draft and Final EIS. In addition, NYC DOT is currently in the process of developing the Second Avenue Bus and Bike Lane Enhancements project which could results in changes to vehicular and pedestrian operations at intersections along Second Avenue. Should the plan be adopted prior to the release of the Final EIS, the transportation analysis will be updated to incorporates these changes and, as a result, the pedestrian impact results in the Final EIS may be different than those identified in the Draft EIS. Should pedestrian improvements to mitigate impacts be determined to not be feasible, the impacts to the~~were explored and it was determined that the significant adverse pedestrian impacts could be mitigated at one pedestrian element (one sidewalk) during the AM peak hour and two pedestrian elements (one sidewalk and one crosswalk) during the midday peak hour. The other significantly impacted pedestrian elements would remain unmitigated.

Unavoidable Significant Adverse Impacts

According to the *CEQR Technical Manual*, unavoidable significant adverse impacts are those that would occur if a proposed project or action is implemented regardless of the mitigation employed, or if mitigation is impossible. As described in Mitigation, the Proposed Project has the potential to result in significant adverse impacts on historic and cultural resources as well as traffic, transit, and pedestrian impacts at certain locations. To the extent practicable, mitigation has been proposed for these identified significant adverse impacts. However, in some instances no practicable mitigation has been identified to fully mitigate the significant adverse impacts, and there are no reasonable alternatives to the Proposed Actions that would meet the purpose and need, eliminate potential impacts, and not cause other or similar significant adverse impacts. In other cases, mitigation has been proposed, but absent a commitment to implement the mitigation, ~~or if the mitigation is determined to be impracticable upon further review between the DEIS and FEIS,~~ the impacts may not be eliminated.

Growth-Inducing Aspects of the Proposed Project

To further the goals of the NYC LifeSci initiative, the Proposed Project would construct multiple buildings[16] containing a total of 2.19 million gross square feet (gsf). The Proposed Project would

[16] ~~As design progresses for the Proposed Project, it is possible that the building on the eastern portion of the Development Site (i.e., Building A) could be designed as two buildings with independent utility systems to accommodate separation between the public school and CUNY/BMCC. In this instance, both sites would provide their own loading areas pursuant to applicable zoning requirements. However, the overall program and building envelope would not change.~~

include space for the CUNY Hunter College programs,[17] CUNY Graduate School of Public Health and Health Policy, Borough of Manhattan Community College health care programs, and CUNY Research Labs; a NYC Public School focused on sciences and health care professions; space for the OCME Manhattan Forensic Pathology Center; space for the H+H Ambulatory and Simulation Training Center; local retail; and life science use. Additionally, the Proposed Project would include the addition of 0.60 acre of open space and several public realm improvements, outlined above.

As described in **Chapter 2, Land Use, Zoning, and Public Policy**, there are several other developments that would bring substantial commercial and community facility growth to the neighborhood surrounding the Rezoning Area, which is occurring independent of the Proposed Project. This would collectively result in 971,000 gsf of commercial life science, office, and laboratory space, growth that will occur in the future without the Proposed Actions. Additionally, some residential and community-facility growth, approximately 44,571 gsf (59 units) and 6,409 gsf, respectively, is expected to occur within the study area by the 2031 build year. Furthermore, a flood protection project is expected within the study area. This project would provide a flood barrier around the Bellevue Hospital campus as well as elevated and/or hardened space for critical mechanical, electrical, and plumbing (MEP) equipment and would provide redundant systems for important hospital infrastructure to ensure that the hospital is fully operational under backup systems.

As discussed in **Chapter 9, Water and Sewer Infrastructure**, the infrastructure in the study area is already well developed such that improvements associated with the Proposed Actions would not induce additional growth or overburden the existing system.

Although the Proposed Actions would result in increased development, it is not anticipated that the Proposed Actions would generate significant secondary impacts resulting in substantial new development in nearby areas. Additionally, the zoning changes introduced by the Proposed Actions are limited to the boundaries of the Rezoning Area and would not extend beyond the Rezoning Area.

Therefore, the Proposed Actions would not induce significant new growth in the surrounding area.

Irreversible and Irretrievable Commitments of Resources

The Proposed Actions would not result in an immediate or long-term loss of environmental resources, since the Development Site does not possess any natural resource of significant value, and the site has been previously developed. The long-term commitment of land resources needed for the Proposed Project would be balanced by the project's beneficial aspects including economic development, job creation, public realm improvements, and the growth of the life sciences industry in New York City in accordance with City policy goals.

[17] While the CUNY Hunter space on site currently contains dormitory space (711 beds, with 648 occupiable), the Proposed Project would not include dormitory space on site. CUNY Hunter intends to replace the ~~dorm~~dormitory space that would be lost as a result of the Proposed Project elsewhere so there would be no potential for displacement.