Chapter 25: Conceptual Projects Analysis

25.1 Introduction

A conceptual analysis is warranted if a Proposed Project establishes new discretionary actions that are broadly applicable even when projects seeking those actions will trigger a future, separate environmental review. It is the lead agency's responsibility to consider all possible environmental impacts of the new discretionary actions at the time it creates them.

This Conceptual Projects Analysis focuses on new discretionary actions associated with the Proposed Actions as follows: a CPC Authorization for Floor Area Bonus and Bulk Modifications; and three conceptual development projects: Development Facilitated by the proposed C2-4 Commercial Overlay, which would require the modification of an approved Large-Scale General Development plan; New York City Health and Hospitals Site Redevelopment, and Montefiore Einstein Campus Development. These would be subject to separate future discretionary approvals, and any environmental impacts associated with these conceptual projects would be assessed and disclosed at that time. The potential cumulative effects of the Proposed Actions, together with these projects, are also assessed in this chapter.

25.2 Principal Conclusions

DEVELOPMENT FACILITATED BY C2-4 COMMERCIAL OVERLAY MAPPING

As part of the Proposed Actions portions of Block 4205, Lot 2 would be mapped with a C2-4 commercial overlay. Because the land use and development on this lot is governed by a Large-Scale General Development plan, which would require modification via a future discretionary approval to permit new development pursuant to the C2-4 commercial overlay, the potential impact of this commercial overlay is analyzed conceptually.

Given the information available at this time, there would be no impacts related to Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Community Facilities and Services; Open Space (direct impacts); Historic and Cultural Resources (architectural); Hazardous Materials; Water and Sewer Infrastructure; Solid Waste and Sanitation Services; Energy; Greenhouse Gas Emissions and Climate Change; or Noise. The following analyses may meet the thresholds for detailed analyses or require additional review beyond an initial assessment to determine the possibility for significant adverse impacts when more information is known about this project: Open Space (indirect impacts); Shadows; Historic and Cultural Resources

(archaeological); Urban Design and Visual Resources; Transportation; Air Quality; Public Health; Neighborhood Character; and Construction.

CPC AUTHORIZATIONS FOR FLOOR AREA BONUS AND BULK MODIFICATIONS

The Proposed Actions would establish new City Planning Commission authorizations for floor area bonus and bulk modifications (new discretionary actions applicable within the proposed Special District). One of these discretionary actions would provide a floor area bonus when certain public realm improvements are realized near the future Parkchester/Van Nest and Morris Park stations. To accommodate this bonus floor area within the permitted building envelope, height relief would be provided through another authorization. Block 4226, Lots 409 and 418 are projected development sites near the future Parkchester/Van Nest and Morris Park stations that are reasonably assumed to pursue the new authorizations in the future.

Given the information available at this time, there would be no impacts related to Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Community Facilities and Services; Open Space; Historic and Cultural Resources; Hazardous Materials; Water and Sewer Infrastructure; Solid Waste and Sanitation Services; Energy; Transportation (traffic, transit, pedestrians); Air Quality (mobile source); Greenhouse Gas Emissions and Climate Change; or Noise. The following analyses may meet the thresholds for detailed analyses or require additional review beyond an initial assessment to determine the possibility for significant adverse impacts when more information is known about this project: Shadows; Urban Design and Visual Resources; Transportation (parking); Air Quality (stationary source); Public Health; Neighborhood Character; and Construction.

NEW YORK CITY HEALTH AND HOSPITALS SITE REDEVELOPMENT

The conceptual analysis also considers those sites within or surrounding the affected area where an interest in future development, subject to future discretionary actions, has been expressed. Discretionary actions to develop the New York City Health and Hospitals site currently housing New York City Police Precinct 49 and Fire Department of New York EMS Battalion 20 on Block 4205, Lot 1 (portions of) is analyzed conceptually because development on this site would require disposition of City-owned property and additional discretionary actions. New York City Health and Hospitals Site Redevelopment considers a potential zoning map change and text amendment to the Special Eastchester – East Tremont Corridor District to include a portion of Block 4205, Lot 1, along Eastchester Road between Rhinelander Avenue and the intersection with Stillwell Avenue.

Given the information available at this time, there would be no impacts related to Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Community Facilities and Service (police, fire, emergency services, and healthcare facilities); Open Space (direct impacts); Historic and Cultural Resources (architectural); Hazardous Materials; Water and Sewer Infrastructure; Solid Waste and Sanitation Services; Energy; or Noise. The following analyses may meet the thresholds for detailed analyses or require additional review beyond an initial assessment to determine the possibility for significant adverse

impacts when more information is known about this project: Community Facilities (public schools, early childhood care centers, and libraries); Open Space (indirect impacts); Shadows; Historic and Cultural Resources (archaeological); Urban Design and Visual Resources; Transportation; Air Quality; Greenhouse Gas Emissions and Climate Change; Public Health; Neighborhood Character; and Construction.

MONTEFIORE EINSTEIN CAMPUS DEVELOPMENT

The conceptual analysis also considers those sites within or surrounding the affected area where an interest in future development, subject to future discretionary actions, has been expressed. Montefiore Einstein has expressed interest in a series of land use actions affecting Block 4117, Lot 1 and Block 4120, Lots 7, 8, 12, 16, 18, 19, and 20 in order to facilitate the development of a new 425-bed high-acuity hospital pavilion and parking structure with a potential overbuild for health care.

Given the information available at this time, there would be no impacts to Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Community Facilities and Services; Open Space (direct impacts); Historic and Cultural Resources (architectural); Hazardous Materials; Water and Sewer Infrastructure; Solid Waste and Sanitation Services; or Energy. The following analyses may meet the thresholds for detailed analyses or require additional review beyond an initial assessment to determine the possibility for significant adverse impacts when more information is known about this project: Open Space (indirect impacts); Shadows; Historic and Cultural Resources (archaeological); Urban Design and Visual Resources; Transportation; Air Quality; Greenhouse Gas Emissions and Climate Change; Noise; Public Health; Neighborhood Character; and Construction.

CUMULATIVE ASSESSMENT

In a future where the Proposed Actions have been implemented and each of the conceptual projects are also pursued, the impacts of the Proposed Actions identified in this EIS related to Community Facilities (primary schools); Open Space (indirect impacts); Shadows; Historic and Cultural Resources; Transportation; and Construction would still occur.

The potential for the conceptual projects to cumulatively worsen any of these identified impacts would need to be further assessed as part of the environmental review for each such project. However, it can be assumed that, in the event that these projects are constructed within the same time period, these projects would have the potential to exacerbate the impacts identified in the DEIS as a result of the Proposed Actions.

Based on the limited information currently available, there would be no impacts related to Land Use, Zoning, and Public Policy; Socioeconomic Conditions (direct residential, direct business, indirect business, and adverse impacts on specific industries); Community Facilities and Services (libraries, police, fire, emergency services, and healthcare facilities); Open Space (direct impacts); Historic and Cultural Resources (architectural); Hazardous Materials; Water and Sewer Infrastructure, Solid Waste and

Sanitation Services; or Energy. A conservative assessment of these conceptual projects indicates that there may be potential for the conceptual projects, taken together with the Proposed Actions, to cumulatively result in potential impacts related to: Socioeconomic Conditions (indirect residential); Community Facilities (public schools and early childhood centers); Open Space (indirect impacts); Shadows; Historic and Cultural Resources (archaeological); Urban Design and Visual Resources; Transportation; Air Quality; Greenhouse Gas Emissions and Climate Change; Noise; Public Health; Neighborhood Character; and Construction.

Specifically, there is the potential for cumulative indirect residential displacement with the implementation of the New York City Health and Hospitals Site Redevelopment, following the implementation of the Proposed Actions. The potential for cumulative impacts to early childhood centers may arise with the implementation of the New York City Health and Hospitals Site Redevelopment, following the implementation of the Proposed Actions. The potential for stationary Air Quality cumulative effects would require additional consideration of building heights and locations to determine potential cumulative effects. Cumulative mobile source noise impacts may be identified with the implementation of the Montefiore Einstein Campus Development. Finally, the potential for transportation and construction-period noise may be issues with the implementation of all of the conceptual projects, though given the limited duration of significant construction-period noise impacts, and the difference in geographic locations, the construction-period noise impacts are not expected to be cumulatively significant.

25.3 Description of Conceptual Projects

DEVELOPMENT FACILITATED BY C2-4 COMMERCIAL OVERLAY MAPPING

As part of the Proposed Project, portions of Block 4205, Lot 2 would be mapped with a C2-4 commercial overlay. Because the land use and development on this lot is governed by a Large-Scale General Development Plan which would require modification via a future discretionary approval, future development on the parcel is analyzed conceptually. The discretionary action (modification of a Large-Scale General Development plan) would be applicable to one property within the C2-4 overlay district. In the existing R6 district, C2-4 commercial overlays have a commercial FAR of 2.0. It is assumed that the future modification of the Large-Scale General Development plan would allow 178,000 sf of local retail to be built pursuant to the proposed C2-4 overlay. All potential impacts of such a zoning change would be analyzed in the environmental review for this application.

The anticipated build year is 2028, assuming that the Large-Scale General Development plan would be modified within two years. Further, assuming that the projected local retail would be part of a larger new building and considering the necessary demolition of existing buildings, a construction schedule of 32 months is reasonable.

CPC AUTHORIZATIONS FOR FLOOR AREA BONUS AND BULK MODIFICATIONS

The Proposed Actions include a CPC authorization for floor area bonus. This discretionary action would provide a floor area bonus when certain public realm improvements are realized near the future Parkchester/Van Nest and Morris Park stations. To accommodate this bonus floor area within the permitted building envelope, height relief would be provided through another authorization created by the Proposed Actions. Block 4226, Lots 409 and 418 are projected development sites near the future Parkchester/Van Nest and Morris Park stations that are reasonably assumed to pursue the new authorizations in the future.

For the conceptual analysis, it is assumed that both discretionary actions would be utilized. The maximum permitted building height in the proposed C4-4 (R8) zoning district is 215 feet, so relief would be needed to accommodate the additional floor area generated under the bonus. It is assumed that five additional floors would be needed, resulting in a building height of 255 feet.

Under the With-Action condition, the maximum residential FAR is 7.20. The 20 percent floor area bonus would increase the maximum permitted FAR to 8.64. Based on the site's lot area of 32,429 square feet, this would allow an additional 51,886 sf of residential floor area and up to 55 additional dwelling units, 25 percent of which would be required to be affordable under MIH, and up to 27 additional parking spaces.

The anticipated build year is 2030.

NEW YORK CITY HEALTH AND HOSPITALS SITE REDEVELOPMENT

Discretionary actions to develop the New York City Health and Hospitals site currently housing New York City Police Precinct 49 and Fire Department of New York EMS Battalion 20 on Block 4205, Lot 1 (portions of) are analyzed conceptually. Development on this site would require disposition of City-owned property and additional discretionary actions. New York City Health and Hospitals Site Redevelopment considers a potential zoning map change and text amendment to the Special Eastchester – East Tremont Corridor District to include a portion of Block 4205, Lot 1, along Eastchester Road between Rhinelander Avenue and the intersection with Stillwell Avenue.

The site is currently occupied by the New York City Police Department (NYPD) 49th Police Precinct, an Emergency Medical Services (EMS) facility associated with New York City Fire Department (FDNY) Battalion 20, and a storehouse related to the EMS station. With the discretionary actions required to redevelop the site, the existing buildings would be demolished and replaced with a new, approximately 65,571-sf NYPD Precinct (approximately 44,455-sf building and approximately 21,116-sf parking area); a new, approximately 28,522-sf EMS facility (approximately 13,122-sf building and an approximately 15,400-sf parking area); an approximately 230,000-sf north residential building with approximately 244 units; an approximately 460,000-sf south residential building with approximately 729 units; approximately 20,000 sf of ground floor commercial space; and an approximately 107,000-sf new school facility (approximately 83,000-sf building and approximately 24,000-sf school yard) (see Table 25-1, "New York City Health and Hospitals Site Redevelopment Programming"). Two driveways would provide internal block access from Eastchester Road.

It is assumed the New York City Health and Hospitals Site Redevelopment would require a five-year construction period and a build year of 2033, given that any redevelopment of the site would be a complex effort requiring coordination among multiple agencies, would entail a series of land use actions and public review process, and would require the temporary relocation of community facilities to suitable sites within their respective service districts.

Table 25-1: New York City Health and Hospitals Site Redevelopment Programming

Program		**Square Footage**
NYPD 49th Police Precinct	Building	44,455 sf
	Parking	21,116 sf
	Total	**65,571 sf**
FDNY Battalion 20 EMS Facility	Building	13,122 sf
	Garage	15,400 sf
	Total	**28,522 sf**
Residential	North Residential Building	230,000 sf (~244 units)
	South Residential Building	460,000 sf (~484 units)
	Total	**690,000 sf (~729 units)**
School Facility	Building	83,000 sf
	School Yard	24,000 sf
	Total	**107,000 sf**
Ground Floor Commercial Space	**Total**	**20,000 sf**

Source: NYCDCP, 2023; STV Incorporated, 2023.

MONTEFIORE EINSTEIN CAMPUS DEVELOPMENT

Montefiore Einstein has expressed interest in a series of land use actions affecting Block 4117, Lot 1 and Block 4120, Lots 7, 8, 12, 16, 18, 19, and 20 in order to facilitate the development of a new 425-bed high-acuity hospital pavilion and parking structure with a potential overbuild for health care. The land use actions required for such a project would include a zoning map amendment, City map amendment, and disposition of City-owned property; a modification of the existing Large-Scale Community Facility Development (LSCFD) special area; and an authorization to modify parking requirements (see Table 25-2, "Montefiore Einstein Campus Development Actions").

The site is located on the southwestern portion of Block 4117, Lot 1, which is part of the Albert Einstein School of Medicine campus. It currently contains Abraham Mazer Hall, an Albert Einstein School of Medicine administrative building, which would be demolished as part of the project.

As shown in Table 25-3, "Montefiore Einstein Campus Development Programming," these actions would permit the development of a 323-foot-tall, 960,900-sf building on the Montefiore Campus comprising a new diagnostic and treatment platform, a 425-bed tower, and a parking structure (120 parking spaces) with a potential overbuild for healthcare. It is assumed that the project would require a five-year planning and construction period and would result in a build year of 2029.

Table 25-2: Montefiore Einstein Campus Development Actions

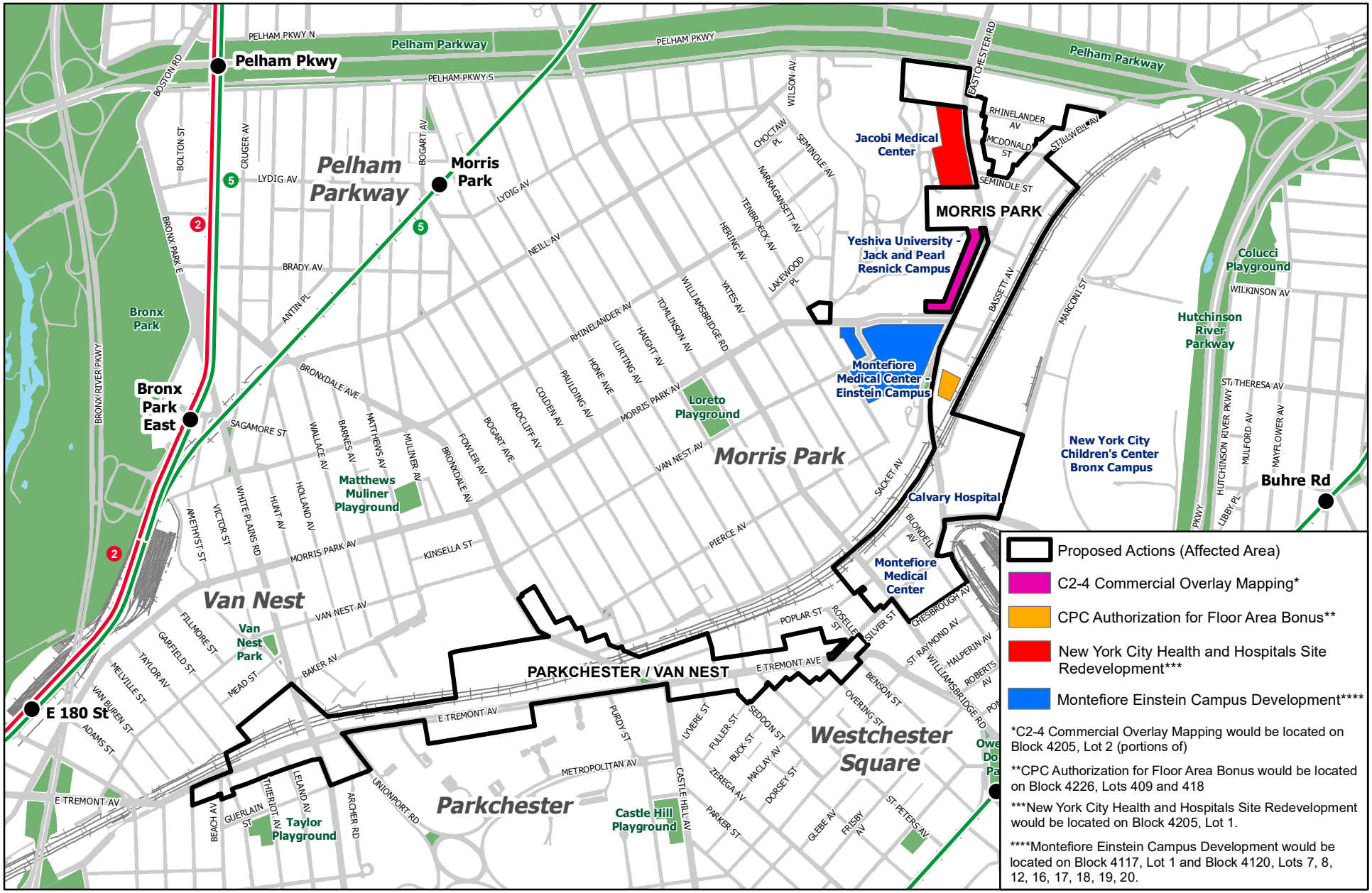
Action	Description
Zoning Map Amendment	Rezone Bronx Block 4117 and Lots 7, 8, 12, 16, 17, 18, 19, 20 of Block 4120 from an R4 zoning district to an R6 zoning district
City Map Amendment and Disposition of City-Owned Property	De-map and convey to Montefiore the portion of Newport Avenue between Morris Park Avenue and Van Nest Avenue within 102.5 feet of Newport Avenue.
LSCFD Modification	Expansion of the borders of the LSCFD to include Lots 7, 8, 12, 16, 17, 18, 19, and 20 of Block 4120 and Lots 25, 32, 34, and 36 of Block 4113, and modification of the site plan for the LSCFD.
LSCFD Authorization (ZR Section 79-31)	Authorization to locate parking anywhere within the LSCFD without regard to zoning lot lines.

Source: NYCDCP, 2023; STV Incorporated, 2023.

Table 25-3: Montefiore Einstein Campus Development Programming

Program	Area
Basement (Building support and 60 parking spaces)	150,000 sf
Diagnostic and Treatment Platform (three levels including public entry, emergency department, support, 60 parking spaces, diagnostic and treatment, ambulatory operating rooms, imaging, ICU beds, and support	274,600 sf
Mechanical, ICU, and Support	64,300 sf
High Acuity Bed Tower (16 levels)	448,000 sf
Mechanical	24,000 sf
Total	**960,900 sf**

Source: NYCDCP, 2023; STV Incorporated, 2023.



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018 & 2019; STV Incorporated, 2023.

N

0 0.25 0.5 Mile

Figure 25-1

CONCEPTUAL PROJECTS LOCATIONS

25.4 Methodology and Analysis Framework

The conceptual analysis provides preliminary assessments of the likely impacts of the new discretionary actions and the conceptual projects. These assessments are primarily qualitative; however, where appropriate, quantitative assessments are provided. Detailed analyses are not provided since any of these approvals would be subject to a separate environmental and public review process.

25.5 Development Facilitated by C2-4 Commercial Overlay Mapping

LAND USE, ZONING, AND PUBLIC POLICY

Under CEQR, a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project and determines whether a proposed project is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the project's compliance with, and effect on, the area's zoning and other applicable public policies.

The proposed modification to the Large-Scale General Development plan on Block 4205, Lot 2 (portions of), allowing for development of a property within a C2-4 commercial overlay (mapped as part of the Proposed Actions), would permit 178,000 sf of local retail on a site currently occupied by an institutional land use. This would represent a change in land use; however, the introduction of retail uses would not be out of character for the surrounding area and would be consistent with ongoing development trends.

Approval of this discretionary action, and the subsequent development that would be permitted, would not alter the zoning of the site as proposed under the Proposed Actions but would rather allow access to the development potential of the site under the proposed C2-4 overlay. As with the Proposed Actions, development pursuant to the Commercial Overlay Mapping is not anticipated to be incompatible with any applicable public policy. Further, the required discretionary action would advance City goals in promoting active and job-generating uses near public transit (i.e., new Metro North stations).

In summary, any development facilitated by the C2-4 Commercial Overlay Mapping would not generate new land uses that would be incompatible with surrounding land uses, or conflict with proposed zoning or applicable public policies. It would be consistent with the Bronx Metro-North Plan in promoting economic development near future Metro-North stations. As such, although an assessment will be conducted at the time of a future application, with the information currently available, development facilitated by the C2-4 Commercial Overlay Mapping would not result in any significant adverse impacts to land use, zoning, or public policy.

SOCIOECONOMIC CONDITIONS

The five principal issues of concern with respect to socioeconomic conditions are: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As described below, development facilitated by the C2-4 Commercial Overlay Mapping is not anticipated to exceed any of the *CEQR Technical Manual* thresholds for socioeconomic analysis. As such, although an assessment will be conducted at the time of a future application, with the information currently available development facilitated by the C2-4 Commercial Overlay Mapping would not result in any significant adverse impacts to socioeconomic conditions.

Direct Residential Displacement

Per *CEQR Technical Manual* guidance, direct displacement of fewer than 500 residents would not be expected to alter the socioeconomic characteristics of a neighborhood. The C2-4 Commercial Overlay Mapping would establish a C2-4 overlay primarily along the west side of Eastchester Avenue, on property owned by Albert Einstein College of Medicine, and on the eastern edge of the Montefiore Einstein campus. It would not involve any direct residential displacement. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available development facilitated by the C2-4 Commercial Overlay Mapping would not result in any significant adverse impact related to direct residential displacement.

Direct Business Displacement

Per *CEQR Technical Manual* guidance, if a project would directly displace more than 100 employees, an assessment of direct business displacement is appropriate. The C2-4 Commercial Overlay Mapping would allow for 178,000 sf of new local retail but would not directly displace any existing businesses. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available development facilitated by the C2-4 Commercial Overlay Mapping would not result in any significant adverse impact related to direct business displacement.

Indirect Residential Displacement

Per *CEQR Technical Manual* guidance, the first step in determining whether an indirect residential displacement analysis is required is to determine if the proposed project would add new population with higher average incomes compared to the average incomes of the existing populations and any new population expected to reside in the study area without the project. Development facilitated by the C2-4 Commercial Overlay Mapping would not include any new residential development and would not introduce a trend or accelerate a trend of changing socioeconomic conditions that may displace a vulnerable population. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available development facilitated by the C2-4 Commercial Overlay Mapping would not result in any significant adverse impact related to indirect residential displacement.

Indirect Business Displacement

Per *CEQR Technical Manual* guidance indirect displacement of businesses occurs when a project would markedly increase property values and rents throughout the study area, making it difficult for some categories of businesses to remain in the area. Additionally, indirect displacement of businesses may occur if a project directly displaces any type of use that either directly supports businesses in the area or brings a customer base to the area for local businesses, or if it directly or indirectly displaces residents or workers who form the customer base of existing businesses in the area.

The C2-4 Commercial Overlay Mapping would allow for development of up to 178,000 sf of local retail on a block that currently does not include retail in significant amounts. While this may have the potential to lead to changing market conditions that would put economic pressure on the auto-related and other industrial businesses on nearby Stillwell and Bassett Avenues, many of these businesses would be directly displaced as a result of the Proposed Actions. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available development facilitated by the C2-4 Commercial Overlay Mapping would not result in any significant adverse impact related to indirect business displacement.

Adverse Impacts on Specific Industries

Per *CEQR Technical Manual* guidance, it may be possible for a given project to affect the operation and viability of a specific industry not necessarily tied to a specific location. An example would be new regulations that prohibit or restrict the use of certain processes that are critical to certain industries. If the following questions cannot be answered with a clear "no," then a detailed investigation is appropriate:

- Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?
- Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?

The property mapped with the C2-4 commercial overlay would not be of sufficient size to affect business conditions in any industry or any category of businesses, nor would it indirectly substantially reduce employment or impair the economic viability. Rather, the C2-4 Commercial Overlay Mapping would allow for new employment opportunities on an underutilized portion of Montefiore Einstein campus. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available development facilitated by the C2-4 Commercial Overlay Mapping would not result in any significant adverse impact on specific industries.

COMMUNITY FACILITIES AND SERVICES

A community facilities analysis is needed if there would be potential direct or indirect effects on a facility. A direct effect would occur if a project would physically alter a community facility, whether by displacement of the facility or other physical change. An indirect effect is caused by increased population

in an area caused by a project that would increase demand for existing services. Thresholds for indirect community facilities analysis are provided below:

- **Public Schools:** 50 or more elementary/ middle school students (total of elementary and middle) or 150 or more high school students
- **Early Childhood Programs:** 20 or more eligible children under age 5
- **Libraries:** More than a five percent increase in ratio of residential units to library branches
- **Police/Fire Services and Health Care Facilities:** Introduction of Sizeable New Neighborhood (e.g., Hunters' Point South)

Development facilitated by the C2-4 Commercial Overlay Mapping would not displace or otherwise directly affect any existing public schools, libraries, childcare centers, health care facilities, or police or fire protection service facilities. The anticipated incremental 178,000 sf of local retail would not introduce a new residential population, and as such, would not exceed the thresholds for a detailed analysis of public schools, early childcare programs, libraries, police or fire services, or health care facilities. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available development facilitated by the C2-4 Commercial Overlay Mapping would not result in any significant adverse impact on community facilities.

OPEN SPACE

A preliminary quantitative assessment of open space is performed if an action would have a direct effect on an open space (e.g., displacement of an existing open space resource) or an indirect effect through increased population size. Indirect effects may occur when the population generated by an action would be sufficiently large to significantly diminish the ability of an area's open space to serve the future population. An assessment of indirect effects is warranted if the Proposed Actions would generate more than 200 residents or 500 nonresidents, or a similar number of other nonresidential users (e.g., the population introduced by a new university or college).

Development facilitated by the C2-4 Commercial Overlay Mapping would not encroach on, cause a loss of, or limit public access to existing open space resources. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available development facilitated by the C2-4 Commercial Overlay Mapping would not result in any direct impact on open space.

Development facilitated by the C2-4 Commercial Overlay Mapping would not introduce a new residential population, and as such, would not require analysis of indirect residential impacts.

Development facilitated by the C2-4 Commercial Overlay Mapping would introduce workers to the project site, which could potentially increase demands on existing passive open spaces in the area. If the number of workers were determined at the time of the application to exceed 500, further analysis of indirect non-residential impacts may be required.

SHADOWS

Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures of over 50 feet in height that could cast shadows on natural features, community gardens, public open space, architectural features, or other resources that are dependent on sunlight. The sunlight sensitivity of a resource will be determined, as necessary, in consultation with the expert agencies for that respective resource. New construction or building additions resulting in incremental height changes of less than 50 feet could also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource of concern.

As detailed above, there are no definitive plans for development pursuant to the C2-4 Commercial Overlay Mapping. Modifying the existing large-scale general development plan to permit development consistent with the mapping of a C2-4 commercial overlay on the site could affect building massing/bulk and have the potential to cast additional shadows on surrounding sunlight-sensitive resources. The project would require a separate environmental review, which would consider the possibility of any significant adverse shadows impacts.

HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. Impacts on historic (architectural) resources are considered on the affected site and in the area surrounding identified development sites. Archaeological resources are considered only in those areas where new in-ground disturbance would be likely to occur.

The C2-4 Commercial Overlay Mapping is not located on a site that contains any S/NR or LPC architectural resources, nor are any S/NR or LPC architectural resources located within the immediate vicinity of the site. The closest architectural resource to the site is the S/NR-eligible PS 108 building, located approximately 0.5 mile to the west. Therefore, it is not anticipated that development facilitated by the C2-4 Commercial Overlay Mapping would result in any direct or indirect impacts to architectural resources. However, it is possible for a property to be listed or made eligible for S/NR or designated or marked eligible for LPC status prior to commencement of environmental review for development facilitated by the C2-4 Commercial Overlay Mapping. Therefore, additional screening for newly listed, designated, eligible, or potentially eligible architectural resources would be required as part of the future development's separate environmental review.

A small area at the northern end of the project site for the C2-4 Commercial Overlay Mapping lies within an archaeological buffer zone, per CRIS. Therefore, further archaeological investigation and consultation with NYSHPO would be required as part of a future environmental review.

URBAN DESIGN AND VISUAL RESOURCES

An assessment of urban design and visual resources is appropriate when there is the potential for a

pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate.

Development facilitated by the C2-4 commercial overlay on the site could affect building massing/bulk and could result in physical alterations to the streetscape not allowed by zoning at the time of application, potentially changing the pedestrian perspective. The commercial development facilitated by the overlay would activate the frontages on Morris Park Ave and Eastchester Road and create a streetwall with active uses. Further, any such changes would be required to meet the requirements of the Zoning Resolution. However, at the time of a future environmental review application, an analysis of urban design and visual resources would be performed.

HAZARDOUS MATERIALS

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials, and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources.

Although an assessment will be conducted at the time of a future application, with the information currently available development facilitated by the C2-4 Commercial Overlay Mapping would not result in any impact related to hazardous materials.

WATER AND SEWER INFRASTRUCTURE

A preliminary infrastructure analysis is needed for projects that result in exceptionally large demands for water (>1,000,000 gallons/day), or that are located in areas that experience low water pressure (areas at the end of the water supply distribution system). Depending on the results from the preliminary analysis, a detailed infrastructure analysis may be required. A preliminary assessment may be warranted if an action is expected to result in more than 400 residential units or over 150,000 sf of commercial space, the applicable thresholds for combined sewer areas in the Bronx.

Water Supply

The C2-4 Commercial Overlay Mapping would require an estimated 72,980 gallons of water per day.

The water demand calculated for the Proposed Actions is 4,563,818 gpd. Adding demand from development facilitated by the C2-4 Commercial Overlay Mapping generates a total demand of 4,636,798 gpd or an increase of 2,799,594 gpd when compared to the No-Action condition.

This total increment is approximately 0.23 percent of the City daily water generation (1.2 billion of gallons). As such, although an assessment will be conducted at the time of a future application, with the information currently available no adverse impacts to the City water supply infrastructure would occur.

Wastewater

Effluents from the project area would be treated at the Hunts Point WRRF, which currently serves a maximum of 134 MGD. However, the WRRF has a dry weather capacity of 200 MGD and a wet weather capacity of 400 MGD. The C2-4 Commercial Overlay Mapping is expected to generate 42,720 gpd of wastewater. With the Proposed Actions, the addition of development facilitated by the C2-4 Commercial Overlay Mapping produces a total wastewater generation of 3,659,719 gpd, equivalent to an increase of 2.41 MGD when compared to the No-Action condition. This is well below the current available capacity of the Hunts Point WRRF and, although an assessment will be conducted at the time of a future application, with the information currently available no adverse impacts to the City water treatment infrastructure would occur.

Stormwater and Drainage Management

Any development facilitated by the C2-4 Commercial Overlay Mapping would need to meet DEP sewer connection requirements and control runoff to combined sewers. Peak stormwater runoff rates would be reduced with the incorporation of stormwater source control BMPs that could be implemented on all project sites by its developer in accordance with the City's site connection requirements. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available no adverse impacts to stormwater and drainage management would occur.

SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether a project has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the New York City Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. Few projects have the potential to generate substantial amounts of solid waste (50 tons per week or more) and, therefore, most projects would not result in a significant adverse impact. However, it is recommended that the solid waste and service demand (if relevant) generated by a project be disclosed.

Any development facilitated by the C2-4 Commercial Overlay Mapping is not expected to exceed the CEQR solid waste thresholds of 50 tons or 100,000 pounds per week. Therefore, although an assessment will

be conducted at the time of a future application, with the information currently available no adverse impacts to solid waste and sanitation services would occur.

ENERGY

Under CEQR, it is required that EISs include a discussion of the effects of the proposed project on the use and conservation of energy, if applicable and significant. In most cases, a project does not need a detailed energy assessment, but its operational energy consumption is often calculated. A detailed energy assessment would be limited to projects that may significantly affect the transmission or generation of energy.

The annual energy consumption for development facilitated by the C2-4 Commercial Overlay Mapping would be negligible compared to the overall demand within Con Edison's service area. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the redevelopment of the site would not result in significant adverse impacts on the City's energy system.

TRANSPORTATION

The proposed C2-4 Commercial Overlay Mapping would allow the development of 178,000 sf of local retail. The transportation planning factors used to forecast the travel demand under the Proposed Actions' RWCDS were also used to forecast the incremental travel demand generated by the local retail that would be permitted pursuant to the C2-4 Commercial Overlay Mapping. These factors are discussed in detail in the Transportation Planning Factors Memorandum provided in Appendix F.

As listed in Table 25-4, "C2-4 Commercial Overlay Mapping Travel Demand Forecast," there would be a total net increase of approximately 1,464 person trips in the weekday AM peak hour, 2,342 person trips in the weekday midday, 3,221 person trips in the weekday PM peak hour, and 3,823 person trips in the Saturday peak hour. Peak hour vehicle trips (including auto, truck, school bus, and taxi trips balanced to reflect that some taxis arrive or depart empty) would increase by a net total of approximately 82, 130, 170, and 146 (in and out combined) in the weekday AM, midday, PM, and Saturday peak hours, respectively. Peak hour subway or railroad trips would increase by a net total of approximately 59, 94, 129, and 268 (in and out combined) in the weekday AM, midday, PM, and Saturday peak hours, respectively. Similarly, peak hour transit bus trips would increase by a net total of approximately 44, 70, 97, and 153 (in and out combined) in the weekday AM, midday, PM, and Saturday peak hours, respectively. Lastly, walk-only trips would increase by a net total of approximately 1,201, 1,921, 2,641, and 3,097 (in and out combined) in the weekday AM, midday, PM, and Saturday peak hours, respectively.

Table 25-4: C2-4 Commercial Overlay Mapping Travel Demand Forecast

Land Use		Local Retail		**Total**	
Size/Units		178.0 ksf			
Peak Hour Trips:					
AM		1,464		1,464	
MD		2,342		2,342	
PM		3,221		3,221	
Sat MD		3,823		3,823	
Person Trips:					
AM		**In**	**Out**	**In**	**Out**
	Auto	85	76	85	76
	Taxi	0	0	0	0
	Subway/Railroad	31	28	31	28
	Bus	23	21	23	21
	School Bus	0	0	0	0
	Walk/Other	636	564	636	564
	Total	**776**	**688**	**776**	**688**
MD		**In**	**Out**	**In**	**Out**
	Auto	129	129	129	129
	Taxi	0	0	0	0
	Subway/Railroad	47	47	47	47
	Bus	35	35	35	35
	School Bus	0	0	0	0
	Walk/Other	960	960	960	960
	Total	**1,171**	**1,171**	**1,171**	**1,171**
PM		**In**	**Out**	**In**	**Out**
	Auto	177	177	177	177
	Taxi	0	0	0	0
	Subway/Railroad	64	64	64	64
	Bus	48	48	48	48
	School Bus	0	0	0	0
	Walk/Other	1,321	1,321	1,321	1,321
	Total	**1,610**	**1,610**	**1,610**	**1,610**

Table 25-4: C2-4 Commercial Overlay Mapping Travel Demand Forecast (continued)

Saturday	**In**	**Out**	**In**	**Out**
Auto	168	138	168	138
Taxi	0	0	0	0
Subway/Railroad	147	120	147	120
Bus	84	69	84	69
School Bus	0	0	0	0
Walk/Other	1,703	1,394	1,703	1,394
Total	**2,103**	**1,721**	**2,103**	**1,721**
Vehicle Trips:				
AM	**In**	**Out**	**In**	**Out**
Auto	41	36	41	36
Taxi	0	0	0	0
Taxi Balanced	0	0	0	0
School Bus	0	0	0	0
Truck	2	2	2	2
Total	**43**	**39**	**43**	**39**
MD	**In**	**Out**	**In**	**Out**
Auto	61	61	61	61
Taxi	0	0	0	0
Taxi Balanced	0	0	0	0
School Bus	0	0	0	0
Truck	3	3	3	3
Total	**65**	**65**	**65**	**65**
PM	**In**	**Out**	**In**	**Out**
Auto	84	84	84	84
Taxi	0	0	0	0
Taxi Balanced	0	0	0	0
School Bus	0	0	0	0
Truck	1	1	1	1
Total	**85**	**85**	**85**	**85**

Table 25-4: the C2-4 Commercial Overlay Mapping Travel Demand Forecast (continued)

Saturday	In	Out	In	Out
Auto	80	66	80	66
Taxi	0	0	0	0
Taxi Balanced	0	0	0	0
School Bus	0	0	0	0
Truck	0	0	0	0
Total	**81**	**66**	**81**	**66**

Note: (1) Fifty percent linked trips for local retail.

Source: STV Incorporated, 2023.

Traffic

Development facilitated by the C2-4 Commercial Overlay Mapping is expected generate approximately 82, 130, 170, and 146 (in and out combined) peak hour vehicle trips in the weekday AM, midday, PM, and Saturday peak hours, respectively. These traffic volumes exceed *CEQR Technical Manual* Level 2 screening threshold of 50 vehicle trip ends to warrant a detailed analysis. The conceptual project would require a separate environmental review in the future, including the specific trip assignment and analysis of the proposed site development vehicle trips. The potential impacts of development facilitated by the C2-4 Commercial Overlay Mapping on traffic would be made at the time of the application in order to make an impact determination.

Transit

According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

Development facilitated by the C2-4 Commercial Overlay Mapping is expected to generate over 200 peak hour rail trips and would also likely result in greater than 50 bus passengers being assigned to a single bus line in one direction, as the incremental transit trips defined above are limited to one geographical area. Therefore, a detailed bus and subway analysis would likely be warranted during the environmental review for a future proposed development.

Pedestrians

As detailed above, development facilitated by the C2-4 Commercial Overlay Mapping is expected to generate incremental workers, introducing additional pedestrians in the vicinity of the site. The conceptual project would require a modification to the large-scale general development plan of the site

as well as potential discretionary actions, and therefore a separate environmental review in the future, specific to the proposed development of the site. If warranted, detailed and site-specific analysis of potential impacts of development facilitated by the C2-4 Commercial Overlay Mapping on pedestrians would be made at the time of the application in order to make an impact determination.

Parking

As the anticipated conceptual project would require environmental review in the future, detailed and site-specific analysis of the potential effect of development facilitated by the C2-4 Commercial Overlay Mapping on parking would be made at the time of application in order to make a shortfall determination.

AIR QUALITY

Mobile Source

Per the *CEQR Technical Manual,* analysis of mobile sources is necessary when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing atypical mobile sources. Mobile sources of air quality pollutants also include parking facilities or rail and marine facilities.

As presented in the Transportation section of this chapter, in the future with the C2-4 Commercial Overlay Mapping, maximum peak hour project generated vehicle trips and truck trips would exceed screening threshold by the *CEQR Technical Manual* guidelines for this area. A detailed mobile source analysis would be needed for CO, PM_{10} and $PM_{2.5}$ to demonstrate that development facilitated by the C2-4 Commercial Overlay Mapping would not result in adverse air quality impacts.

Stationary Source

Analysis of stationary sources is necessary when an action would:

- create new stationary sources that could affect surrounding uses, such as a building's boilers or emissions from industrial plants, hospitals;
- introduce uses that may be affected by emissions from nearby existing light industrial sources or major/large sources as hospitals and other large institutional uses; or
- introduce structures that may change the dispersion of emissions from nearby existing or planned emission stacks so as to affect surrounding uses.

Development facilitated by the C2-4 Commercial Overlay Mapping would be subject to a separate discretionary approval process, with project-specific analysis that would address the potential impacts of stationary source emissions on air quality. Such analyses would include specific information regarding fuel type used, types and sizes of equipment, exhaust stack location and height. As with the Proposed Actions, air quality (E) designations for stationary sources (such as fossil fuel-fired heating and hot water systems) may be required to ensure that there are no significant adverse air quality impacts from the source.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

According to CEQR, a GHG emissions assessment is typically conducted for larger projects (>350,000 sf of development) undergoing an EIS, since they have greater potential to be inconsistent with the City's GHG reduction goal to a significant degree. Projects may also warrant GHG emissions analysis if they involve power generation, or regulations and other actions that would fundamentally change the City's solid waste management system. As mentioned in the *CEQR Technical Manual*, the most immediate threats in New York City are rising sea levels and increases in storm surge and coastal flooding – as such, the climate change assessment focuses on these areas. Most commonly, climate change is assessed by comparing the project's consistency with the Waterfront Revitalization Program.

Greenhouse Gas Emissions

The local retail that would be generated as part of development facilitated by the C2-4 Commercial Overlay Mapping would not exceed 350,000 square feet and is not anticipated to warrant an analysis of GHG emissions. As such, although an assessment will be conducted at the time of a future application, with the information currently available development facilitated by the C2-4 Commercial Overlay Mapping would not result in any significant adverse impacts to GHG emissions.

Climate Change

Any new or substantially renovated buildings associated with the C2-4 Commercial Overlay Mapping in either the 100-year or 500-year floodplain, if pursued, would comply with Appendix G of the New York City Building Code, which regulates construction and substantial building improvements in flood hazard areas. Any necessary wet or dry flood protection measures would be incorporated into the building designs and required for construction bids. All proposed new critical infrastructure would be elevated above the projected flood levels in each new building, and basement uses would be floodproofed and limited to storage only, as necessary. Therefore, construction and operation of buildings developed in accordance with the C2-4 Commercial Overlay Mapping, as well as mobile source emissions, would be consistent with the goals of *OneNYC* and *PlaNYC: Getting Sustainability Done*. As such, although an assessment will be conducted at the time of a future application, with the information currently available development facilitated by the C2-4 Commercial Overlay Mapping would not result in any significant adverse impacts to climate change.

NOISE

The conceptual noise analysis is conducted based on the increased traffic volumes attributable to development facilitated by the C2-4 Commercial Overlay Mapping. The increment in traffic volume, is extended to encompass all roadways within the study area for the C2-4 Commercial Overlay Mapping. This conservative approach ensures noise levels are accounted for and evaluated regardless of where the increment is in the study area to provide adequate window/wall attenuation within the study area. The conceptual noise analysis revises the With-Action condition PCE assessment for development facilitated

by the C2-4 Commercial Overlay Mapping. As such, the window/wall attenuation at all representative receptors within the study area are evaluated. A revision to the window/wall attenuation is included in instances where noise levels are projected to escalate into the next CEQR impact category.

Although an assessment will be conducted at the time of a future application, with the information currently available there would be no significant adverse noise impacts as a result of development facilitated by the C2-4 Commercial Overlay Mapping.

In the future with the Proposed Actions, institutional controls, including (E) Designations, are proposed to avoid significant impacts on the C2-4 Commercial Overlay Mapping development site with respect to noise (window/wall attenuation). The institutional controls for the C2-4 Commercial Overlay Mapping at Block 4205, Lot 2 would be represented by R11, which would require 31 dB(A) window/wall attenuation and would be sufficient to avoid significant adverse noise impacts and ensure acceptable interior noise levels.

The noise levels from additional vehicular traffic permitted under the C2-4 Commercial Overlay Mapping would be slightly higher from the With-Action condition but not be perceptibly higher. Therefore, no significant adverse noise impacts would likely occur at any of the 18 representative noise receptor locations evaluated within the study area. However, to account for the higher anticipated noise levels, window/wall attenuation requirements at surrounding projected and potential development sites of the C2-4 Commercial Overlay Mapping, represented by receptors R01, R02, R08, and R12, would need to be increased as reflected in Table 25-5, "Updated Windows Wall Attenuation for the C2-4 Commercial Overlay Mapping," below:

Table 25-5: Updated Window Wall Attenuation for the C2-4 Commercial Overlay Mapping

Site #	Tax Block	Tax Lot	Governing Noise Receptor	CEQR Required Attenuation in dB(A)
1	3919	27	R-01	R01
2	3919	34	R-01	R01
3	3926	1	R-01	R01
4	3927	1	R-01	R01
7	3952	1, 7, 8, 17, 23	R-01	R01
13	4058	25, 27	R-04	R04
14	4042	224	R-04	R04
23	4082	18	R-08	R08
33	4209	1	R-12	R12
34	4209	5	R-12	R12
36	4209	12, 110	R-12	R12
38	4209	25	R-12	R12
60	4203	75, 81, 82	R-12	R12
A	3925	1, 6, 9	R-01	R01
B	3927	8	R-01	R01
E	4058	2, 8	R-04	R04
F	4058	29	R-04	R04
H	4063	18, 19, 20	R-04	R04
I	4063	15, 17	R-04	R04
J	4063	10	R-04	R04
S	4082	19, 20	R-08	R08
V	4209	15	R-12	R12
W	4209	30, 32	R-12	R12

Source: HDR, 2023.

PUBLIC HEALTH

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

As previously stated, additional analysis at the time of application would be required to determine the potential for impacts related to air quality. Therefore, the need for a detailed public health assessment will need to be determined at the time of the future application.

NEIGHBORHOOD CHARACTER

A neighborhood character assessment is determined to be appropriate if the project has the potential to result in significant adverse impacts to land use, zoning, and public policy; socioeconomic conditions; community facilities; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise.

As previously stated, additional analysis at the time of application would be required to determine the potential for significant adverse impacts related to community facilities, open space, historic and cultural resources, shadows, transportation, and noise. Therefore, the need for a detailed neighborhood character assessment will need to be determined at the time of the future application.

CONSTRUCTION

Per the *CEQR Technical Manual*, construction duration is often broken down into short-term (less than two years) and long-term (two or more years). Where the duration of construction is expected to be short-term, any impacts resulting from such short-term construction generally do not require detailed assessment. However, there are instances where a potential impact may be of short duration, but nonetheless significant, because it raises specific issues of concern. In addition, there are technical areas, such as air quality, where the duration of construction alone is not a sufficient indicator of the need for a detailed assessment, and other factors should be considered. In such instances, a targeted assessment of the relevant technical area may be appropriate.

The anticipated build year for site subject to the C2-4 Commercial Overlay Mapping is 2028, assuming that the Large-Scale General Development would be modified within two years. Further, assuming that the projected local retail would be part of a larger new building, and considering the necessary demolition of existing buildings, a construction schedule of 32 months is reasonable. While this estimate exceeds the two-year threshold for short-term construction, depending on the extent of active construction as opposed to internal building fit-out. Therefore, the need for a detailed construction analysis will need to be determined at the time of the future application.

25.6 CPC Authorizations for Floor Area Bonus and Bulk Modifications

LAND USE, ZONING, AND PUBLIC POLICY

Under CEQR, a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project and determines whether a proposed project is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the project's compliance with, and effect on, the area's zoning and other applicable public policies.

The assumed development to be facilitated by the floor area bonus authorization consists of additional residential floor area. The bulk modifications authorization would be required to accommodate the bonus floor area within the permitted building envelope. In the With-Action condition, the maximum residential FAR is 7.20. The 20 percent floor area bonus would increase the maximum permitted FAR by 1.44, to 8.64. Based on the site's lot area of 32,429 square feet, this would generate 51,886 sf of residential floor area. This would not alter the land use beyond what is proposed as part of the Proposed Actions. Rather, it would simply allow residential use at a higher density.

This would not represent a notable break from the zoning proposed as part of the Proposed Actions. Rather, it would allow for greater flexibility to better realize the goals of introducing new residential development to areas near future Metro-North stations.

In summary, the authorizations permitting expanded residential floor area and the height modifications to accommodate this floor area would promote residential development near new transit, consistent with the Bronx Metro-North Plan's objective of promoting expanded residential development, including affordable housing development, near future Metro-North stations. As such, although an assessment will be conducted at the time of a future application, with the information currently available the CPC Authorizations for Floor Area Bonus and Bulk Modifications would not result in any significant adverse impacts to land use, zoning, or public policy.

SOCIOECONOMIC CONDITIONS

The five principal issues of concern with respect to socioeconomic conditions are: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As described below, the C2-4 Commercial Overlay Mapping is not anticipated to exceed any of the *CEQR Technical Manual* thresholds for socioeconomic analysis. As such, although an assessment will be conducted at the time of a future application, with the information currently available the CPC

Authorizations for Floor Area Bonus and Bulk Modifications would not result in any significant adverse impacts to socioeconomic conditions.

Direct Residential Displacement

Per *CEQR Technical Manual* guidance, direct displacement of fewer than 500 residents would not be expected to alter the socioeconomic characteristics of a neighborhood. The CPC Authorization for Floor Area Bonus and Bulk Modifications would permit an additional 55 DUs at a proposed development site at 1820-1826 Eastchester Road. This would not involve any direct residential displacement. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the CPC Authorizations for Floor Area Bonus and Bulk Modifications would not result in any significant adverse impact related to direct residential displacement.

Direct Business Displacement

Per *CEQR Technical Manual* guidance, if a project would directly displace more than 100 employees, an assessment of direct business displacement is appropriate. The CPC Authorizations for Floor Area Bonus and Bulk Modifications would permit an additional 55 DUs at a proposed development site at 1820-1826 Eastchester Road. This would not involve any direct business displacement. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the CPC Authorizations for Floor Area Bonus and Bulk Modifications would not result in any significant adverse impact related to direct business displacement.

Indirect Residential Displacement

Per *CEQR Technical Manual* guidance, the first step in determining whether an indirect residential displacement analysis is required is to determine if the proposed project would add new population with higher average incomes compared to the average incomes of the existing populations and any new population expected to reside in the study area without the project.

The CPC Authorizations for Floor Area Bonus and Bulk Modifications establish a residential floor area bonus that could generate up to 46,698 zoning square feet of additional floor area, or 55 additional DUs, on this proposed residential development site just north of the proposed new Morris Park Metro-North Station. It can be assumed that this residential development would adhere to MIH Option 1. Under this option, 25 percent of the DUs, or 14 DUs, would be affordable to households earning 60 percent of AMI, with ten percent of those DUs affordable to households earning 40 percent of AMI.

Under the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the average household income of the incoming population would be approximately $27,231 more than the average household income of the existing study area population. The introduction of an additional 55 DUs with the authorizations, for a total of 784 additional units (with 25 percent of units required to be affordable under MIH Option 1), would not change the average household income of the incoming population under the With-Action condition. The study area has experienced rising rents, and this conceptual project would not introduce or accelerate a trend of changing socioeconomic conditions that may potentially displace a vulnerable

population. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the CPC Authorizations for Floor Area Bonus and Bulk Modifications would not result in any significant adverse impact related to indirect residential displacement.

Indirect Business Displacement

Per *CEQR Technical Manual* guidance indirect displacement of businesses occurs when a project would markedly increase property values and rents throughout the study area, making it difficult for some categories of businesses to remain in the area. Additionally, indirect displacement of businesses may occur if a project directly displaces any type of use that either directly supports businesses in the area or brings a customer base to the area for local businesses, or if it directly or indirectly displaces residents or workers who form the customer base of existing businesses in the area.

The CPC Authorizations for Floor Area Bonus and Bulk Modifications could potentially introduce just over 150 new residents to the area. While these residents are likely to have a higher household income than existing residents of the study area, the relatively small incremental increase of households is not enough by itself to create changes in local market conditions that could lead to increased commercial property values in the study area that may displace existing businesses. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the CPC Authorizations for Floor Area Bonus and Bulk Modifications would not result in any significant adverse impact related to indirect business displacement.

Adverse Impacts on Specific Industries

Per *CEQR Technical Manual* guidance, it may be possible for a given project to affect the operation and viability of a specific industry not necessarily tied to a specific location. An example would be new regulations that prohibit or restrict the use of certain processes that are critical to certain industries. If the following questions cannot be answered with a clear "no," then a detailed investigation is appropriate:

- Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?
- Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?

The additional floor area permitted by the CPC Authorizations for Floor Area Bonus and Bulk Modifications would not be of sufficient magnitude to affect business conditions in any industry or any category of businesses, nor would it indirectly substantially reduce employment or impair the economic viability. Rather, the authorizations would allow for additional residential floor area and 55 additional DUs at 820-826 Eastchester Road, expanding the availability of housing and, in particular, affordable housing in this portion of the Bronx. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the CPC Authorizations for Floor Area Bonus and Bulk Modifications would not result in any significant adverse impact on specific industries.

COMMUNITY FACILITIES AND SERVICES

A community facilities analysis is needed if there would be potential direct or indirect effects on a facility. A direct effect would occur if a project would physically alter a community facility, whether by displacement of the facility or other physical change. An indirect effect is caused by increased population in an area caused by a project that would increase demand for existing services. Thresholds for indirect community facilities analysis are provided below:

- **Public Schools:** 50 or more elementary/ middle school students (total of elementary and middle) or 150 or more high school students
- **Early Childhood Programs:** 20 or more eligible children under age 5
- **Libraries:** More than a five percent increase in ratio of residential units to library branches
- **Police/Fire Services and Health Care Facilities:** Introduction of Sizeable New Neighborhood (e.g., Hunters' Point South)

The CPC Authorizations for Floor Area Bonus and Bulk Modifications would not displace or otherwise directly affect any existing public schools, libraries, childcare centers, health care facilities, or police or fire protection service facilities.

The anticipated incremental 55 DUs would not generate 50 or more elementary/middle school students, nor would it generate 150 or more high school students. The anticipated incremental 55 DUs would not introduce 20 or more children under the age of five. The anticipated incremental 55 DUs would not generate a five percent increase in ratio of residential units to library branches. Moreover, as development permitted by the authorizations would not create a sizeable new neighborhood where none existed before, it is unlikely that the additional development would result in indirect impacts on police, fire, or health care services.

Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the CPC Authorizations for Floor Area Bonus and Bulk Modifications would not result in any significant adverse impact on community facilities.

OPEN SPACE

A preliminary quantitative assessment of open space is performed if an action would have a direct effect on an open space (e.g., displacement of an existing open space resource) or an indirect effect through increased population size. Indirect effects may occur when the population generated by an action would be sufficiently large to significantly diminish the ability of an area's open space to serve the future population. An assessment of indirect effects is warranted if the Proposed Actions would generate more than 200 residents or 500 nonresidents, or a similar number of other nonresidential users (e.g., the population introduced by a new university or college).

The CPC Authorizations for Floor Area Bonus and Bulk Modifications would not encroach on, cause a loss of, or limit public access to existing open space resources. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the CPC

Authorizations for Floor Area Bonus and Bulk Modifications would not result in any direct impact on open space.

The authorizations would permit 55 additional dwelling units, which would not exceed 200 residents. Therefore, although an assessment will be conducted at the time of a future application, the CPC Authorization for Floor Area Bonus and Bulk Modifications are not anticipated to result in any indirect residential impact on open space.

The CPC Authorizations for Floor Area Bonus and Bulk Modifications would not introduce a new non-residential population. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the CPC Authorizations for Floor Area Bonus and Bulk Modifications would not result in any indirect non-residential impact on open space.

SHADOWS

Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures of over 50 feet in height that could cast shadows on natural features, community gardens, public open space, architectural features, or other resources that are dependent on sunlight. The sunlight sensitivity of a resource will be determined, as necessary, in consultation with the expert agencies for that respective resource. New construction or building additions resulting in incremental height changes of less than 50 feet could also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource of concern.

Without the floor area bonus, the projected With-Action development would be allowed up to 205 feet in building height. As the maximum permitted building height in the proposed C4-4(R8) zoning district is 215 feet, height relief would need to be provided to accommodate the additional floor area generated under the bonus. It is assumed that five additional floors would be needed to do so, resulting in a building height of 255 feet on the site. This incremental height has the potential to cast shadows on surrounding sunlight-sensitive resources. Detailed and site-specific analysis of a project using the CPC Authorizations for Floor Area Bonus and Bulk Modifications would be made at the time of application and would consider the possibility of any significant adverse shadow impacts.

HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. Impacts on historic (architectural) resources are considered on the affected site and in the area surrounding identified development sites. Archaeological resources are considered only in those areas where new in-ground disturbance would be likely to occur.

The CPC Authorizations for Floor Area Bonus and Bulk Modifications are not available for development on a site that contains any S/NR or LPC architectural resources, nor are any S/NR or LPC architectural resources located within the immediate vicinity of the site. The closest architectural resource to the site

is the S/NR-eligible PS 108 building, located approximately 0.53 mile to the northwest. Therefore, it is not anticipated that the CPC Authorizations for Floor Area Bonus and Bulk Modifications would result in any direct or indirect impacts to architectural resources. However, it is possible for a property to be listed or made eligible for S/NR, or for a property be designated or marked eligible for LPC prior to commencement of environmental review for any projects using the CPC Authorizations for Floor Area Bonus and Bulk Modifications. Therefore, additional screening for newly listed, designated, eligible, or potentially eligible architectural resources would be required as part of the separate environmental review for any projects using the authorizations.

The CPC Authorizations for Floor Area Bonus and Bulk Modifications are not available for property located within an archaeological buffer zone, per CRIS. Therefore, with the information currently available development using the authorizations would not result in any significant adverse impact related to archaeological resources.

URBAN DESIGN AND VISUAL RESOURCES

An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate.

Development pursuant to the CPC Authorizations for Floor Area Bonus and Bulk Modifications would result in physical alterations to the streetscape not allowed by zoning at the time of application, potentially altering the pedestrian perspective in the vicinity of the site. Any such changes would be required to meet the requirements of the Zoning Resolution and any applicable special district regulations and would be considered in the environmental review in an analysis of urban design and visual resources.

HAZARDOUS MATERIALS

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials, and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources.

Although an assessment will be conducted at the time of a future application, with the information currently available development using the CPC Authorizations for Floor Area Bonus and Bulk Modifications would not result in any impact related to hazardous materials. As discussed in Chapter 9, “Hazardous

Materials," the development sites associated with the CPC Authorization for Floor Area Bonus would not be assigned an (E) designation in connection with the Proposed Actions. The potential for exposure of hazardous materials at the development site would be assessed when an application is filed for a specific development, and remedial measures, if any, would be developed at that time.

WATER AND SEWER INFRASTRUCTURE

A preliminary infrastructure analysis is needed for projects that result in exceptionally large demands for water (>1,000,000 gallons/day), or that are located in areas that experience low water pressure (areas at the end of the water supply distribution system). Depending on the results from the preliminary analysis, a detailed infrastructure analysis may be required. A preliminary assessment may be warranted if an action is expected to result in more than 400 residential units and over 150,000 sf of commercial space, the applicable thresholds for combined sewer areas in the Bronx.

Water Supply

Development using the CPC Authorizations for Floor Area Bonus and Bulk Modifications would require up to an estimated 14,965 gallons of water per day.

Adding this demand to that associated with the Proposed Actions generates a total demand of 4,578,783 gpd, or an increase of 2,741,579 gpd when compared to the No-Action condition.

This total increment is approximately 0.23 percent of the City daily water generation (1.2 billion of gallons). As such, although an assessment will be conducted at the time of a future application, no adverse impacts to the City water supply infrastructure are anticipated.

Wastewater

Effluents from the project area would be treated at the Hunts Point WRRF, which currently serves a maximum of 134 MGD. However, the WRRF, has a dry weather capacity of 200 MGD and a wet weather capacity of 400 MGD. The CPC Authorizations for Floor Area Bonus and Bulk Modifications are expected to generate 14,965 gpd of wastewater.

Adding this figure to the demand associated with the Proposed Actions, the contributions of the CPC Authorizations for Floor Area Bonus and Bulk Modifications produce a total wastewater generation of 3,631,964 gpd, equivalent to an increase of 2.38 MGD when compared to the No-Action condition. This is well below the current available capacity of the Hunts Point WRRF and, although an assessment will be conducted at the time of a future application, with the information currently available there would be no adverse impacts to the City water treatment infrastructure.

Stormwater and Drainage Management

Any development using the CPC Authorizations for Floor Area Bonus and Bulk Modifications would need to meet DEP sewer connection requirements and control runoff to combined sewers. Peak stormwater runoff rates would be reduced with the incorporation of stormwater source control BMPs that could be implemented on all project sites by its developer in accordance with the City's site connection requirements. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available there would be no adverse impacts to stormwater and drainage management.

SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether a project has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the New York City Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. Few projects have the potential to generate substantial amounts of solid waste (50 tons per week or more) and, therefore, most projects would not result in a significant adverse impact. However, it is recommended that the solid waste and service demand (if relevant) generated by a project be disclosed.

Any development using the CPC Authorizations for Floor Area Bonus and Bulk Modifications are not expected to exceed the CEQR solid waste thresholds of 50 tons or 100,000 pounds per week. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available there would be no adverse impacts to solid waste and sanitation services.

ENERGY

Under CEQR, it is required that EISs include a discussion of the effects of the proposed project on the use and conservation of energy, if applicable and significant. In most cases, a project does not need a detailed energy assessment, but its operational energy consumption is often calculated. A detailed energy assessment would be limited to projects that may significantly affect the transmission or generation of energy.

The annual energy consumption for development permitted by the CPC Authorizations for Floor Area Bonus and Bulk Modifications would be negligible compared to the overall demand within Con Edison's service area. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the redevelopment of the site would not result in significant adverse impacts on the City's energy system.

TRANSPORTATION

The CPC Authorizations for Floor Area Bonus and Bulk Modifications are future discretionary actions that could potentially allow a floor area bonus when certain public realm improvements are realized. The assumed development to be facilitated by the floor area bonus consists of additional residential floor area. As part of the With-Action condition, the maximum residential FAR is 7.20. The 20 percent floor area bonus would increase the maximum permitted FAR with 1.44 to 8.64. It is assumed that the floor area bonus would be utilized to create additional residential floor area at an FAR of 1.44, resulting in an additional 55 DUs.

As the site is located within CEQR Transportation Zone 4,[1] the applicable incremental residential development threshold for detailed transportation analysis is 200 DUs. The CPC Authorizations for Floor Area Bonus and Bulk Modifications are assumed to result in an incremental increase of up to 55 DUs, which is below the CEQR threshold warranting detailed transportation analyses in Zone 4. For information purposes, the travel demand forecast of the CPC Authorization for Floor Area Bonus is provided in Table 25-6, "CPC Authorizations for Floor Area Bonus and Bulk Modifications Travel Demand Forecast," based on the transportation planning factors used to forecast the travel demand under the Proposed Actions' RWCDS. These factors are discussed in detail in the Transportation Planning Factors Memorandum provided in Appendix F.

[1] The *CEQR Technical Manual* defines Zone 4 as: "All areas in Staten Island located within 0.5 miles of subway stations; all other areas located within one mile of subway stations (except in Staten Island, Broad Channel and the Rockaways, Queens)".

Table 25-6: CPC Authorizations for Floor Area Bonus and Bulk Modifications Travel Demand Forecast

Land Use	Residential		Total	
Size/Units	55 DU			
Peak Hour Trips:				
AM	40		40	
MD	27		27	
PM	38		38	
Sat MD	40		40	
Person Trips:				
AM	**In**	**Out**	**In**	**Out**
Auto	2	6	2	6
Taxi	0	1	0	1
Subway/Railroad	5	16	5	16
Bus	1	5	1	5
School Bus	0	0	0	0
Walk/Other	1	4	1	4
Total	**9**	**32**	**9**	**32**
MD	**In**	**Out**	**In**	**Out**
Auto	3	3	3	3
Taxi	0	0	0	0
Subway/Railroad	7	7	7	7
Bus	2	2	2	2
School Bus	0	0	0	0
Walk/Other	2	2	2	2
Total	**13**	**13**	**13**	**13**
PM	**In**	**Out**	**In**	**Out**
Auto	5	3	5	3
Taxi	0	0	0	0
Subway/Railroad	13	7	13	7
Bus	4	2	4	2
School Bus	0	0	0	0
Walk/Other	3	2	3	2
Total	**24**	**14**	**24**	**14**
Saturday	**In**	**Out**	**In**	**Out**
Auto	4	4	4	4
Taxi	0	0	0	0
Subway/Railroad	11	10	11	10
Bus	3	3	3	3
School Bus	0	0	0	0
Walk/Other	2	2	2	2
Total	**20**	**20**	**20**	**20**
Vehicle Trips:				
AM	**In**	**Out**	**In**	**Out**
Auto	2	5	2	5
Taxi	0	0	0	0
Taxi Balanced	1	1	1	1
School Bus	0	0	0	0
Truck	0	0	0	0
Total	**2**	**6**	**2**	**6**
MD	**In**	**Out**	**In**	**Out**
Auto	2	2	2	2
Taxi	0	0	0	0
Taxi Balanced	0	0	0	0
School Bus	0	0	0	0
Truck	0	0	0	0
Total	**2**	**2**	**2**	**2**
PM	**In**	**Out**	**In**	**Out**
Auto	4	2	4	2
Taxi	0	0	0	0
Taxi Balanced	1	1	1	1
School Bus	0	0	0	0
Truck	0	0	0	0
Total	**5**	**3**	**5**	**3**
Saturday	**In**	**Out**	**In**	**Out**
Auto	3	2	3	2
Taxi	0	0	0	0
Taxi Balanced	0	0	0	0
School Bus	0	0	0	0
Truck	0	0	0	0
Total	**3**	**3**	**3**	**3**

Source: STV Incorporated, 2023.

Traffic

The CPC Authorizations for Floor Area Bonus and Bulk Modifications are assumed to result in an incremental increase of 55 DUs, which is below the CEQR threshold warranting a detailed transportation analysis. As the site is located within CEQR Transportation Zone 4,[2] the applicable incremental residential development threshold for detailed transportation analysis is 200 DUs. A detailed traffic analysis would not be warranted as the project is not expected to result in significant adverse traffic impacts.

Transit

According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. The CPC Authorizations for Floor Area Bonus and Bulk Modifications are not expected to generate over 200 peak hour rail or bus transit riders. Although an assessment will be conducted at the time of a future application, a detailed transit analysis would not be warranted as the project is not expected to result in significant adverse transit impacts.

Pedestrians

As detailed above, the CPC Authorizations for Floor Area Bonus and Bulk Modifications are expected to generate incremental residents, introducing additional pedestrians in the vicinity of the site. However, these incremental pedestrians would be unlikely to result in significant adverse pedestrian impacts. As the site is located within CEQR Transportation Zone 4,[3] the applicable incremental residential development threshold for detailed transportation analysis is 200 DUs. As discussed above, the authorizations are assumed to result in an incremental increase of up to 55 DUs, which is below the CEQR threshold warranting a detailed transportation analysis. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the CPC Authorizations for Floor Area Bonus and Bulk Modifications are not likely to generate an additional 200 peak hour pedestrian trips, and a preliminary trip generation analysis is not anticipated.

Parking

As detailed above, the conceptual project would involve the development of up to 55 additional DUs and 27 accessory residential parking spaces beneath the proposed building. As the anticipated conceptual project would require environmental review in the future, detailed and site-specific analysis of the

[2] The *CEQR Technical Manual* defines Zone 4 as: "All areas in Staten Island located within 0.5 miles of subway stations; all other areas located within one mile of subway stations (except in Staten Island, Broad Channel and the Rockaways, Queens)".

[3] The *CEQR Technical Manual* defines Zone 4 as: "All areas in Staten Island located within 0.5 miles of subway stations; all other areas located within one mile of subway stations (except in Staten Island, Broad Channel and the Rockaways, Queens)".

potential effect of the CPC Authorizations for Floor Area Bonus and Bulk Modifications on parking would be made at the time of application in order to make a shortfall determination.

AIR QUALITY

Mobile Source

Per the *CEQR Technical Manual,* analysis of mobile sources is necessary when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing atypical mobile sources. Mobile sources of air quality pollutants also include parking facilities or rail and marine facilities.

As presented in the Transportation section of this chapter, in the future with the CPC Authorizations for Floor Area Bonus and Bulk Modifications, maximum peak hour project generated vehicle trips would increase by a net total of approximately 2 and 6 (in and out combined) in the weekday AM, and no generated truck trips would be increased by the authorizations. These additional vehicle trips are not anticipated to result in any new or additional significant adverse air quality impacts.

Stationary Source

Analysis of stationary sources is necessary when an action would:

- create new stationary sources that could affect surrounding uses, such as a building's boilers or emissions from industrial plants, hospitals;
- introduce uses that may be affected by emissions from nearby existing light industrial sources or major/large sources as hospitals and other large institutional uses; or
- introduce structures that may change the dispersion of emissions from nearby existing or planned emission stacks so as to affect surrounding uses.

Development pursuant to the CPC Authorizations for Floor Area Bonus and Bulk Modifications would be subject to a separate discretionary approval process, with project-specific analysis that would address the potential impacts of stationary source emissions on air quality. Such analyses would include specific information regarding fuel type used, types and sizes of equipment, exhaust stack location and height. As with the Proposed Actions, air quality (E) designations for stationary sources (such as fossil fuel-fired heating and hot water systems) may be required to ensure that there are no significant adverse air quality impacts from the source.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

According to CEQR, a GHG emissions assessment is typically conducted for larger projects (>350,000 sf of development) subject to an EIS, since they have greater potential to be inconsistent with the City's GHG reduction goal to a significant degree. Projects may also warrant GHG emissions analysis if they involve power generation, or regulations and other actions that would fundamentally change the City's solid

waste management system. As mentioned in the *CEQR Technical Manual*, the most immediate threats in New York City are rising sea levels and increases in storm surge and coastal flooding – as such, the climate change assessment focuses on these areas. Most commonly, climate change is assessed by comparing the project's consistency with the Waterfront Revitalization Program.

Greenhouse Gas Emissions

The local retail that would be permitted by the CPC Authorizations for Floor Area Bonus and Bulk Modifications would not exceed 350,000 square feet and is not anticipated to warrant an analysis of GHG emissions. As such, although an assessment will be conducted at the time of a future application, with the information currently available the CPC Authorizations for Floor Area Bonus and Bulk Modifications would not result in any significant adverse impacts to GHG emissions.

Climate Change

Any new or substantially renovated buildings associated with the CPC Authorizations for Floor Area Bonus and Bulk Modifications in either the 100-year or 500-year floodplain, if pursued, would be required to comply with Appendix G of the New York City Building Code, which regulates construction and substantial building improvements in flood hazard areas. Any necessary wet or dry flood protection measures would be incorporated into the building designs and required for construction bids. All proposed new critical infrastructure would be elevated above the projected flood levels in each new building, and basement uses would be floodproofed and limited to storage only, as necessary. Therefore, construction and operation of buildings developed in accordance with the CPC Authorizations for Floor Area Bonus and Bulk Modifications, as well as mobile source emissions, would be consistent with the goals of *OneNYC* and *PlaNYC: Getting Sustainability Done*. As such, although an assessment will be conducted at the time of a future application, with the information currently available, the authorizations would not result in any significant adverse impacts to climate change.

NOISE

In the future with the Proposed Actions, institutional controls, including (E) Designations, are proposed to avoid significant impacts on the project site for the CPC Authorization for Floor Area Bonus with respect to noise (window wall attenuation). The institutional controls, presented in Appendix H, for the CPC Authorization for Floor Area Bonus at Block 4226, Lots 409 and 418 would be sufficient to avoid significant adverse noise impacts and ensure acceptable interior noise levels.

The noise levels from additional vehicular traffic under the CPC Authorizations for Floor Area Bonus and Bulk Modifications would be slightly higher than the With-Action condition but not be perceptibly higher. Therefore, no significant adverse noise impacts would likely occur at any of the 18 representative noise receptor locations evaluated within the study area. However, to account for the higher anticipated noise levels, window/wall attenuation requirements at surrounding projected and potential development sites available for the CPC Authorizations for Floor Area Bonus and Bulk Modifications, presented in Appendix

H, would be sufficient to avoid significant adverse noise impacts and ensure acceptable interior noise levels. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available, development pursuant to the authorizations would not result in any significant adverse impacts related to noise.

PUBLIC HEALTH

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

As previously stated, additional analysis at the time of application would be required to determine the potential for impacts related to air quality (stationary source). Therefore, the need for a detailed public health assessment will need to be determined at the time of any future application.

NEIGHBORHOOD CHARACTER

A neighborhood character assessment is appropriate if the project has the potential to result in significant adverse impacts to land use, zoning, and public policy; socioeconomic conditions; community facilities; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise.

The CPC Authorizations for Floor Area Bonus and Bulk Modifications are not anticipated to significantly alter neighborhood character. Development pursuant to these discretionary actions would continue to re-orient the community toward the corridor and Metro-North's future Parkchester/Van Nest and Morris Park station areas and would encourage predictable development patterns that prepare the area for a future as an economic hub of the Bronx, facilitated by commercial, life sciences, and medical development. However, as previously stated, additional analysis at the time of application would be required to determine the potential for significant adverse impacts related to shadows, transportation, and noise. Therefore, the need for a detailed neighborhood character assessment will need to be determined at the time of the future application.

CONSTRUCTION

Per the *CEQR Technical Manual*, construction duration is often broken down into short-term (less than two years) and long-term (two or more years). Where the duration of construction is expected to be short-term, any impacts resulting from such short-term construction generally do not require detailed assessment. However, there are instances where a potential impact may be of short duration, but nonetheless significant, because it raises specific issues of concern. In addition, there are technical areas,

such as air quality, where the duration of construction alone is not a sufficient indicator of the need for a detailed assessment, and other factors should be considered. In such instances, a targeted assessment of the relevant technical area may be appropriate.

The anticipated build year for projects using the CPC Authorizations for Floor Area Bonus and Bulk Modifications is 2030. If at the time of the application it is determined that the constructions schedule would exceed two years, the project may require a detailed construction analysis.

25.7 New York City Health and Hospitals Site Redevelopment

LAND USE, ZONING, AND PUBLIC POLICY

Under CEQR, a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project and determines whether a proposed project is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the project's compliance with, and effect on, the area's zoning and other applicable public policies.

The New York City Health and Hospitals Site Redevelopment would introduce approximately of 94,093 sf of community facility uses, approximately 690,000 sf of residential uses, and 20,000 sf of ground floor commercial uses. Overall, it would introduce approximately 850,577 sf of building floor area, approximately 36,516 square feet of parking area, and approximately 24,000 sf for a school play yard. This development would update existing police and EMS infrastructure and promote the development of schools within Community School District (CSD) 11 and the Bronx as a whole, thereby expanding existing community facilities. The development of residential and ground-floor commercial space would be appropriate for an area well-served by public transit, including the introduction of new Metro-North rail service. It would not generate new land uses that would be incompatible with surrounding land uses or conflict with proposed zoning or applicable public policies and would be consistent with the Bronx Metro-North Plan in promoting residential and economic development near future stations. As such, although an assessment will be conducted at the time of a future application, with the information currently available the New York City Health and Hospitals Site Redevelopment would not result in any significant adverse impacts to land use, zoning, or public policy.

SOCIOECONOMIC CONDITIONS

The five principal issues of concern with respect to socioeconomic conditions are: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As described below, the C2-4 Commercial Overlay Mapping is not anticipated to exceed any of the *CEQR*

Technical Manual thresholds for socioeconomic analysis. As such, although an assessment will be conducted at the time of a future application, with the information currently available the New York City Health and Hospitals Site Redevelopment would not result in any significant adverse impacts to socioeconomic conditions.

Direct Residential Displacement

Per *CEQR Technical Manual* guidance, direct displacement of fewer than 500 residents would not be expected to alter the socioeconomic characteristics of a neighborhood. The site that would be redeveloped under the New York City Health and Hospitals Site Redevelopment currently contains no residential uses and would therefore not directly displace any residents. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the New York City Health and Hospitals Site Redevelopment would not result in any significant adverse impact related to direct residential displacement.

Direct Business Displacement

Per *CEQR Technical Manual* guidance, if a project would directly displace more than 100 employees, an assessment of direct business displacement is appropriate. The New York City Health and Hospitals Site Redevelopment would involve redevelopment of a portion of Block 4205, Lot 1 with new and improved facilities for all current City of New York government uses on the site. There are no private-sector commercial uses on the proposed site Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the New York City Health and Hospitals Site Redevelopment would not result in any significant adverse impact related to direct business displacement.

Indirect Residential Displacement

Per *CEQR Technical Manual* guidance, the first step in determining whether an indirect residential displacement analysis is required is to determine if the proposed project would add new population with higher average incomes compared to the average incomes of the existing populations and any new population expected to reside in the study area without the project.

The New York City Health and Hospitals Site Redevelopment would involve development of two residential buildings comprising a total of 690,000 square feet and 729 DUs. Based on average household size in the study area, this would allow an additional 2,005 residents. Currently, the population of the study area is expected to grow by 10.1 percent over the No-Action condition. This conceptual project would make the percentage change between the With-Action and the No-Action 11 percent.

It should also be noted that, because such a project would require discretionary approvals, it can be assumed that this residential development would adhere to either MIH Option 1 or MIH Option 2. Under MIH Option 1, 25 percent of the DUs, or 182 DUs, would be affordable to households earning 60 percent of AMI, with ten percent of those DUs affordable to households earning 40 percent of AMI. Under MIH

Option 2, 30 percent of the DUs, or 219 DUs, would be affordable to households earning 80 percent of AMI.

Similar to residential development that would be expected under the Proposed Actions, this conceptual project would likely house residents with an average aggregate household income that is higher than the existing average household income in the study area. However, the study area has already experienced an observable trend toward increasing rents. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the New York City Health and Hospitals Site Redevelopment would not result in any significant adverse impact related to indirect residential displacement.

Indirect Business Displacement

Per *CEQR Technical Manual* guidance indirect displacement of businesses occurs when a project would markedly increase property values and rents throughout the study area, making it difficult for some categories of businesses to remain in the area. Additionally, indirect displacement of businesses may occur if a project directly displaces any type of use that either directly supports businesses in the area or brings a customer base to the area for local businesses, or if it directly or indirectly displaces residents or workers who form the customer base of existing businesses in the area.

The New York City Health and Hospitals Site Redevelopment would introduce 20,000 square feet of ground floor retail on a block that currently has no retail. Very limited retail currently exists on nearby blocks on Eastchester Road and Stillwell and Bassett Avenues, which are dominated by manufacturing/industrial uses, primarily auto-related. These businesses are vulnerable to displacement due to changing economic activity as a result of the Proposed Actions, regardless of the New York City Health and Hospitals Site Redevelopment. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the New York City Health and Hospitals Site Redevelopment would not result in any significant adverse impact related to indirect business displacement.

Adverse Impacts on Specific Industries

Per *CEQR Technical Manual* guidance, it may be possible for a given project to affect the operation and viability of a specific industry not necessarily tied to a specific location. An example would be new regulations that prohibit or restrict the use of certain processes that are critical to certain industries. If the following questions cannot be answered with a clear "no," then a detailed investigation is appropriate:

- Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?
- Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?

The New York City Health and Hospitals Site Redevelopment would redevelop a site for new emergency services facilities, new residential development, ground-floor commercial development, and a new school. Given the available information and the surrounding context of the site, it is unlikely that it would result in adverse impacts on specific industries. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the New York City Health and Hospitals Site Redevelopment would not result in any significant adverse impact on specific industries.

COMMUNITY FACILITIES AND SERVICES

A community facilities analysis is needed if there would be potential direct or indirect effects on a facility. A direct effect would occur if a project would physically alter a community facility, whether by displacement of the facility or other physical change. An indirect effect is caused by increased population in an area caused by a project that would increase demand for existing services. Thresholds for indirect community facilities analysis are provided below:

- **Public Schools:** 50 or more elementary/ middle school students (total of elementary and middle) or 150 or more high school students
- **Early Childhood Programs:** 20 or more eligible children under age 5
- **Libraries:** More than a five percent increase in ratio of residential units to library branches
- **Police/Fire Services and Health Care Facilities:** Introduction of Sizeable New Neighborhood (e.g., Hunters' Point South)

The New York City Health and Hospitals Site Redevelopment would be expected to improve community facilities and services on and around the site. Existing City facilities would be replaced with new, state-of-the-art NYPD and EMS facilities. It is expected that these community facility uses would be temporarily relocated nearby during demolition and construction, so it is not anticipated that this would result in significant or adverse impacts on the facilities, which would continue to operate in the neighborhood. With the anticipated provision of temporary NYPD and EMS facilities for the duration of construction as well as the development of new, improved facilities on the site, it is likely that no significant adverse impacts to the NYPD or EMS facilities would be expected as a result of the New York City Health and Hospitals Site Redevelopment. However, additional analysis at the time of the application would be required to definitively make this determination.

The anticipated incremental 729 DUs would not generate a sufficient number of high school aged students to require further analysis of high schools, but it would generate more than 50 elementary/middle school students, necessitating further analysis.

The anticipated incremental 729 DUs, whether at Option 1 or Option 2 MIH, would surpass the threshold for introducing more than 20 children under the age of five, necessitating further analysis of early childhood center.

The threshold for a five percent increase in the ratio of residential units to library branches is set at 731 incremental units in the Bronx. The anticipated incremental 729 DUs is below that threshold by two DUs;

however, given the proximity to the threshold for detailed analysis, it would need to be determined at the time of the application whether a detailed analysis would be required.

Lastly, the New York City Health and Hospitals Site Redevelopment would not create a sizeable new neighborhood where none existed before. Therefore, it is unlikely that the additional development would result in indirect impacts on police, fire, or health care services.

In summary, at the time of the environmental review application for the New York City Health and Hospitals Site Redevelopment, additional analysis of community facilities would be required.

OPEN SPACE

A preliminary quantitative assessment of open space is performed if an action would have a direct effect on an open space (e.g., displacement of an existing open space resource) or an indirect effect through increased population size. Indirect effects may occur when the population generated by an action would be sufficiently large to significantly diminish the ability of an area's open space to serve the future population. An assessment of indirect effects is warranted if the Proposed Actions would generate more than 200 residents or 500 nonresidents, or a similar number of other nonresidential users (e.g., the population introduced by a new university or college).

The New York City Health and Hospitals Site Redevelopment would not encroach on, cause a loss of, or limit public access to existing open space resources. Rather, the project is expected to introduce a school yard to the site, which could potentially be opened to the public on evenings and weekends, providing new public open space to the neighborhood.

The New York City Health and Hospitals Site Redevelopment would introduce 729 dwelling units, which would exceed 200 residents. Therefore, a detailed analysis of indirect residential impacts to open space would be required.

The New York City Health and Hospitals Site Redevelopment would introduce a new non-residential population to the site. It would need to be determined at the time of the application whether the number of non-residents would exceed 500, thus requiring a detailed analysis of non-residential open space impacts is warranted.

SHADOWS

Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures of over 50 feet in height that could cast shadows on natural features, community gardens, public open space, architectural features, or other resources that are dependent on sunlight. The sunlight sensitivity of a resource will be determined, as necessary, in consultation with the expert agencies for that respective resource. New construction or building additions resulting in

incremental height changes of less than 50 feet could also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource of concern.

Any changes to bulk or height regulations requested for the New York City Health and Hospitals Site Redevelopment may have the potential to cast additional shadows on surrounding sunlight-sensitive resources, such as Pelham Parkway. Such changes, however, would require new analysis as part of a separate environmental review, which would consider the possibility of any significant adverse shadows impacts.

HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. Impacts on historic (architectural) resources are considered on the affected site and in the area surrounding identified development sites. Archaeological resources are considered only in those areas where new in-ground disturbance would be likely to occur.

The New York City Health and Hospitals Site Redevelopment is not located on a site that contains any S/NR or LPC architectural resources. Nor are any S/NR or LPC architectural resources in the immediate vicinity. Additional screening for any newly listed, designated, eligible, or potentially eligible architectural resources would be required as part of the project's separate environmental review.

The site of the New York City Health and Hospitals Site Redevelopment is located within an archaeological buffer zone, per CRIS. Therefore, further archaeological investigation and consultation with NYSHPO would be required as part of this review.

URBAN DESIGN AND VISUAL RESOURCES

An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate.

The New York City Health and Hospitals Site Redevelopment would result in physical alterations to the streetscape not allowed by zoning at the time of application, potentially altering the pedestrian perspective in the vicinity of the site. Any changes to existing urban design and visual resources would be subject to the requirements of the Zoning Resolution and any applicable special district regulations, and as such would represent an improvement from existing underutilized buildings and industrial uses. However, at the time of a future environmental review application, an analysis of urban design and visual resources would be performed.

HAZARDOUS MATERIALS

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials, and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources.

Although an assessment will be conducted at the time of a future application, the New York City Health and Hospitals Site Redevelopment is not anticipated to result in any impact related to hazardous materials. The potential for exposure of hazardous materials at the New York City Health and Hospitals Site Redevelopment site would be assessed at the time a specific development proposal moves forward, and remedial measures, if any, would be developed at that time.

WATER AND SEWER INFRASTRUCTURE

A preliminary infrastructure analysis is needed for projects that result in exceptionally large demands for water (>1,000,000 gallons/day), or that are located in areas that experience low water pressure (areas at the end of the water supply distribution system). Depending on the results from the preliminary analysis, a detailed infrastructure analysis may be required. A preliminary assessment may be warranted if ana action is expected to result in more than 400 residential units and over 150,000 sf of commercial space, the applicable thresholds for combined sewer areas in the Bronx.

Water Supply

The extension of the Special Eastchester – East Tremont Corridor District in part of Block 4205, Lot 1 along Eastchester Road would require an estimated 263,884 gallons of water per day. The current water demand from the existing buildings is estimated to be 2,239 gallons per day (gpd).

The water demand calculated for the Proposed Actions is 4,563,818 gpd. Adding the demand from the New York City Health and Hospitals Site Redevelopment generates a total demand of 4,827,702 gpd, or an increase of 2,990,498 gpd when compared to the No-Action condition.

This total increment is approximately 0.24 percent of the City daily water generation (1.2 billion of gallons). As such, no adverse impacts to the City water supply infrastructure would be expected with the New York City Health and Hospitals Site Redevelopment. As such, although an assessment will be conducted at the time of a future application, with the information currently available there would be no adverse impacts to the City water supply infrastructure.

Wastewater

The New York City Health and Hospitals Site Redevelopment is located within the limits of the HP-014 combined sewer service area. Effluents from this area would be treated at the Hunts Point WRRF, which currently serves a maximum of 134 million gallons per day (MGD). The WRRF has a dry weather capacity of 200 MGD and a wet weather capacity of 400 MGD. The project is expected to generate 236,586 gpd of wastewater. The current wastewater generation from the existing buildings was estimated to be 1,030 gpd.

Adding the contributions of the New York City Health and Hospitals Site Redevelopment produces a total wastewater generation of 3,853,585 gpd, equivalent to an increase of 2.603 MGD when compared to the No-Action condition. This is well below the current available capacity of the Hunts Point WRRF and, although an assessment will be conducted at the time of a future application, with the information currently available there would be no adverse impacts to the City water treatment infrastructure.

Stormwater and Drainage Management

The New York City Health and Hospitals Site Redevelopment is in a combined sewer service area but outside of any current drainage area of concern. The project would be subject to a separate analysis pursuant to a future land use application. It would also need to meet New York City Department of Environmental Protection (DEP) sewer connection requirements and control runoff to combined sewers. Peak stormwater runoff rates would be reduced with the incorporation of stormwater source control BMPs in accordance with the City's site connection requirements. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available there would be no adverse impacts to stormwater and drainage management.

SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether a project has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the New York City Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. Few projects have the potential to generate substantial amounts of solid waste (50 tons per week or more) and, therefore, most projects would not result in a significant adverse impact. However, it is recommended that the solid waste and service demand (if relevant) generated by a project be disclosed.

The New York City Health and Hospitals Site Redevelopment is not expected to exceed the CEQR solid waste thresholds of 50 tons or 100,000 pounds per week. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available there would be no adverse impacts to solid waste and sanitation services.

ENERGY

Under CEQR, it is required that EISs include a discussion of the effects of the proposed project on the use and conservation of energy, if applicable and significant. In most cases, a project does not need a detailed energy assessment, but its operational energy consumption is often calculated. A detailed energy assessment would be limited to projects that may significantly affect the transmission or generation of energy.

The annual energy consumption for the New York City Health and Hospitals Site Redevelopment would be subject to a separate analysis pursuant to a future land use application. As contemplated, it would be negligible compared to the overall demand within Con Edison's service area. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the redevelopment of the site would not result in significant adverse impacts on the City's energy system.

TRANSPORTATION

The New York City Health and Hospitals Site Redevelopment would introduce approximately of 94,093 sf of community facility uses (a 65,571-sf police precinct, a 28,522-sf FDNY EMS facility, and a 107,000-sf public school facility) and approximately 690,000 sf of residential uses (approximately 728 DUs). The transportation planning factors used to forecast the travel demand under the Proposed Actions' RWCDS were also used to forecast the incremental travel demand generated by the residential and public school facility proposed for the New York City Health and Hospitals Site Redevelopment. These factors are discussed in detail in the Transportation Planning Factors Memorandum provided in Appendix F. Additionally, the travel demand for the FDNY EMS facility and police precinct land uses were forecast based on the transportation planning factors provided in the *Block 675 East FEIS (2018)* and the NYPD 116th Precinct Site Selection and Rezoning project, respectively.

As listed in Table 25-7, "New York City Health and Hospitals Site Redevelopment Travel Demand Forecast," there would be a total net increase of approximately 1,963 person trips in the weekday AM peak hour, 1,808 person trips in the weekday midday, 759 person trips in the weekday PM peak hour, and 665 person trips in the Saturday peak hour. Peak hour vehicle trips (including auto, truck, school bus, and taxi trips balanced to reflect that some taxis arrive or depart empty) would increase by a net total of approximately 683, 647, 344, and 206 (in and out combined) in the weekday AM, midday, PM, and Saturday peak hours, respectively. Peak hour subway or railroad trips would increase by a net total of approximately 337, 245, 270, and 279 (in and out combined) in the weekday AM, midday, PM, and Saturday peak hours, respectively. Similarly, peak hour transit bus trips would increase by a net total of approximately 142, 115, 85, and 85 (in and out combined) in the weekday AM, midday, PM, and Saturday peak hours, respectively. Lastly, walk-only trips would increase by a net total of approximately 869, 849, 58, and 61 (in and out combined) in the weekday AM, midday, PM, and Saturday peak hours, respectively.

Table 25-7: New York City Health and Hospitals Site Redevelopment Travel Demand Forecast

Land Use	Residential		PS/IS School (Pre-K - Grade 5)		Parents (Pre-K - Grade 5)		PS/IS School Staff		Police Precinct		EMS Facility		**Total**	
Size/Units	728.0 DU		614 students		274 parents		61 staff		44.5 ksf		13.1 ksf			
Peak Hour Trips:														
AM	536		608		542		49		222		6		1,963	
MD	357		608		542		49		249		3		1,808	
PM	506		0		0		0		249		4		759	
Sat MD	529		0		0		0		133		3		665	
Person Trips:														
AM	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	23	81	207	0	0	0	31	0	131	80	2	2	393	163
Taxi	2	8	0	0	0	0	0	0	0	0	0	0	2	8
Subway/Railroad	61	218	18	0	14	14	6	0	3	2	0	0	103	234
Bus	18	64	18	0	14	14	7	0	3	2	0	0	61	81
School Bus	0	0	49	0	0	0	0	0	0	0	0	0	49	0
Walk/Other	13	48	316	0	243	243	5	0	0	0	0	0	578	291
Total	**118**	**418**	**608**	**0**	**271**	**271**	**49**	**0**	**138**	**84**	**3**	**3**	**1,187**	**777**
MD	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	34	34	0	207	0	0	0	31	104	132	1	0	140	405
Taxi	3	3	0	0	0	0	0	0	0	0	0	0	3	4
Subway/Railroad	93	93	0	18	14	14	0	6	3	3	0	0	110	135
Bus	28	28	0	18	14	14	0	7	3	3	0	0	45	70
School Bus	0	0	0	49	0	0	0	0	0	0	0	0	0	49
Walk/Other	20	20	0	316	243	243	0	5	0	0	0	0	264	585
Total	**179**	**179**	**0**	**608**	**271**	**271**	**0**	**49**	**110**	**139**	**2**	**1**	**561**	**1,247**
PM	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	62	36	0	0	0	0	0	0	104	132	1	2	166	170
Taxi	6	3	0	0	0	0	0	0	0	0	0	0	6	3
Subway/Railroad	166	98	0	0	0	0	0	0	3	3	0	0	169	101
Bus	49	29	0	0	0	0	0	0	3	3	0	0	52	33
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	36	21	0	0	0	0	0	0	0	0	0	0	37	22
Total	**319**	**187**	**0**	**0**	**0**	**0**	**0**	**0**	**110**	**139**	**1**	**3**	**430**	**330**
Saturday	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	52	50	0	0	0	0	0	0	61	66	1	0	114	116
Taxi	5	5	0	0	0	0	0	0	0	0	0	0	5	5
Subway/Railroad	141	135	0	0	0	0	0	0	2	2	0	0	142	137
Bus	42	40	0	0	0	0	0	0	2	2	0	0	43	42
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	31	30	0	0	0	0	0	0	0	0	0	0	31	30
Total	**270**	**259**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**69**	**2**	**1**	**336**	**329**
Vehicle Trips:														
AM	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	20	72	159	159	0	0	29	0	131	80	2	2	340	313
Taxi	2	6	0	0	0	0	0	0	0	0	0	0	2	6
Taxi Balanced	7	7	0	0	0	0	0	0	0	0	0	0	8	8
School Bus	0	0	1	1	0	0	0	0	0	0	0	0	1	1
Truck	3	3	1	1	0	0	0	0	1	1	1	1	6	6
Total	**30**	**82**	**160**	**160**	**0**	**0**	**29**	**0**	**132**	**81**	**3**	**3**	**355**	**328**
MD	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	22	22	159	159	0	0	0	29	104	132	1	0	286	342
Taxi	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Taxi Balanced	4	4	0	0	0	0	0	0	0	0	0	0	4	4
School Bus	0	0	1	1	0	0	0	0	0	0	0	0	1	1
Truck	2	2	1	1	0	0	0	0	1	1	0	0	4	4
Total	**27**	**27**	**160**	**160**	**0**	**0**	**0**	**29**	**105**	**133**	**2**	**1**	**296**	**352**
PM	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	55	32	0	0	0	0	0	0	104	132	1	2	160	166
Taxi	4	3	0	0	0	0	0	0	0	0	0	0	4	3
Taxi Balanced	7	7	0	0	0	0	0	0	0	0	0	0	7	7
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	**62**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**104**	**133**	**2**	**3**	**169**	**175**
Saturday	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Auto	33	32	0	0	0	0	0	0	61	66	1	0	95	98
Taxi	3	3	0	0	0	0	0	0	0	0	0	0	3	3
Taxi Balanced	5	5	0	0	0	0	0	0	0	0	0	0	5	5
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Total	**39**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**66**	**2**	**1**	**102**	**104**

Source: STV Incorporated, 2023.

Traffic

The New York City Health and Hospitals Site Redevelopment is expected generate approximately 683, 647, 344, and 206 (in and out combined) peak hour vehicle trips in the weekday AM, midday, PM, and Saturday peak hours, respectively. These traffic volumes exceed *CEQR Technical Manual* Level 2 screening threshold of 50 vehicle trip ends to warrant a detailed analysis. The New York City Health and Hospitals Site Redevelopment would require a separate environmental review in the future, including the specific trip assignment and analysis of the proposed site development vehicle trips. The potential impacts of the New York City Health and Hospitals Site Redevelopment on traffic would be analyzed at the time of the application.

Transit

According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

The New York City Health and Hospitals Site Redevelopment is expected to generate over 200 peak hour rail trips and would also likely result in greater than 50 bus passengers being assigned to a single bus line in one direction, as the incremental transit trips defined above are limited to one geographical area. Therefore, a detailed bus and subway analysis would likely be warranted during the project's environmental review.

Pedestrians

As detailed above, the New York City Health and Hospitals Site Redevelopment is expected to generate incremental residents, workers, students, and visitors, introducing additional pedestrians in the vicinity of the site. A separate environmental review would be undertaken when the application for discretionary actions is filed. If warranted, detailed and site-specific analysis of potential impacts of the New York City Health and Hospitals Site Redevelopment on pedestrians would be made at the time of the application.

Parking

The New York City Health and Hospitals Site Redevelopment would introduce incremental residents, workers, students, and visitors to the site, many of whom would presumably drive to the site, requiring parking. As detailed above, the conceptual project would also involve the development of an approximately 21,116-sf NYPD Precinct parking area and an approximately 15,400-sf EMS parking area on the site. As the anticipated conceptual project would require environmental review, detailed and site-specific analysis of the potential effect of the New York City Health and Hospitals Site Redevelopment on parking would be made at the time of application in order to make a shortfall determination.

AIR QUALITY

Mobile Source

Per the *CEQR Technical Manual,* analysis of mobile sources is necessary when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing atypical mobile sources. Mobile sources of air quality pollutants also include parking facilities or rail and marine facilities.

In the future with the New York City Health and Hospitals Site Redevelopment, maximum peak hour project generated vehicle trips and truck trips would exceed the screening threshold in the *CEQR Technical Manual* guidelines for this area. A detailed mobile source analysis would be needed for carbon monoxide (CO), particles with an aerodynamic diameter of less than or equal to 10 micrometers (PM_{10}), and particles with an aerodynamic diameter of less than or equal to 2.5 micrometers ($PM_{2.5}$) to determine the potential for mobile source impacts.

Stationary Source

Analysis of stationary sources is necessary when an action would:

- create new stationary sources that could affect surrounding uses, such as a building's boilers or emissions from industrial plants, hospitals;
- introduce uses that may be affected by emissions from nearby existing light industrial sources or major/large sources as hospitals and other large institutional uses; or
- introduce structures that may change the dispersion of emissions from nearby existing or planned emission stacks so as to affect surrounding uses.

The New York City Health and Hospitals Site Redevelopment would be subject to a separate discretionary approval process, with project-specific analysis that would address the potential impacts of stationary source emissions on air quality. Such an analysis would include specific information regarding fuel type used, types and sizes of equipment, exhaust stack location and height. As with the Proposed Actions, air quality (E) designations for stationary sources (such as fossil fuel-fired heating and hot water systems) may be required to ensure that there are no significant adverse air quality impacts from the source.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

According to CEQR, a GHG emissions assessment is typically conducted for larger projects (>350,000 sf of development) undergoing an EIS, since they have greater potential to be inconsistent with the City's GHG reduction goal to a significant degree. Projects may also warrant GHG emissions analysis if they involve power generation, or regulations and other actions that would fundamentally change the City's solid waste management system. As mentioned in the *CEQR Technical Manual*, the most immediate threats in New York City are rising sea levels and increases in storm surge and coastal flooding – as such, the climate change assessment focuses on these areas. Most commonly, climate change is assessed by comparing the project's consistency with the Waterfront Revitalization Program.

Greenhouse Gas Emissions

The New York City Health and Hospitals Site Redevelopment would be larger than 350,000 sf and thus require additional analysis. The project is expected to be consistent with the applicable Citywide greenhouse gas (GHG) reduction goals. It would emit approximately 9,858 metric tons of carbon dioxide equivalent units (CO_2e) per year. As shown in Chapter 15, "Greenhouse Gas Emissions and Climate Change," the Proposed Actions would emit approximately 134,309 metric tons of CO_2e annually. When combined, the Proposed Actions and the New York City Health and Hospitals Site Redevelopment would emit a total of approximately 144,166 metric tons of CO_2e per year. Although an assessment will be conducted at the time of a future application, with the information currently available the redevelopment would not result in any significant adverse impacts to GHG emissions.

Climate Change

Any new or substantially renovated buildings associated with the New York City Health and Hospitals Site Redevelopment in either the 100-year or 500-year floodplain, if pursued, would be required to comply with Appendix G of the New York City Building Code, which regulates construction and substantial building improvements in flood hazard areas. Any necessary wet or dry flood protection measures would be incorporated into the building designs and required for construction bids. All proposed new critical infrastructure would be elevated above the projected flood levels in each new building, and basement uses would be floodproofed and limited to storage only, as necessary. Therefore, construction and operation of buildings developed in accordance with the New York City Health and Hospitals Site Redevelopment, as well as mobile source emissions, would be consistent with the goals of *OneNYC* and *PlaNYC: Getting Sustainability Done*. As such, although an assessment will be conducted at the time of a future application, with the information currently available the New York City Health and Hospitals Site Redevelopment would not result in any significant adverse impacts with respect to climate change.

NOISE

The conceptual noise analysis is conducted based on the increased traffic volumes attributable to the New York City Health and Hospitals Site Redevelopment. The increment in traffic volume, is extended to encompass all roadways within the study area of the New York City Health and Hospitals Site Redevelopment. This conservative approach ensures noise levels are accounted for and evaluated regardless of where the increment is in the study area to provide adequate window/wall attenuation within the study area. The conceptual noise analysis revises the With-Action condition Passenger Car Equivalent (PCE) assessment for the New York City Health and Hospitals Site Redevelopment. As such, the window/wall attenuation at all representative receptors within the study area are evaluated. A revision to the window/wall attenuation is included in instances where noise levels are projected to escalate into the next CEQR impact category.

No significant adverse noise impacts are anticipated as a result of the New York City Health and Hospitals Site Redevelopment. The New York City Health and Hospitals Site Redevelopment would be represented

by receptor R15 As such, an (E) designation of 28 dBA window/wall attenuation would be sufficient to avoid significant adverse noise impacts and ensure acceptable interior noise levels.

The noise levels from additional vehicular traffic under the New York City Health and Hospitals Site Redevelopment would be slightly higher from the With-Action condition, but not be perceptibly higher. Therefore, no significant adverse noise impacts would likely occur at any of the 18 representative noise receptor locations evaluated within the study area. However, to account for the higher anticipated noise levels, window/wall attenuation requirements at surrounding projected and potential development sites of the New York City Health and Hospitals Site Redevelopment, represented by the governing noise receptors identified in Table 25-8, “Updated Window/Wall Attenuation for the New York City Health and Hospitals Site Redevelopment,” below, would need to be increased as reflected:

Table 25-8: Updated Window/Wall Attenuation for the New York City Health and Hospitals Site Redevelopment

Site #	Tax Block	Tax Lot	Governing Noise Receptor	CEQR Required Attenuation in dB(A)
1	3919	27	R01	35
2	3919	34	R01	35
3	3926	1	R01	35
4	3927	1	R01	35
7	3952	1, 7, 8, 17, 23	R01	35
8	3943	205, 207, 209	R03	35
11	4091	39, 45	R05	28
12	4091	34, 37	R05	28
13	4058	25, 27	R04	35
14	4042	224	R04	35
17	3999	32	R06	35
18	4078	123	R06	35
19	4078	10	R06	35
20	4079	1	R07	35
23	4082	18	R08	35
24	4083	1, 5, 11, 13, 27	R09	33
25	4081	33	R07	35
26	4081	14, 16	R07	35
27	4081	24	R09	33
29	4226	7, 10, 507, 508, 509	R10	38
30	4226	15	R10	38
33	4209	1	R12	35
34	4209	5	R12	35
36	4209	12, 110	R12	35
38	4209	25	R12	35
41	4209	33, 37	R14	33
42	4219	3	R14	33
44	4219	1, 4	R14	33
45	4219	5, 9, 58	R14	33
46	4219	16	R14	33

Table 25-8: Updated Window/Wall Attenuation for the New York City Health and Hospitals Site Redevelopment (continued)

Site #	Tax Block	Tax Lot	Governing Noise Receptor	CEQR Required Attenuation in dB(A)
47	4218	11, 13	R15	31
48	4218	31	R14	33
49	4218	26	R14	33
53	4219	26	R14	33
54	4219	29, 31	R14	33
55	4221	42, 44, 46	R14	33
56	4221	36	R14	33
57	4222	72	R14	33
58	4205	1	R16	33
59	4205	40	R15	31
60	4203	75, 81, 82	R12	35
A	3925	1, 6, 9	R01	35
B	3927	8	R01	35
BB	4218	21, 22, 23, 24	R15	31
CC	4219	18, 20	R14	33
D	4091	46, 47	R05	28
E	4058	2, 8	R04	35
EE	4219	22, 24	R14	33
F	4058	29	R04	35
FF	4220	1	R15	31
GG	4220	26, 29, 30, 32	R14	33
H	4063	18, 19, 20	R04	35
HH	4221	32, 33	R14	33
I	4063	15, 17	R04	35
II	4221	34, 35	R14	33
J	4063	10	R04	35
JJ	4222	1, 3, 111	R15	31
L	4067	41, 141	R06	35
M	4067	37, 39	R06	35
N	4067	35	R06	35
O	4068	27, 28, 30	R06	35
P	4077	18	R06	35
Q	4081	1, 2	R07	35
R	4081	30	R07	35
S	4082	19, 20	R08	35
T	4226	510, 511	R10	38
U	4226	401, 405, 408	R11	33
V	4209	15	R12	35
W	4209	30, 32	R12	35

Table 25-8: Updated Window/Wall Attenuation for the New York City Health and Hospitals Site Redevelopment (continued)

Site #	Tax Block	Tax Lot	Governing Noise Receptor	CEQR Required Attenuation in dB(A)
X	4218	7, 9	R15	31
Y	4218	33, 36	R14	33
Z	4219	12, 13	R14	33

Source: HDR, 2024.

PUBLIC HEALTH

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

As previously stated, additional analysis at the time of application would be required to determine the potential for impacts related to air quality. Therefore, the need for a detailed public health assessment will need to be determined at the time of the future application.

NEIGHBORHOOD CHARACTER

A neighborhood character assessment is determined to be appropriate if the project has the potential to result in significant adverse impacts to land use, zoning, and public policy; socioeconomic conditions; community facilities; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise.

Development facilitated by the Proposed Actions would re-orient the community toward the corridor and Metro-North's future Parkchester/Van Nest and Morris Park station areas and encourage predictable development patterns that meet current affordable housing needs and prepare the area for a future as an economic hub of the Bronx, facilitated by commercial, life sciences, and medical development. The New York City Health and Hospitals Site Redevelopment would further this re-orientation by providing more housing units near the future Morris Park station, which is in line with the goals for the Proposed Actions. However, as previously stated, additional analysis at the time of application would be required to determine the potential for significant adverse impacts related to community facilities, open space, shadows, urban design and visual resources, and transportation. Therefore, the need for a detailed neighborhood character assessment will need to be determined at the time of the future application.

CONSTRUCTION

Per the *CEQR Technical Manual*, construction duration is often broken down into short-term (less than two years) and long-term (two or more years). Where the duration of construction is expected to be short-term, any impacts resulting from such short-term construction generally do not require detailed assessment. However, there are instances where a potential impact may be of short duration, but nonetheless significant, because it raises specific issues of concern. In addition, there are technical areas, such as air quality, where the duration of construction alone is not a sufficient indicator of the need for a detailed assessment, and other factors should be considered. In such instances, a targeted assessment of the relevant technical area may be appropriate.

It is assumed the New York City Health and Hospitals Site Redevelopment would require a five-year construction period and a build year of 2033, given that any redevelopment of the site would be a complex

effort requiring coordination between multiple agencies, would entail a series of land use actions and public review process, and would require the temporary relocation of community facilities to suitable sites within their respective service districts. Therefore, at the time of the environmental review application, it is assumed that a detailed construction analysis would be performed.

25.8 Montefiore Einstein Campus Development

LAND USE, ZONING, AND PUBLIC POLICY

Under CEQR, a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project and determines whether a proposed project is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the project's compliance with, and effect on, the area's zoning and other applicable public policies.

The Montefiore Einstein Campus Development represent a net increase of 960,900 sf of community facilities. Of this, 150,000 sf would be a basement for parking and building support; 274,600 sf for a diagnostic and treatment platform; 64,300 for mechanical, ICU, and support; 448,000 sf for a high-acuity bed tower; and 24,000 sf for mechanical space. The authorization would enable flexibility in the provision of required parking. The project would not generate new land uses incompatible with surrounding land uses or conflict with proposed zoning or applicable public policies, and it would be consistent with the Bronx Metro-North Plan in accommodating expanded job opportunities near future Metro-North stations. As such, although an assessment will be conducted at the time of a future application, with the information currently available the Montefiore Einstein Campus Development would not result in any significant adverse impacts to land use, zoning, or public policy.

SOCIOECONOMIC CONDITIONS

The five principal issues of concern with respect to socioeconomic conditions are: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As described below, the C2-4 Commercial Overlay Mapping is not anticipated to exceed any of the *CEQR Technical Manual* thresholds for socioeconomic analysis. As such, although an assessment will be conducted at the time of a future application, with the information currently available the Montefiore Einstein Campus Development would not result in any significant adverse impacts to socioeconomic conditions.

Direct Residential Displacement

Per *CEQR Technical Manual* guidance, direct displacement of fewer than 500 residents would not be expected to alter the socioeconomic characteristics of a neighborhood. The site that would be redeveloped under the Montefiore Einstein Campus Development is currently occupied primarily by institutional uses though lots 18, 29, and 20 on Block 4120 are currently occupied by three residential single-family properties whose residents would face direct displacement. However, it should be noted that all three of these properties are owned by Albert Einstein College of Medicine. As the number of displaced residents would not meet the *CEQR Technical Manual* threshold for a detailed analysis, the Montefiore Einstein Campus Development would not result in significant adverse impacts related to direct residential displacement, although an assessment will be conducted at the time of a future application.

Direct Business Displacement

Per *CEQR Technical Manual* guidance, if a project would directly displace more than 100 employees, an assessment of direct business displacement is appropriate. The Montefiore Einstein Campus Development would redevelop Bronx Block 4117, Lot 1, and eight separate lots on Bronx Block 4120, entirely within the Montefiore Einstein Campus, with significantly expanded facilities, including a 960,000-square-foot building housing a new diagnostic and treatment center, in addition to a 425-bed high-acuity hospital tower. No direct business displacement would result from the Montefiore Einstein Campus Development. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the New York City Health and Hospitals Site Redevelopment would not result in any significant adverse impact related to direct business displacement.

Indirect Residential Displacement

Per *CEQR Technical Manual* guidance, the first step in determining whether an indirect residential displacement analysis is required is to determine if the proposed project would add new population with higher average incomes compared to the average incomes of the existing populations and any new population expected to reside in the study area without the project.

The Montefiore Einstein Campus Development does not include any residential development and would not introduce a trend or accelerate a trend of changing socioeconomic conditions that may displace a vulnerable population. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the Montefiore Einstein Campus Development would not result in any significant adverse impact related to indirect residential displacement.

Indirect Business Displacement

Per *CEQR Technical Manual* guidance indirect displacement of businesses occurs when a project would markedly increase property values and rents throughout the study area, making it difficult for some categories of businesses to remain in the area. Additionally, indirect displacement of businesses may occur if a project directly displaces any type of use that either directly supports businesses in the area or brings a customer base to the area for local businesses, or if it directly or indirectly displaces residents or workers who form the customer base of existing businesses in the area.

The Montefiore Einstein Campus Development may introduce a larger daytime population to the study area that may contribute to demand for more retail services. However, it is unlikely that new hospital and/or institutional development at the Montefiore-Einstein campus would lead to significant changes in local market conditions that would increase commercial property values and make it difficult for some categories of businesses to remain in the study area. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the Montefiore Einstein Campus Development would not result in any significant adverse impact related to indirect business displacement.

Adverse Impacts on Specific Industries

Per *CEQR Technical Manual* guidance, it may be possible for a given project to affect the operation and viability of a specific industry not necessarily tied to a specific location. An example would be new regulations that prohibit or restrict the use of certain processes that are critical to certain industries. If the following questions cannot be answered with a clear "no," then a detailed investigation is appropriate:

- Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?
- Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?

The Montefiore Einstein Campus Development would be a redevelopment of an institutional site for expanded institutional uses and, as such, would not have any adverse impacts on specific industries. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the Montefiore Einstein Campus Development would not result in any significant adverse impact on specific industries.

COMMUNITY FACILITIES AND SERVICES

A community facilities analysis is needed if there would be potential direct or indirect effects on a facility. A direct effect would occur if a project would physically alter a community facility, whether by displacement of the facility or other physical change. An indirect effect is caused by increased population in an area caused by a project that would increase demand for existing services. Thresholds for indirect community facilities analysis are provided below:

- **Public Schools:** 50 or more elementary/ middle school students (total of elementary and middle) or 150 or more high school students
- **Early Childhood Programs:** 20 or more eligible children under age 5
- **Libraries:** More than a five percent increase in ratio of residential units to library branches
- **Police/Fire Services and Health Care Facilities:** Introduction of Sizeable New Neighborhood (e.g., Hunters' Point South)

The Montefiore Einstein Campus Development is not expected to result in significant adverse impacts on community facilities and services, but rather would be expected to benefit the surrounding neighborhood. The project would not displace or interfere with any existing operations on the site or directly displace any existing community facilities or services. It would not create a sizeable new neighborhood where none existed before, so it is unlikely that the new development would result in indirect impacts on police, fire, or health care services. Although an assessment will be conducted at the time of a future application, the project would not introduce any new residents to the area, so there would be no indirect impacts on public schools, libraries, or early childhood programs.

The Montefiore Einstein Campus Development would not displace or otherwise directly affect any existing public schools, libraries, childcare centers, health care facilities, or police or fire protection service facilities. The building that would be removed as part of the Montefiore Einstein Campus Development would be located on Montefiore's campus; however, it is not a healthcare facility but rather Abraham Mazer Hall, an Albert Einstein School of Medicine administrative building. Therefore, although additional analysis will be undertaken at the time of the application, with the information currently available the Montefiore Einstein Campus Development would not directly impact community facilities.

The Montefiore Einstein Campus Development would not introduce a new residential population, and as such, would not exceed the thresholds for a detailed analysis of public schools, early childcare programs, or libraries. Moreover, as the Montefiore Einstein Campus Development would not create a sizeable new neighborhood where none existed before, it is unlikely that the additional development would result in indirect impacts on police, fire, or health care services. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the Montefiore Einstein Campus Development would not result in any significant adverse impact on community facilities.

OPEN SPACE

A preliminary quantitative assessment of open space is performed if an action would have a direct effect on an open space (e.g., displacement of an existing open space resource) or an indirect effect through increased population size. Indirect effects may occur when the population generated by an action would be sufficiently large to significantly diminish the ability of an area's open space to serve the future population. An assessment of indirect effects is warranted if the Proposed Actions would generate more than 200 residents or 500 nonresidents, or a similar number of other nonresidential users (e.g., the population introduced by a new university or college).

The Montefiore Einstein Campus Development would not encroach on, cause a loss of, or limit public access to existing publicly accessible open space resources. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available the Montefiore Einstein Campus Development would not result in any direct impact on open space.

The Montefiore Einstein Campus Development would not introduce a new residential population, and as such, would not require analysis of indirect residential impacts.

The Montefiore Einstein Campus Development would introduce non-residents to the project site, which could potentially increase demands on existing passive open spaces in the area. If the number of non-residents were determined at the time of the application to exceed 500, further analysis of indirect non-residential impacts may be required.

SHADOWS

Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures of over 50 feet in height that could cast shadows on natural features, community gardens, public open space, architectural features, or other resources that are dependent on sunlight. The sunlight sensitivity of a resource will be determined, as necessary, in consultation with the expert agencies for that respective resource. New construction or building additions resulting in incremental height changes of less than 50 feet could also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource of concern.

The Montefiore Einstein Campus Development would involve the demolition of an existing seven-story building and the construction of a 16-story building in its place. This larger building has the potential to cast additional shadows on surrounding sunlight-sensitive resources. The project would require a separate environmental review prior to approval, which would consider the possibility of any significant adverse shadows impacts based on the unique nature of the project site location and proposed building bulk and height.

HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. Impacts on historic (architectural) resources are considered on the affected site and in the area surrounding identified development sites. Archaeological resources are considered only in those areas where new in-ground disturbance would be likely to occur.

The Montefiore Einstein Campus Development is not located on a site that contains any S/NR or LPC architectural resources, nor are any S/NR or LPC architectural resources located within the immediate vicinity of the site. The closest architectural resource to the site is the S/NR-eligible PS 108 building, located approximately 0.4 mile to the northwest. Therefore, with the information currently available the Montefiore Einstein Campus Development would not result in any direct or indirect impacts to architectural resources. However, it is possible for a property to be listed or made eligible for S/NR or be designated or marked eligible for LPC prior to commencement of environmental review. Therefore, additional screening for newly listed, designated, eligible, or potentially eligible architectural resources would be required.

The southern portion of the Montefiore Einstein Campus Development site is located within an archaeological buffer zone, per CRIS. Therefore, further archaeological investigation would be required.

The environmental review would consider the possibility of any significant adverse archaeological impacts based on future consultation with NYSHPO.

URBAN DESIGN AND VISUAL RESOURCES

An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate.

As detailed earlier in this chapter, it is anticipated that the Montefiore Einstein Campus Development would seek zoning changes and a de-mapping along with any other required discretionary actions. If this occurs, the development would result in physical alterations to the streetscape not allowed by zoning at the time of application, potentially changing the pedestrian perspective in the vicinity of the site. Any such changes would be required to meet the requirements of the Zoning Resolution and any applicable special district regulations and would be considered in the required future environmental review. However, at the time of a future environmental review application, an analysis of urban design and visual resources would be performed.

HAZARDOUS MATERIALS

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials, and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources.

The potential for exposure of hazardous materials at the Montefiore Einstein Campus Development site would be assessed at the time a specific development proposal moves forward, and remedial measures, if any, would be developed at that time.

WATER AND SEWER INFRASTRUCTURE

A preliminary infrastructure analysis is needed for projects that result in exceptionally large demands for water (>1,000,000 gallons/day), or that are located in areas that experience low water pressure (areas at the end of the water supply distribution system). Depending on the results from the preliminary analysis, a detailed infrastructure analysis may be required. A preliminary assessment may be warranted if ana

action is expected to result in more than 400 residential units and over 150,000 sf of commercial space, the applicable thresholds for combined sewer areas in the Bronx.

Water Supply

The Montefiore Einstein Campus Development would require an estimated 254,963 gallons of water per day. The current water demand from the existing buildings is 20,678 gpd.

As shown in Chapter 10, "Water and Sewer Infrastructure," the water demand calculated for the Proposed Actions is 4,563,818 gpd. Adding demand from the Montefiore Einstein Campus Development generates a total demand of 4,791,781 gpd or an increase of 2,954,577 gpd when compared to the No-Action condition.

This total increment is approximately 0.24 percent of the City daily water generation (1.2 billion of gallons). As such, although an assessment will be conducted at the time of a future application, with the information currently available there would be no adverse impacts to the City water supply infrastructure with the Montefiore Einstein Campus Development.

Wastewater

The Montefiore Einstein Campus Development is located within the limits of the HP-014 combined sewer service area. Effluents from this area would be treated at the Hunts Point WRRF, which currently serves a maximum of 134 MGD. The WRRF, however, has a dry weather capacity of 200 MGD and a wet weather capacity of 400 MGD.

The project is expected to generate 121,190 gpd of wastewater. The current wastewater generation from the existing buildings was estimated to be 8,162 gpd. Adding the contributions of the Montefiore Einstein Campus Development produces a total wastewater generation of 3,738,189 gpd, equivalent to an increase of 2.488 MGD when compared to the No-Action condition. An assessment will be conducted at the time of a future application, but this is well below the current available capacity and, with the information currently available, there would be no adverse impacts to the City water treatment infrastructure with the project.

Stormwater and Drainage Management

The Montefiore Einstein Campus Development is located within the HP-014 combined sewer service area but outside of any current NY drainage area of concern. As in the With-Action condition, the Montefiore Einstein Campus Development would need to meet DEP sewer connection requirements and control runoff to combined sewers. Peak stormwater runoff rates would be reduced with the incorporation of stormwater source control BMPs that could be implemented on all project sites by its developer in accordance with the City's site connection requirements. Therefore, although an assessment will be conducted at the time of a future application, no adverse impacts to stormwater and drainage management are anticipated.

SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether a project has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the New York City Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. Few projects have the potential to generate substantial amounts of solid waste (50 tons per week or more) and, therefore, most projects would not result in a significant adverse impact. However, it is recommended that the solid waste and service demand (if relevant) generated by a project be disclosed.

The Montefiore Einstein Campus Development would not be expected to exceed the CEQR solid waste thresholds of 50 tons or 100,000 pounds per week. Therefore, although an assessment will be conducted at the time of a future application, with the information currently available there would be no adverse impacts to solid waste and sanitation services.

ENERGY

Under CEQR, it is required that EISs include a discussion of the effects of the proposed project on the use and conservation of energy, if applicable and significant. In most cases, a project does not need a detailed energy assessment, but its operational energy consumption is often calculated. A detailed energy assessment would be limited to projects that may significantly affect the transmission or generation of energy.

The annual energy consumption for the Montefiore Einstein Campus Development would be negligible compared to the overall demand within Con Edison's service area. An assessment will be conducted at the time of a future application, but with the information currently available the redevelopment of the site would not result in significant adverse impacts on the City's energy system.

TRANSPORTATION

The Montefiore Einstein Campus Development represents a net increase of 960,900 sf of community facilities, to be designated as a high acuity hospital pavilion. The transportation planning factors used to forecast the travel demand under the Proposed Actions' RWCDS were also used to forecast the incremental travel demand generated by the medical land use proposed for the Montefiore Einstein Campus Development.

As listed in Table 25-9, "Montefiore Einstein Campus Development Travel Demand Forecast," there would be a total net increase of approximately 7,058 person trips in the weekday AM peak hour, 8,084 person trips in the weekday midday, 5,454 person trips in the weekday PM peak hour, and 6,044 person trips in the Saturday peak hour. Peak hour vehicle trips (including auto, truck, school bus, and taxi trips balanced to reflect that some taxis arrive or depart empty) would increase by a net total of approximately 2,038, 2,355, 1,571, and 1,738 (in and out combined) in the weekday AM, midday, PM, and Saturday peak hours, respectively. Peak hour subway or railroad trips would increase by a net total of approximately 9,88,

1,132, 764, and 846 (in and out combined) in the weekday AM, midday, PM, and Saturday peak hours, respectively. Similarly, peak hour transit bus trips would increase by a net total of approximately 1,623, 1,859, 1,254, and 1,390 (in and out combined) in the weekday AM, midday, PM, and Saturday peak hours, respectively. Lastly, walk-only trips would increase by a net total of approximately 1,906, 2,183, 1,473, and 1,632 (in and out combined) in the weekday AM, midday, PM, and Saturday peak hours, respectively.

Table 25-9: Montefiore Einstein Campus Development Travel Demand Forecast

Land Use	Medical Office		Total	
Size/Units	960.9 ksf			
Peak Hour Trips:				
AM	7,058		7,058	
MD	8,084		8,084	
PM	5,454		5,454	
Sat MD	6,044		6,044	
Person Trips:				
AM	**In**	**Out**	**In**	**Out**
Auto	1,138	697	1,138	697
Taxi	438	268	438	268
Subway/Railroad	613	375	613	375
Bus	1,006	617	1,006	617
School Bus	0	0	0	0
Walk/Other	1,181	724	1,181	724
Total	**4,376**	**2,682**	**4,376**	**2,682**
MD	**In**	**Out**	**In**	**Out**
Auto	988	1,114	988	1,114
Taxi	380	428	380	428
Subway/Railroad	532	600	532	600
Bus	874	986	874	986
School Bus	0	0	0	0
Walk/Other	1,026	1,157	1,026	1,157
Total	**3,800**	**4,285**	**3,800**	**4,285**
PM	**In**	**Out**	**In**	**Out**
Auto	496	922	496	922
Taxi	191	354	191	354
Subway/Railroad	267	496	267	496
Bus	439	815	439	815
School Bus	0	0	0	0
Walk/Other	515	957	515	957
Total	**1,909**	**3,545**	**1,909**	**3,545**
Saturday	**In**	**Out**	**In**	**Out**
Auto	770	801	770	801
Taxi	296	308	296	308
Subway/Railroad	415	432	415	432
Bus	681	709	681	709
School Bus	0	0	0	0
Walk/Other	800	832	800	832
Total	**2,962**	**3,082**	**2,962**	**3,082**
Vehicle Trips:				
AM	**In**	**Out**	**In**	**Out**
Auto	711	436	711	436
Taxi	273	168	273	168
Taxi Balanced	441	441	441	441
School Bus	0	0	0	0
Truck	4	4	4	4
Total	**1,156**	**881**	**1,156**	**881**
MD	**In**	**Out**	**In**	**Out**
Auto	617	696	617	696
Taxi	237	268	237	268
Taxi Balanced	505	505	505	505
School Bus	0	0	0	0
Truck	15	15	15	15
Total	**1,138**	**1,217**	**1,138**	**1,217**
PM	**In**	**Out**	**In**	**Out**
Auto	310	576	310	576
Taxi	119	222	119	222
Taxi Balanced	341	341	341	341
School Bus	0	0	0	0
Truck	1	1	1	1
Total	**652**	**918**	**652**	**918**
Saturday	**In**	**Out**	**In**	**Out**
Auto	481	501	481	501
Taxi	185	193	185	193
Taxi Balanced	378	378	378	378
School Bus	0	0	0	0
Truck	0	0	0	0
Total	**859**	**879**	**859**	**879**

Source: STV Incorporated, 2023.

Traffic

The Montefiore Einstein Campus Development is expected generate approximately 2,038, 2,355, 1,571, and 1,738 (in and out combined) peak hour vehicle trips in the weekday AM, midday, PM, and Saturday peak hours, respectively. These traffic volumes exceed *CEQR Technical Manual* Level 2 screening threshold of 50 vehicle trip ends to warrant a detailed analysis. The conceptual project would require a separate environmental review in the future, including the specific trip assignment and analysis of the proposed site development vehicle trips. The potential impacts of the Montefiore Einstein Campus Development on traffic would be made at the time of the application in order to make an impact determination.

Transit

According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

The Montefiore Einstein Campus Development is expected to generate over 200 peak hour rail trips and would also result in greater than 50 bus passengers being assigned to a single bus line in one direction, as the incremental transit trips defined above are limited to one geographical area. Therefore, a detailed bus and subway analysis would be warranted during the Montefiore Einstein Campus Development's environmental review.

Pedestrians

As detailed above, the Montefiore Einstein Campus Development is expected to generate incremental visitors and workers, introducing additional pedestrians in the vicinity of the site. The conceptual project would require several discretionary actions and therefore a separate environmental review in the future, specific to the proposed development of the site. If warranted, detailed and site-specific analysis of potential impacts of the Montefiore Einstein Campus Development on pedestrians would be made at the time of the application in order to make an impact determination.

Parking

As detailed above, the project would involve the development of a 120-space parking structure on the site, which is expected to serve the parking needs of the new building. As the anticipated conceptual project would require environmental review in the future, detailed and site-specific analysis of the potential effect of the Montefiore Einstein Campus Development on parking would be made at the time of application in order to make a shortfall determination.

AIR QUALITY

Mobile Source

Per the *CEQR Technical Manual,* analysis of mobile sources is necessary when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing atypical mobile sources. Mobile sources of air quality pollutants also include parking facilities or rail and marine facilities.

As presented in the Transportation section of this chapter, in the future with the Montefiore Einstein Campus Development, maximum peak hour project generated vehicle trips and truck trips would exceed the screening thresholds in the *CEQR Technical Manual* guidelines for this area. A detailed mobile source analysis would be needed for CO, PM_{10} and $PM_{2.5}$ to demonstrate that the Montefiore Einstein Campus Development would not result in adverse impacts related to mobile source air quality.

Stationary Source

Analysis of stationary sources is necessary when an action would:

- create new stationary sources that could affect surrounding uses, such as a building's boilers or emissions from industrial plants, hospitals;
- introduce uses that may be affected by emissions from nearby existing light industrial sources or major/large sources as hospitals and other large institutional uses; or
- introduce structures that may change the dispersion of emissions from nearby existing or planned emission stacks so as to affect surrounding uses.

The Montefiore Einstein Campus Development would be subject to a separate discretionary approval process, with project-specific analysis that would address the potential impacts of stationary source emissions on air quality. Such an analysis would include specific information regarding fuel type used, types and sizes of equipment, exhaust stack location and height. As with the Proposed Actions, air quality (E) designations for stationary sources (such as fossil fuel-fired heating and hot water systems) may be required to ensure that there are no significant adverse air quality impacts from the source.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

According to CEQR, a GHG emissions assessment is typically conducted for larger projects (>350,000 sf of development) undergoing an EIS, since they have greater potential to be inconsistent with the City's GHG reduction goal to a significant degree. Projects may also warrant GHG emissions analysis if they involve power generation, or regulations and other actions that would fundamentally change the City's solid waste management system. As mentioned in the *CEQR Technical Manual*, the most immediate threats in New York City are rising sea levels and increases in storm surge and coastal flooding – as such, the climate change assessment focuses on these areas. Most commonly, climate change is assessed by comparing the project's consistency with the Waterfront Revitalization Program.

Greenhouse Gas Emissions

The Montefiore Einstein Campus Development would be larger than 350,000 sf and thus require additional analysis. The project is expected to be consistent with the applicable Citywide GHG reduction goals. It is expected to emit approximately 28,803 metric tons of CO_2e per year. As shown in Chapter 15, "Greenhouse Gas Emissions and Climate Change," the Proposed Actions would emit approximately 134,309 metric tons of CO_2e annually. When combined, the Proposed Actions and the Montefiore Einstein Campus Development would emit a total of approximately 163,111 metric tons of CO_2e per year. Although an assessment will be conducted at the time of a future application, with the information currently available the Montefiore Einstein Campus Development would not result in any significant adverse impacts to GHG emissions.

Climate Change

Any new or substantially renovated buildings associated with the Montefiore Einstein Campus Development in either the 100-year or 500-year floodplain, if pursued, would comply with Appendix G of the New York City Building Code, which regulates construction and substantial building improvements in flood hazard areas. Any necessary wet or dry flood protection measures would be incorporated into the building designs and required for construction bids. All proposed new critical infrastructure would be elevated above the projected flood levels in each new building, and basement uses would be floodproofed and limited to storage only, as necessary. Therefore, construction and operation of buildings developed in accordance with the Montefiore Einstein Campus Development would be consistent with the goals of *OneNYC* and *PlaNYC: Getting Sustainability Done*. As such, although an assessment will be conducted at the time of a future application, with the information currently available the Montefiore Einstein Campus Development would not result in any significant adverse impacts to climate change.

NOISE

The conceptual noise analysis is conducted based on the increased traffic volumes attributable to the Montefiore Einstein Campus Development. The increment in traffic volume, is extended to encompass all roadways within the study area of the Montefiore Einstein Campus Development. This conservative approach ensures noise levels are accounted for and evaluated regardless of where the increment is in the study area to provide adequate window/wall attenuation within the study area. The conceptual noise analysis revises the With-Action condition PCE assessment for the Montefiore Einstein Campus Development. As such, the window/wall attenuation at all representative receptors within the study area are evaluated. A revision to the window/wall attenuation is included in instances where noise levels are projected to escalate into the next CEQR impact category.

Based on a conservative screening level analysis, the Montefiore Einstein Campus Development is anticipated to incur an exceedance of the *CEQR Technical Manual* threshold. Detailed analyses are not provided herein, given that the proposed development under the Montefiore Einstein Campus Development would require future discretionary approvals subject to separate environmental review.

The noise levels from additional vehicular traffic under the Montefiore Einstein Campus Development would be perceptibly higher than those projected under the With-Action condition analyzed for the Proposed Actions at the 18 representative noise receptor locations evaluated within the study area. In order to assess anticipated noise levels at surrounding projected and potential development sites of the Montefiore Einstein Campus Development as well as on the development site itself, detailed noise analysis would be required. Institutional controls, including (E) Designations may be required to avoid significant adverse noise impacts on the Montefiore Einstein Campus Development site as well as surrounding sensitive receptors with respect to noise (window/wall attenuation).

PUBLIC HEALTH

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

As previously stated, additional analysis at the time of application would be required to determine the potential for impacts related to air quality and noise. Therefore, the need for a detailed public health assessment will need to be determined at the time of the future application.

NEIGHBORHOOD CHARACTER

A neighborhood character assessment is determined to be appropriate if the project has the potential to result in significant adverse impacts to land use, zoning, and public policy; socioeconomic conditions; community facilities; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise.

The Montefiore Einstein Campus Development would continue to re-orient the community towards the corridor and Metro-North's future Parkchester/Van Nest and Morris Park station areas and would encourage predictable development patterns that prepare the area for a future as an economic hub of the Bronx, facilitated by commercial, life sciences, and medical development. However, as previously stated, additional analysis at the time of application would be required to determine the potential for significant adverse impacts related to open space, shadows, urban design and visual resources, transportation, and noise. Therefore, the need for a detailed neighborhood character assessment will need to be determined at the time of the future application.

CONSTRUCTION

Per the *CEQR Technical Manual*, construction duration is often broken down into short-term (less than two years) and long-term (two or more years). Where the duration of construction is expected to be short-

term, any impacts resulting from such short-term construction generally do not require detailed assessment. However, there are instances where a potential impact may be of short duration, but nonetheless significant, because it raises specific issues of concern. In addition, there are technical areas, such as air quality, where the duration of construction alone is not a sufficient indicator of the need for a detailed assessment, and other factors should be considered. In such instances, a targeted assessment of the relevant technical area may be appropriate.

It is assumed that the Montefiore Einstein Campus Development would require a five-year planning and construction period and would result in a build year of 2029. Therefore, at the time of the environmental review application, it is assumed that a detailed construction analysis would be performed.

If pursued, the Montefiore Einstein Campus Development would require an independent environmental analysis including a detailed study of construction impacts. This analysis would identify any temporary adverse impacts related to the project and propose mitigation strategies.

25.9 Cumulative Assessment of the Proposed Actions with the Conceptual Projects

LAND USE, ZONING, AND PUBLIC POLICY

Under CEQR, a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project and determines whether a proposed project is either compatible with those conditions or whether it may affect them. As presented in this chapter, neither the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, nor the Montefiore Einstein Campus Development are anticipated to result in impacts to land use, zoning, or public policy. Cumulatively, the analyses presented in this chapter in concert with the Proposed Actions are expected to advance the goals of the Bronx Metro-North Plan by promoting residential, including affordable-housing, and economic development with expanded job opportunities near future Metro-North stations. As such, although assessments will be conducted at the time of the future applications, with the information currently available, the cumulative effects of the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, the Montefiore Einstein Campus Development, and the Proposed Actions would not result in any significant adverse impacts to land use, zoning, or public policy.

SOCIOECONOMIC CONDITIONS

The Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development would advance the goals of the Bronx Metro-North Station Study, provide new and improved facilities for New York City agencies, and introduce up to an additional 196 affordable DUs to the study area adjacent to transit and employment hubs. Considered together with the Proposed Actions, they are not anticipated to result in significant adverse direct business, direct residential, or indirect business impacts. However, additional analysis may be required in future reviews to determine the potential for significant adverse impacts related to indirect residential displacement.

COMMUNITY FACILITIES AND SERVICES

None of the analyses presented in this chapter are anticipated to result in significant adverse impacts related to libraries, health care facilities, or police or fire protection service facilities. Additional analysis may be required in future reviews, however, to assess public school and early childhood care center capacity.

In the 2033 future with the Proposed Actions, CSD Sub-district 1 public schools would experience significant adverse impacts to elementary schools. When considered together with the conceptual projects, these impacts would still be expected to occur. The cumulative effects of the conceptual projects would be explored if and when each of the conceptual projects are undertaken and separate environmental reviews are conducted, and the lead agency for each project may need to undertake further analysis of community facilities and services during environmental review when the land use application is filed.

OPEN SPACE

None of the analyses presented in this chapter are anticipated to result in direct impacts to open space. Rather, the New York City Health and Hospitals Site Redevelopment is expected to introduce a school yard to the site, which could be opened to the public on evenings and weekends, potentially providing new public open space to the neighborhood. However, indirect impacts would need to be further analyzed in a future environmental analysis for the Development Facilitated by the C2-4 Commercial Overlay Mapping, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development.

The Proposed Actions would not result in direct impacts to open space resources but would result in a significant adverse indirect impact to total, passive and active open spaces in the residential study area. When considered together with the conceptual projects, this impact would still be expected to occur.

As such, the cumulative impactive impacts of the Proposed Actions, the Development Facilitated by the C2-4 Commercial Overlay Mapping, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development would need further analysis in a future environmental review.

SHADOWS

The Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development would require further analysis of shadow impacts in a separate environmental review in the future based on the unique nature of the project site locations and proposed buildings.

The Proposed Actions would result in significant adverse shadows impacts on three sunlight-sensitive resources. When considered together with the analyses presented in this chapter, these impacts would still be expected to occur.

The potential for cumulative shadows impacts of the Proposed Actions, the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development would need to be during environmental review when the land use application is filed, as the potential for these impacts cannot be ruled out.

HISTORIC AND CULTURAL RESOURCES

The Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development would not result in any direct or indirect impacts to architectural resources. While additional screening for newly listed, designated, eligible, or potentially eligible architectural resources would be required as part of separate environmental reviews, the analyses presented in this chapter would not result in cumulative impacts related to architectural resources when cumulatively considered with the Proposed Actions.

The sites affected by the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development are located within archaeological buffer zones, per CRIS. Therefore, further archaeological investigation would be required. However, the extent to which further archaeological investigations would be required cannot be provided at this time. The projects would require a separate environmental review in the future as a result of the disposition and potential other discretionary actions, which would consider the possibility of any significant adverse archaeological impacts based on future consultation with NYSHPO.

The Proposed Actions would result in a significant adverse impact to archeological resources. While potential impacts to archaeological resources related to the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development cannot be ruled out at this time, owing to the site-specific nature of archaeological resources, cumulative impacts are not likely. However, cumulative impacts cannot be ruled out at this time and will need to be explored in a future environmental review.

URBAN DESIGN AND VISUAL RESOURCES

As previously discussed, none of the analyses presented in this chapter have definitive plans for the sites, and potential changes to permitted bulk and heights on the sites could have the potential to cast additional shadows on nearby sunlight-sensitive resources. Site-specific analyses of the impacts of potential incremental shadows resulting from the analyses presented in this chapter cannot be provided at this time because the definitive building heights and bulks that may be sought are not known. The conceptual projects would require separate environmental review in the future, which would consider the possibility of any significant adverse shadow impacts based on the unique nature of the project site locations and proposed buildings.

As detailed further in Chapter 6, "Shadows," the Proposed Actions would result in significant adverse shadows impacts on three sunlight-sensitive resources. When considered together with the conceptual projects, these impacts would still be expected to occur. The cumulative effects of the conceptual projects would be explored if and when each of the conceptual projects are undertaken and separate environmental reviews are conducted, and the lead agency for each project may need to undertake further analysis of urban design and visual resources during environmental review when the land use application is filed. Therefore, cumulative impacts cannot be ruled out at this time and will need to be explored in a future environmental review.

HAZARDOUS MATERIALS

As with the With-Action condition, no significant adverse impacts with respect to hazardous materials are anticipated in the future with any of the analyses presented in this chapter. The potential for exposure of hazardous materials at any of the project sites would be assessed at the time a specific development proposal moves forward, and remedial measures, if any, would be developed at that time. The effects of any of the conceptual projects would be the same as with the With-Action condition with respect to hazardous materials and would not result in significant adverse impacts either individually or cumulatively.

WATER AND SEWER INFRASTRUCTURE

Water Supply

The additional square footage of the projects analyzed in this chapter would result in minimal increases in water demand. Under a potential scenario where all projects analyzed in this chapter are executed, there would be no significant adverse impacts on the City's water supply system. The water usage rates specified in Chapter 10, "Water and Sewer Infrastructure," were used to calculate the water demand from the projects analyzed in this chapter and total 0.606 MGD.

The RWCDS With-Action condition water demand totaled 4.564 MGD. Consequently, the total With-Action water demand including the four projects analyzed in this chapter is 5.171 MGD, equivalent to an

increment of 3.334 MGD additional when compared to the No-Action condition. Future land use applications will require separate review and analyses, but there would be adequate water service to meet the incremental demand, considering that the 3.334 MGD increased water demand accounting for the Proposed Actions, the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development is approximately 0.27 percent of the City's daily demand.

Wastewater

Similar to the 60 projected sites, the sanitary discharge from the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development project sites would be conveyed through the combined sewer system to the Hunts Point WRRF, which has a design dry weather flow capacity of 200 MGD and a maximum wet weather flow capacity of 400 MGD. Based on 2022 average flow measurements, the WRRF has an average reserve capacity of 67.8 MGD. Future land use applications will require separate review and analyses, but the 4.032 MGD flow generated from the Proposed Actions, the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development is within the current treatment capacity.

Stormwater and Drainage Management

As in the With-Action condition, the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development would need to meet DEP sewer connection requirements and control runoff to combined sewers. Peak stormwater runoff rates would be reduced with the incorporation of stormwater source control BMPs that could be implemented on all projects sites by its developer in accordance with the City's site connection requirements. Future land use applications will require separate review and analyses, but with the information currently available, there would be no cumulative adverse impacts to stormwater and drainage management are expected in a future with the Proposed Actions, the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development.

SOLID WASTE AND SANITATION SERVICES

As previously described, with the information currently available, the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus

Development would not result in significant adverse impacts related to solid waste and sanitation services. Nor would the development associated with these analyses, when considered together with the Proposed Actions (analyzed in Chapter 11, "Solid Waste and Sanitation Services"), result in impacts on the City's solid waste and sanitation services. Although the cumulative generation of solid waste would be above the CEQR threshold, this would not directly affect a solid waste management facility, as it would be handled by the New York City Department of Sanitation (DSNY) as well as private carters. The additional solid waste generated would be a negligible increase relative to DSNY's daily waste. Future land use applications will require separate review and analyses, but with the information currently available, the Proposed Actions, the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development would not overburden available waste management capacity.

ENERGY

None of the analyses presented in this chapter would be anticipated to result in significant adverse impacts related to energy consumption. Nor is it anticipated that these projects, when considered together with the Proposed Actions, would result in impacts on the City's energy system. Future land use applications will require separate review and analyses, but the increase in demand would be less than one percent of the City's forecasted annual energy requirement, a negligible increase when compared with the overall demand within Con Edison's New York City and Westchester County service area.

TRANSPORTATION

Traffic

All of the analyses presented in this chapter are expected to generate incremental residents, workers, students, and/or visitors to the project sites, introducing an increment of vehicle traffic in the vicinity of the sites. All of the analyses presented in this chapter would require separate environmental review in the future, specific to the proposed development of the sites. If warranted, detailed and site-specific analysis of potential impacts of the conceptual projects on pedestrians would be made at the time of the applications in order to make impact determinations.

As detailed in Chapter 13, "Transportation," the Proposed Actions would result in significant adverse traffic impacts at up to 78 lane groups at 36 intersections in one or more of the analyzed peak hours. When considered together with the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development, these impacts would still be expected to occur. These cumulative effects would be explored if and when land use applications for each of the conceptual projects are filed and separate environmental reviews are conducted, and the

lead agency for each project may need to undertake further pedestrian analysis during environmental review.

Transit

All of the analyses presented in this chapter are expected to generate an incremental demand of person trips, including subway, railroad, or bus transit trips to and from the project sites. The projects would require separate environmental review in the future, specific to the proposed development of the sites. If warranted, detailed and site-specific analysis of potential impacts of the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development on pedestrians would be made at the time of the applications in order to make impact determinations.

As detailed in Chapter 13, "Transportation," the Proposed Actions would result in significant adverse transit impacts on six bus lines in one or more of the analyzed peak hours. When considered together with the conceptual projects, these impacts would still be expected to occur. These cumulative effects would be explored if and when land use applications for each of the conceptual projects are filed and separate environmental reviews are conducted, and the lead agency for each project may need to undertake further pedestrian analysis during environmental review.

Pedestrians

As previously discussed, all of the analyses presented in this chapter are expected to generate incremental residents, workers, students, and/or visitors to the project sites, introducing pedestrians in the vicinity of the sites. These projects would require separate environmental review in the future, specific to the proposed development of the sites. If warranted, detailed and site-specific analysis of potential impacts of the conceptual projects on pedestrians would be made at the time of the applications in order to make impact determinations.

As detailed further in Chapter 13, "Transportation," the Proposed Actions would result in significant adverse pedestrian impacts at 14 sidewalks and 10 crosswalks in one or more of the analyzed peak hours. When considered together with the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development, these impacts would still be expected to occur. These cumulative effects would be explored if and when future land use applications are filed and separate environmental reviews are conducted, and the lead agency for each analysis presented in this chapter may need to undertake further pedestrian analysis during environmental review.

Parking

As previously discussed, all analyses presented in this chapter expected to generate incremental residents, workers, students, and/or visitors to the project sites, many of whom would presumably drive to the sites, requiring parking. As the analyses presented in this chapter would require separate environmental review, detailed and site-specific analysis of the potential impacts of the projects on parking would be made at the time of the applications in order to make shortfall determinations.

As detailed further in Chapter 13, "Transportation," the Proposed Actions would result in significant parking shortfalls. When considered together with the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development, these shortfalls would still be expected to occur. These cumulative effects would be explored if and when land use applications for each of the analyses presented in this chapter are filed and separate environmental reviews are conducted, and the lead agency for each project may need to undertake further parking analysis during environmental review.

AIR QUALITY

Mobile Source

As presented in the Transportation section of this chapter, in the future in which the Montefiore Einstein Campus Development, the Development Facilitated by the C2-4 Commercial Overlay Mapping, and/or CPC Authorizations for Floor Area Bonus and Bulk Modifications are pursued, maximum peak hour project generated vehicle trips and truck trips would exceed the *CEQR Technical Manual* screening threshold guidelines for this area. A detailed mobile source analysis would be needed for CO, PM_{10} and $PM_{2.5}$ to demonstrate that each of these analyses would not result in adverse air quality impacts. In the future in which the CPC Authorizations for Floor Area Bonus and Bulk Modifications are is pursued, maximum peak hour project generated vehicle trips would increase by a net total of approximately 2 and 6 (in and out combined) in the weekday AM, and no generated truck trips increased. These additional vehicle trips would not be anticipated to result in any new or additional significant adverse air quality impacts. In the future in which all of the analyses presented in this chapter are pursued, further analysis would be required in order to determine the potential for significant adverse cumulative impacts.

Stationary Source

The future in which all the analyses presented in this chapter are pursued would affect seven or more conceptual project sites. Development in accordance with any of the additional analyses presented in this chapter would be subject to a separate discretionary approval process, with project-specific analysis that would address the potential impacts of stationary source emissions on air quality. As with the Proposed Actions, air quality (E) designations for stationary sources (such as fossil fuel-fired heating and hot water systems) may be required for the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health

and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development sites to ensure that there are no significant adverse air quality impacts from the source.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Greenhouse Gas Emissions

Similar to the conclusions of the analysis provided in Chapter 15, "Greenhouse Gas Emissions and Climate Change," the conceptual projects are expected to be consistent with the applicable Citywide GHG reduction goals (Build Efficient Buildings, Use Clean Power, Reduce Construction Operation Emissions, Use Building Materials with Low Carbon Density, Transit Oriented Development, and Sustainable Transportation). Future projects would require separate land use applications and environmental reviews, but because the analysis of GHG emissions is assessed in terms of its consistency with the Citywide GHG reduction goals, it is not anticipated that the addition of the conceptual projects would result in significant adverse impacts to GHG emissions. However, a detailed cumulative analysis of GHG emissions would be required in the case that the Proposed Actions, the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development are all pursued.

Climate Change

Any new or substantially renovated buildings associated with the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development, in either the 100-year or 500-year floodplain, if pursued, would be required to comply with Appendix G of the New York City Building Code, which regulates construction and substantial building improvements in flood hazard areas. Although specific building designs are not yet proposed, any necessary wet or dry flood protection measures (e.g., aluminum shielding and/or flood gates at entryways within the floodplain) would be incorporated into the building designs and required for construction bids. All proposed new critical infrastructure (i.e., electrical, plumbing, mechanical equipment) would be elevated above the projected flood levels in each new building, and basement uses would be floodproofed and limited to storage only, as necessary. The Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development would require separate land use applications and environmental reviews, but construction and operation of buildings developed in accordance with all conceptual projects, as well as mobile source emissions, would be required to be consistent with the goals of *OneNYC* and *PlaNYC: Getting Sustainability Done*. Therefore, cumulative effects related to climate change would not occur.

NOISE

The conceptual noise analysis is conducted based on the increased traffic volumes attributable to each of the proposed conceptual projects. The increment in traffic volume, is extended to encompass all roadways within the study area of the conceptual projects. This conservative approach ensure noise levels are accounted for and evaluated regardless of where the increment is in the study area to provide adequate window/wall attenuation within the project area. The conceptual noise analysis revises the With-Action PCE assessment for each conceptual project. As such, the window/wall attenuation at all representative receptors within the study area are evaluated. A revision to window/wall attenuation is included in instances where noise levels are projected to escalate into the next CEQR impact category.

Based on a conservative screening level analysis, cumulative effects from the Development Facilitated by the C2-4 Commercial Overlay Mapping, the CPC Authorizations for Floor Area Bonus and Bulk Modifications, the New York City Health and Hospitals Site Redevelopment, and the Montefiore Einstein Campus Development, in concert with the Proposed Actions, would incur an exceedance of the *CEQR Technical Manual* threshold. The noise levels from additional vehicular traffic under the cumulative scenario is anticipated to be perceptibly higher than those projected under the With-Action condition analyzed for the Proposed Actions at the 18 representative noise receptor locations evaluated within the study area. In order to assess anticipated noise levels at surrounding projected and potential development sites, as well as on the conceptual project development sites, detailed noise analysis would be required. Institutional controls, including (E) Designations, may be required to avoid significant adverse impacts and ensure acceptable interior noise levels at all conceptual sites as well as surrounding sensitive receptors with respect to noise (window/wall attenuation).

PUBLIC HEALTH

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

As previously stated, impacts related to air quality and noise would require additional analysis for one or more the analyses presented in this chapter. When considered with the Proposed Actions, the potential for cumulative effects related to public health cannot be ruled out and would need to be further analyzed during each analysis's future environmental review.

NEIGHBORHOOD CHARACTER

A neighborhood character assessment is determined to be appropriate if the project has the potential to result in significant adverse impacts to land use, zoning, and public policy; socioeconomic conditions;

community facilities; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise.

As previously stated, impacts related to socioeconomic conditions, community facilities, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, and noise would require additional analysis for one or more the analyses presented in this chapter. When considered with the Proposed Actions, the potential for cumulative effects related to neighborhood character cannot be ruled out and would need to be further analyzed during each analysis's future environmental review.

CONSTRUCTION

Per the *CEQR Technical Manual*, construction duration is often broken down into short-term (less than two years) and long-term (two or more years). Where the duration of construction is expected to be short-term, any impacts resulting from such short-term construction generally do not require detailed assessment. However, there are instances where a potential impact may be of short duration, but nonetheless significant, because it raises specific issues of concern. In addition, there are technical areas, such as air quality, where the duration of construction alone is not a sufficient indicator of the need for a detailed assessment, and other factors should be considered. In such instances, a targeted assessment of the relevant technical area may be appropriate.

Given that multiple analyses presented in this chapter assume a long-term (two or more years) and the potential for construction schedule overlap with the Proposed Actions, a detailed analysis of cumulative construction-period impacts would be required as part of future environmental review pursuant to land use applications for the Development Facilitated by the C2-4 Commercial Overlay Mapping, CPC Authorizations for Floor Area Bonus and Bulk Modifications, New York City Health and Hospitals Site Redevelopment, and Montefiore Einstein Campus Development.