A. INTRODUCTION

The Co-applicants, New York City Economic Development Corporation (NYCEDC), 8th Regiment Partners, LLC, and the New York City Department of Citywide Administrative Services (DCAS) are leading a collaborative process to reuse and redevelop a portion of Block 3247 in the Kingsbridge Heights neighborhood of the Bronx, NY (the "Proposed Project"). That portion includes the Kingsbridge Armory Site (the "Armory Site") at 1 West Kingsbridge Road (Block 3247, Lot 10), which is occupied by the Kingsbridge Armory (the "Armory") and currently owned by the City of New York (the "City"), and the New York National Guard ("National Guard") Site (the "National Guard Site") at 10 West 195th Street (Block 3247, Lot 2) (collectively, the "Project Site"). The Project Site occupies the portion of Block 3247 that is bounded by West 195th Street, Reservoir Avenue, West Kingsbridge Road, and Jerome Avenue (see **Figures S-1 and S-2**).

The Proposed Project, Kingsbridge Armory Redevelopment, would be facilitated by City and State funding, which are discretionary actions subject to the State Environmental Quality Review Act (SEQRA), City Environmental Quality Review (CEQR), and the Uniform Land Use Review Procedure (ULURP). In addition, it is anticipated that the Proposed Project would receive Federally appropriated Community Project Funding administered by the U.S. Department of Housing and Urban Development (HUD), which requires that the environmental review also meet requirements under the National Environmental Policy Act (NEPA). The Office of the Deputy Mayor for Housing, Economic Development, and Workforce (DMHEDW) is acting as the lead agency for the environmental review, and New York State's Department of Military and Naval Affairs (DMNA) is serving as an involved agency.

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

The Proposed Project would also create approximately 64,800 square feet (sf) of new, publicly accessible open space that would be largely concentrated in the areas southwest of the Armory along Reservoir Avenue and West Kingsbridge Road, but would also include areas along the west side of the Armory along Reservoir Avenue. The new open space would include approximately 5,100 sf that is currently within the New York City

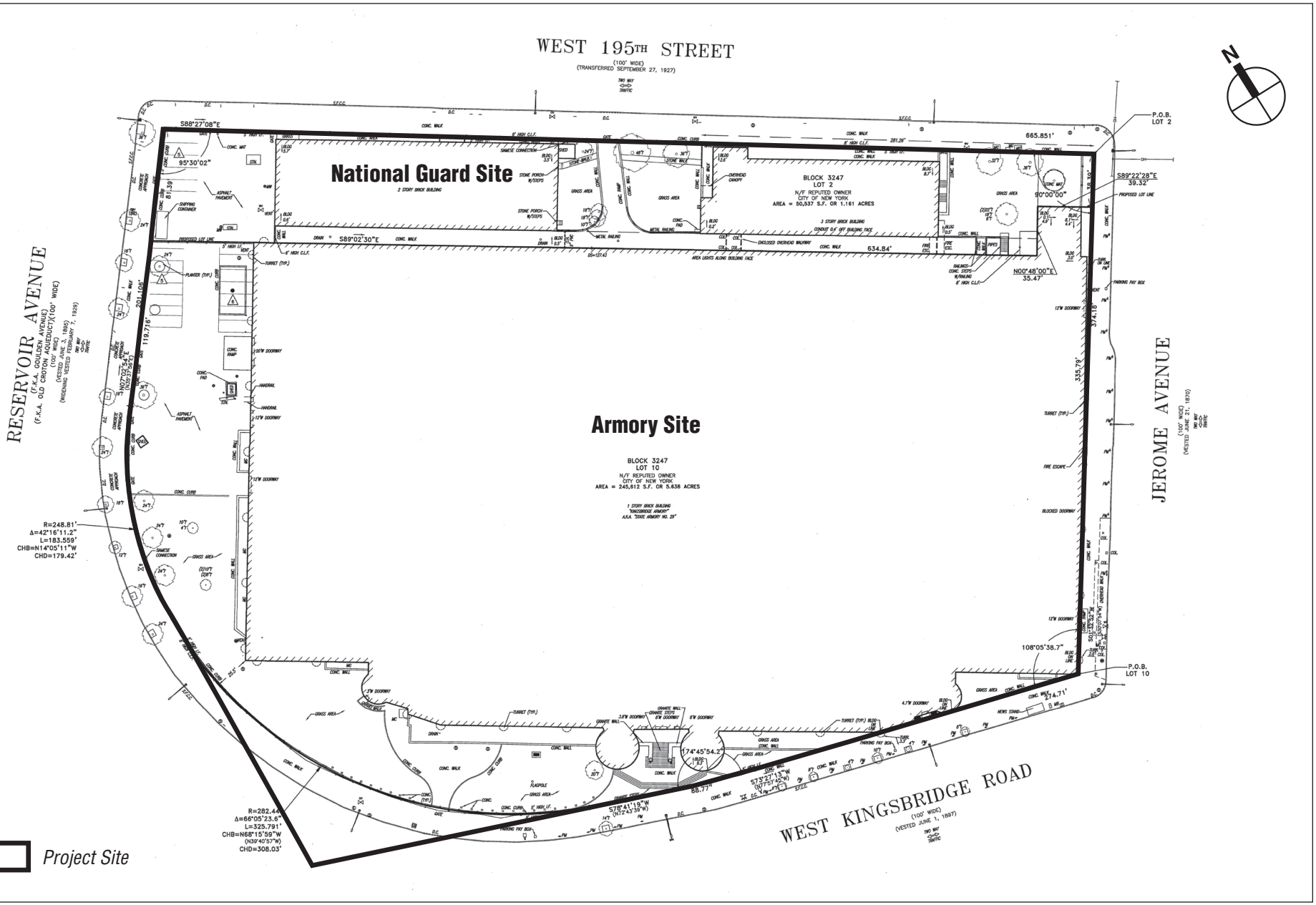


Project Location

KINGSBRIDGE ARMORY REDEVELOPMENT

Figure S-1

5.12.25



Source: FX Collaborative and Aufgang Architects, LLC

FOR ILLUSTRATIVE PURPOSES ONLY

Existing Site Plan

KINGSBRIDGE ARMORY REDEVELOPMENT

Figure S-2

Department of Transportation (DOT) right-of-way (ROW) but is closed to vehicular traffic and functions as an informal sidewalk extension. The design and maintenance of this portion of the open space at the southwest corner of the Project Site is being developed in coordination with DOT. The new open space would provide a flexible design suitable for a variety of programming and users, such as farmers' markets, food vendors, concert patrons, and tour groups.

B. PROJECT BACKGROUND

DESCRIPTION OF THE PROJECT SITE

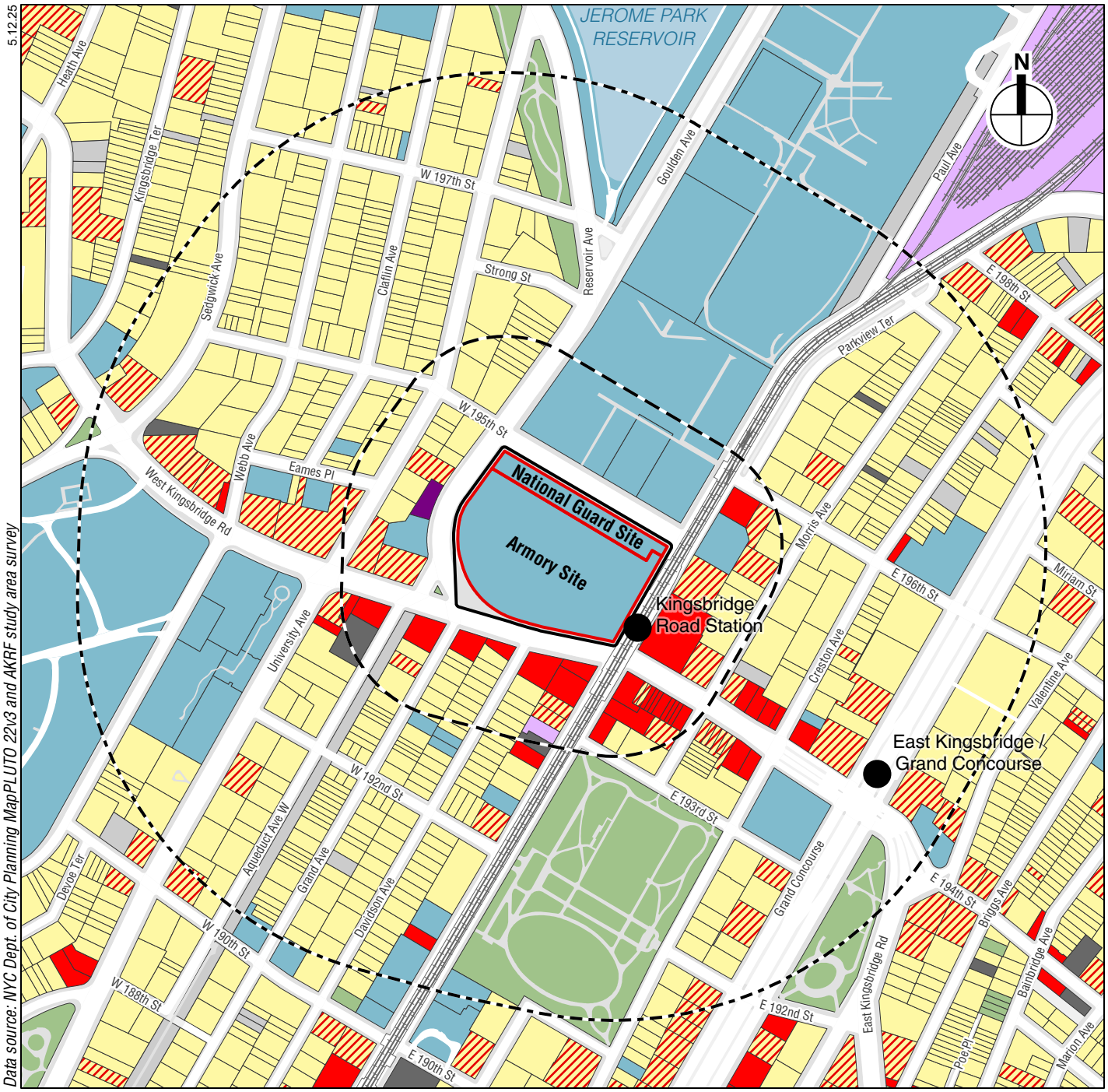
The Project Site comprises an approximately 245,600-square-foot (sf) parcel at 1 West Kingsbridge Road (Block 3247, Lot 10, the Armory Site) that contains the vacant Armory and an approximately 50,500-sf parcel at 10 West 195th Street (Block 3247, Lot 2) that contains the National Guard Site that includes two free-standing buildings. The Project Site is an approximately 296,100-sf parcel that occupies the southern portion of Block 3247 bounded by West 195th Street, Reservoir Avenue, West Kingsbridge Road, and Jerome Avenue in the Kingsbridge Heights neighborhood of the Bronx (see **Figures S-1 through S-4**). A description of the Armory and National Guard Sites is provided below.

THE ARMORY SITE

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

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

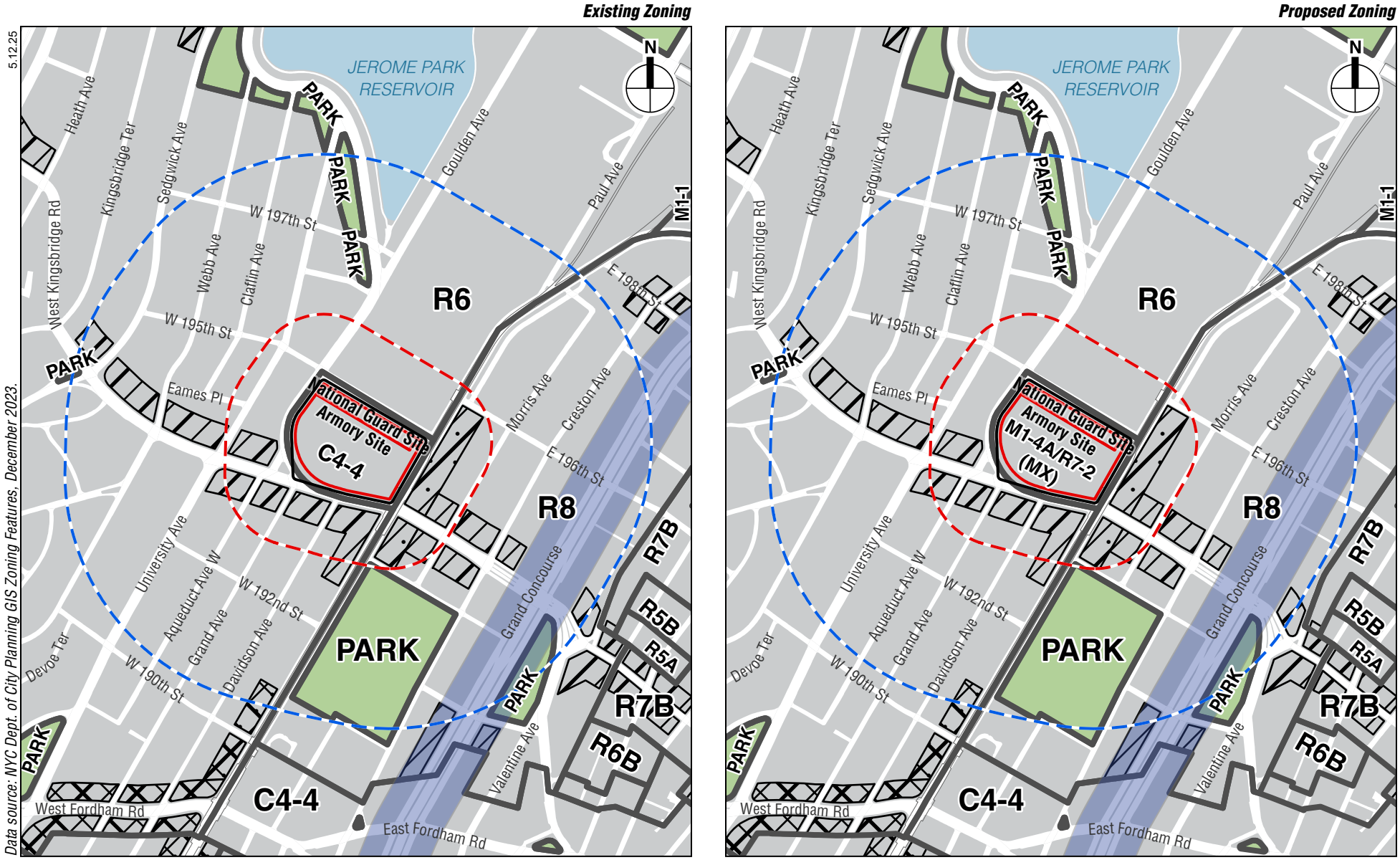
[1] The NYCL designation includes the entire Project Site.



Existing Land Use

KINGSBRIDGE ARMORY REDEVELOPMENT

Figure S-3



5.12.25

Data source: NYC Dept. of City Planning GIS Zoning Features, December 2023.

Project Site

Armory and National Guard Site

Primary Study Area (400-foot perimeter)

Secondary Study Area (1/4-mile perimeter)

Zoning District Boundary

C1-3

C1-4

C2-3

C2-4

Special Grand Concourse Preservation District

Park Boundary

0 200 FEET

KINGSBRIDGE ARMORY REDEVELOPMENT

Existing and Proposed Zoning

Figure S-4

program, and a set for movie, television, and commercials productions. The Armory is vacant and unused apart from these occasional temporary and short term uses.

NATIONAL GUARD SITE

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

PRIOR DEVELOPMENT INITIATIVES

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

TOGETHER FOR KINGSBRIDGE VISION PLAN

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

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

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

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

Community members prioritized the following Potential Industries for the Armory:

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

Complementary Uses identified by the community included:

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

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

REQUEST FOR PROPOSALS

Shortly after the release of the Vision Plan in August 2023, NYCEDC, acting on behalf of the City, issued a Request for Proposals (RFP) for financially feasible, mixed-use

proposals for the adaptive reuse, redevelopment and operation of the Project Site that achieve the "Project Goals", as outlined in the RFP, which were:

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

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

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

DESCRIPTION OF THE SURROUNDING AREA

The area surrounding area the Project Site is within the Kingsbridge Heights neighborhood, which contains a mix of residential and community facility uses, with local retail corridors along West and East Kingsbridge Roads and Jerome Avenue. The Jerome Avenue retail corridor—and the elevated rail lines carrying the No. 4 subway train that span above Jerome Avenue—establishes a physical and visual boundary between East and West Kingsbridge Road.[2]

The area west of Jerome Avenue is predominantly residential, with two- and three-story houses and five- and six-story apartment buildings and the retail corridor on West Kingsbridge Road that is characterized by smaller commercial buildings. Community facilities west of Jerome Avenue include the large campuses of Lehman College, Public

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

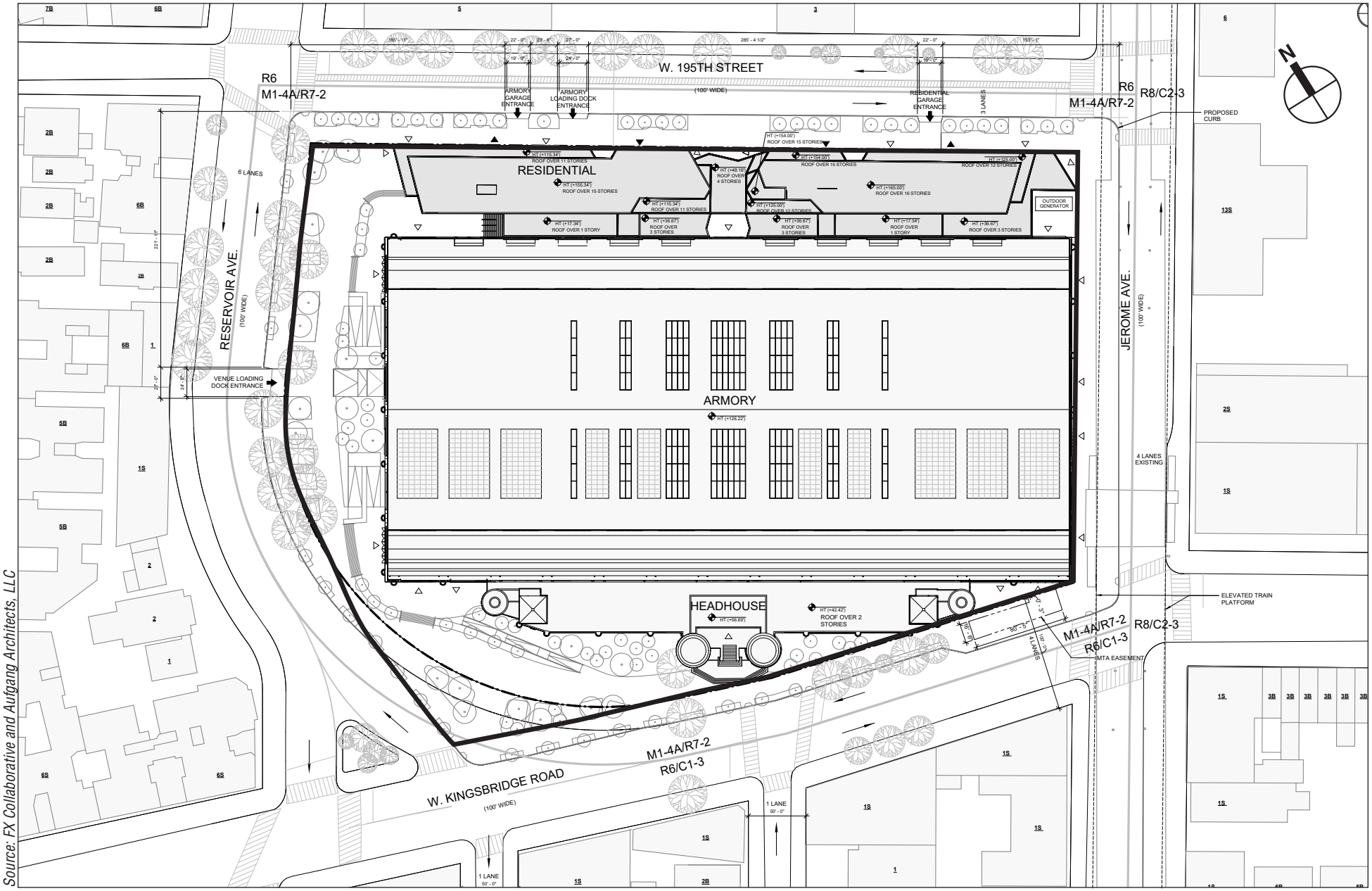
School (P.S.) 86, P.S. 340, and Walton High School; the Jerome Park Library; the James J. Peters Veterans Affairs (VA) Medical Center; and the Bronx campus (also known as the Harry and Jeanette Weinberg Campus) of Jewish Home Lifecare, an eldercare facility. This area also includes open space facilities—the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

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

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

C. DESCRIPTION OF THE PROPOSED PROJECT

The Proposed Project would facilitate the development of up to approximately 1,230,300 gsf of new development at the Project Site, including up to 735,800 gsf on the Armory Site and the National Guard Site would be redeveloped with a new 16-story, approximately 494,500-gsf residential building including approximately 500 permanently affordable DUs and approximately 14,400 gsf of local retail (see **Table S-1 and Figures S-5 through S-15**).



Source: FX Collaborative and Aufgang Architects, LLC

FOR ILLUSTRATIVE PURPOSES ONLY

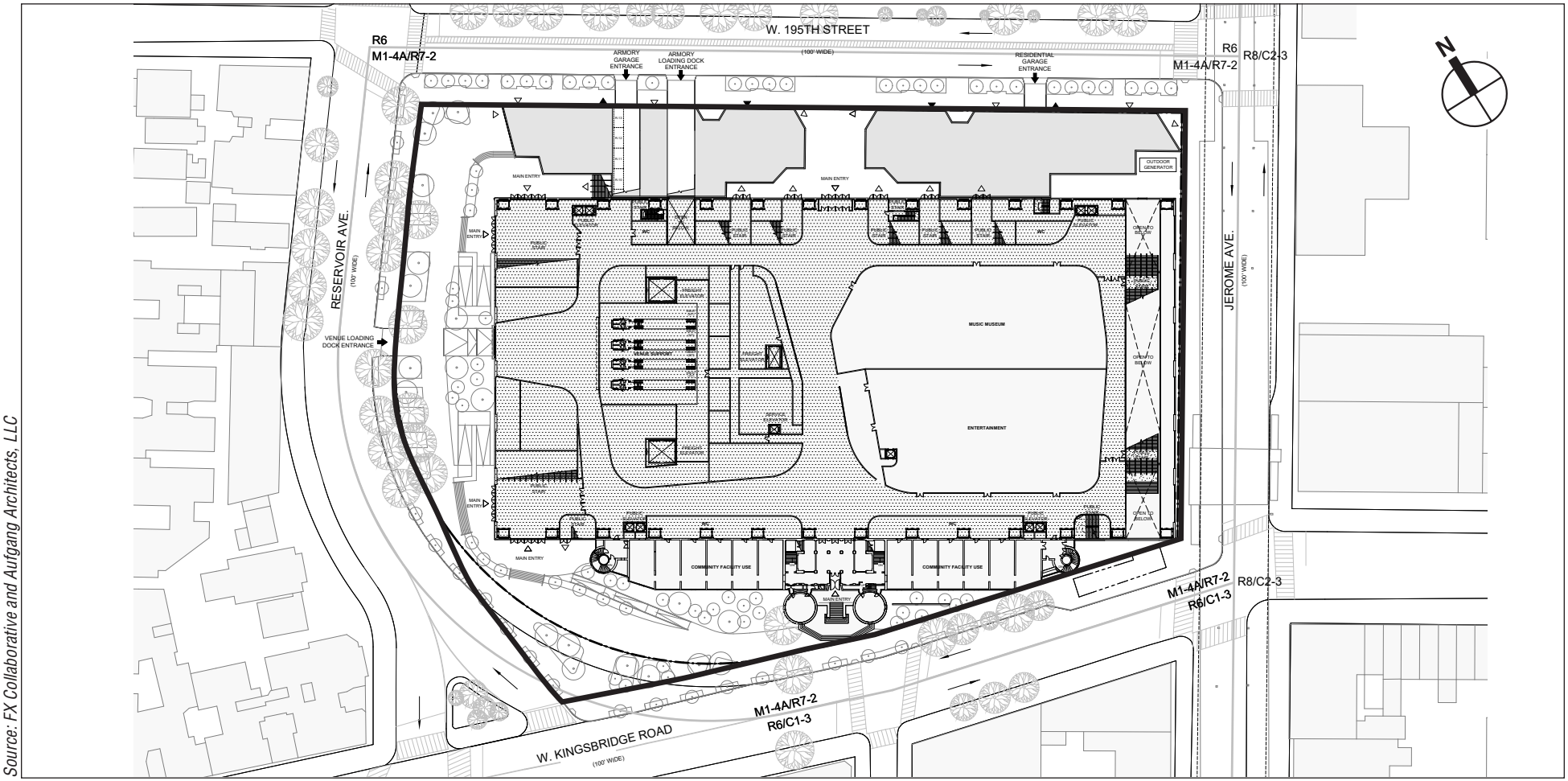
Project Site

KINGSBRIDGE ARMORY REDEVELOPMENT

Proposed Site Plan

Figure S-5

5.16.25



Source: FX Collaborative and Aufgang Architects, LLC

FOR ILLUSTRATIVE PURPOSES ONLY

LEGEND

0 16' 32' 64'
1" = 30' - 0"
GRAPHIC APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

- RESIDENTIAL ACCESS POINT
- COMMERCIAL ACCESS POINT
- LOADING/PARKING ACCESS POINT
- ROAD DIRECTION
- M1-4A / R7-2 — ZONING DISTRICT
- 7 — # STORIES
- 3B — # STORIES W/BASEMENT
- 1S — # STORIES W/STORE
- 60' — BUILDING HEIGHT
- HT (+80.00') — ILLUSTRATIVE BUILDING HEIGHT
- ILLUSTRATIVE BUILDING LINE
- ZONING LOT LINE
- ZONING DISTRICT BOUNDARY
- SPECIAL DISTRICT BOUNDARY
- EXISTING STREET TREE
- PROPOSED STREET TREE
- FIRE HYDRANT
- BUS — EXISTING BUS STOP
- R — RESERVOIR SPACE
- TRAFFIC LIGHT
- STREET LAMP
- STREET LAMP WITH TRAFFIC LIGHT
- MH — EXISTING MANHOLE
- P — EXISTING POST
- CB — EXISTING CATCH BASIN
- EXISTING SIDWALK VENT
- AREA SUBJECT TO ARENA SPECIAL PERMIT (ZR 74-182b)
- EXISTING BUILDING FOOTPRINT
- PROPOSED BUILDING FOOTPRINT
- VEHICLE ENTRANCE / EXIT
- 18' - 0" / 8' - 0" / R-00 — RESERVOIR SPACE
- MTA EASEMENT
- *Project Site*

GENERAL NOTES

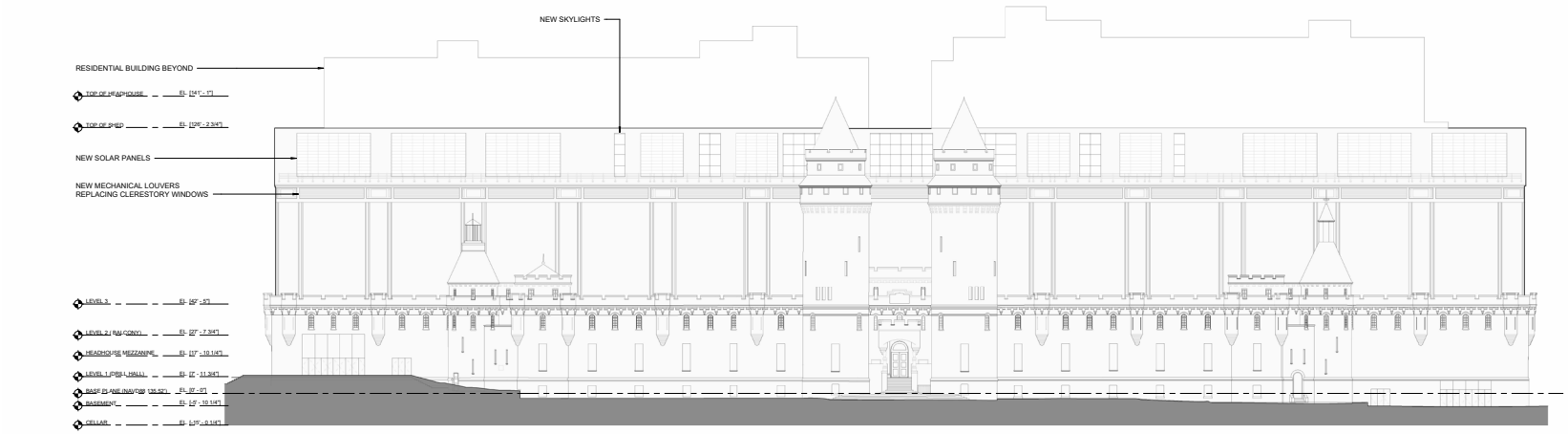
1. All elevations indicated are in reference to the base plane elevation assumed to be 0'-0." With reference to the North American Datum of 1988 (NAVD88) the site base plane elevation is 135.52'.
2. Additional entrances for ground floor residential, community facilities, and secondary entry and egress permitted. Location of all entrances and exits are shown for illustrative purposes and subject to change.
3. Applicant's stamp and seal correspond to the information regarding the development site, zoning lot, and related curb cuts. Information regarding the surrounding properties is for illustrative purposes only, and may not be exact. The architect bears no responsibility for inexact information on surrounding properties.
4. All existing context building footprints are per NYC PLUTO database. Context building lines are illustrative with heights taken from Zola and Google Earth.
5. Project heights are measured from the base plan.
6. Interior Layout, location of interior partitions, and arena function are shown for illustrative purposes and are subject to change. All other uses are shown for illustrative purposes and subject to change.
7. Location of interior partitions and ground floor uses are for illustrative purposes only and are subject to change.
8. Floor area computations - other than Arena use - for each level are provided above for informational purposes only and are subject to change, provided that the total floor area for the facility shall not be exceeded.

Proposed Level 1 Plan

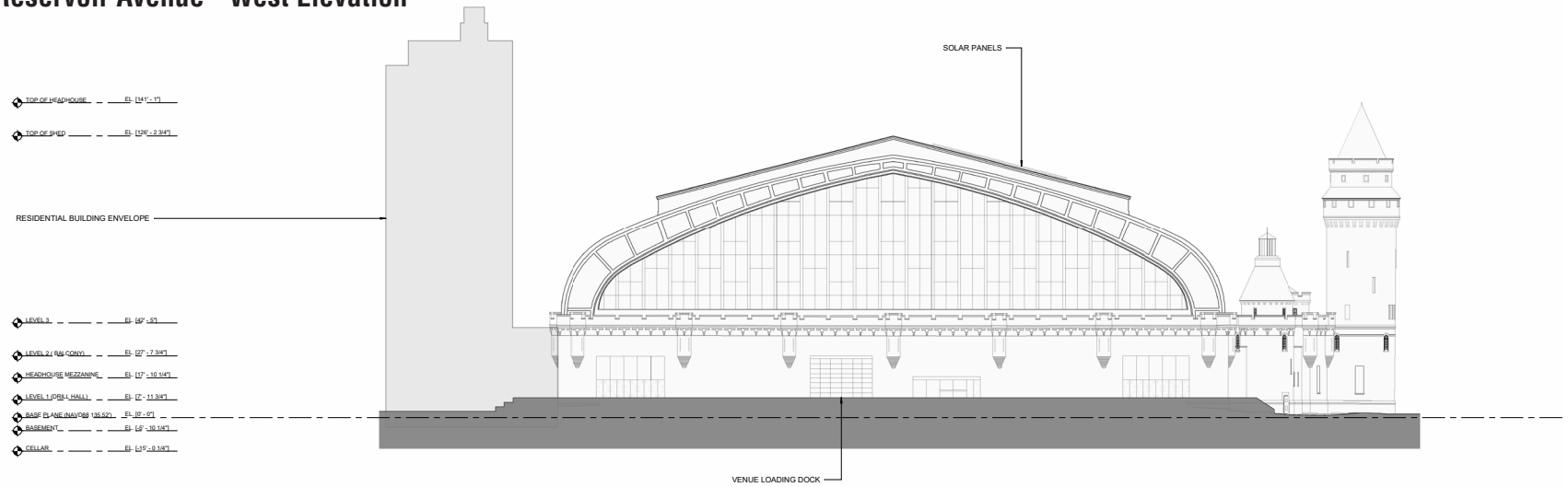
KINGSBRIDGE ARMORY REDEVELOPMENT

Figure S-6

West Kingbridge Road - South Elevation



Reservoir Avenue - West Elevation



Source: FX Collaborative and Aufgang Architects, LLCv

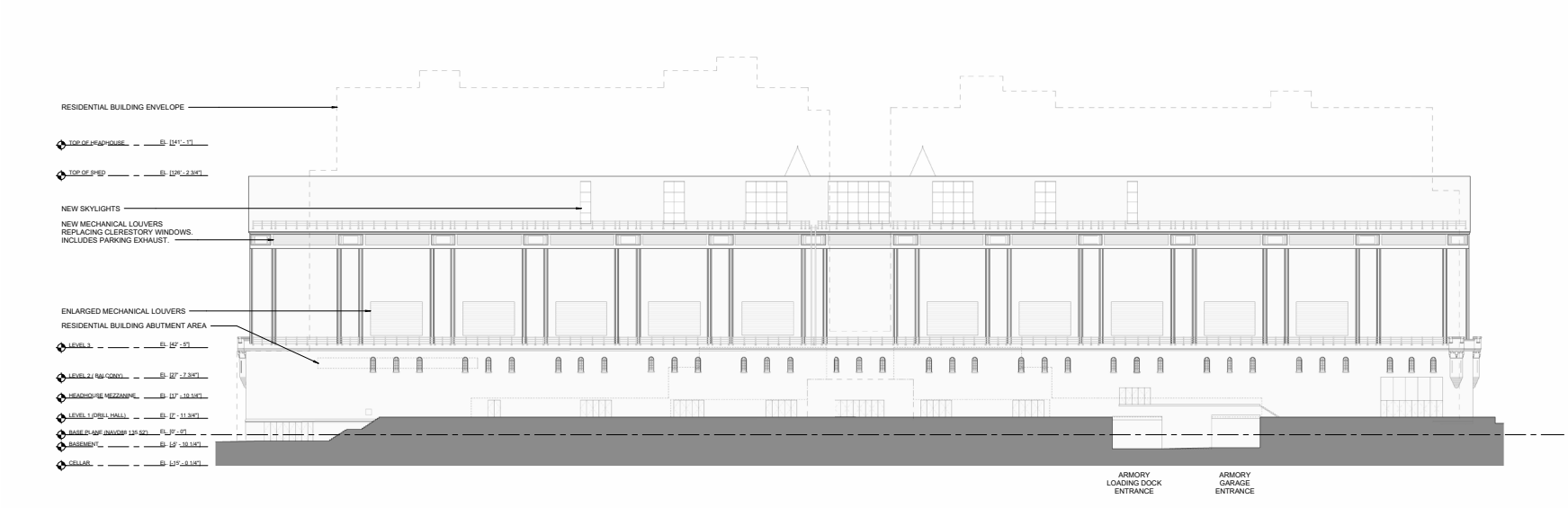
FOR ILLUSTRATIVE PURPOSES ONLY

Proposed South and West Elevations

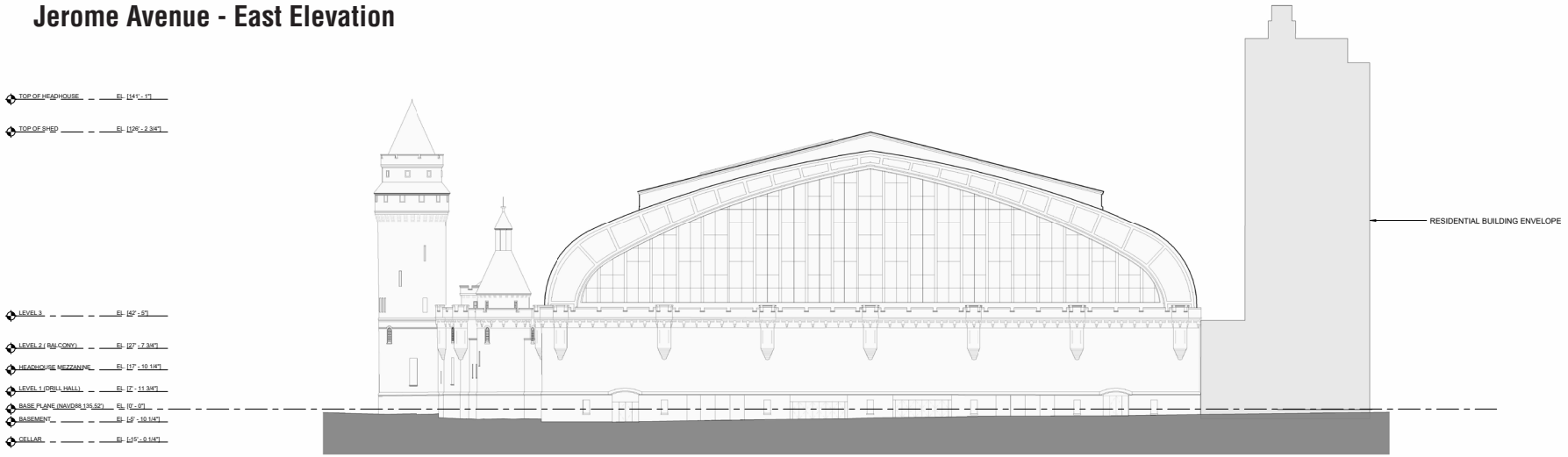
KINGSBRIDGE ARMORY REDEVELOPMENT

Figure S-7

West 195th Street - North Elevation



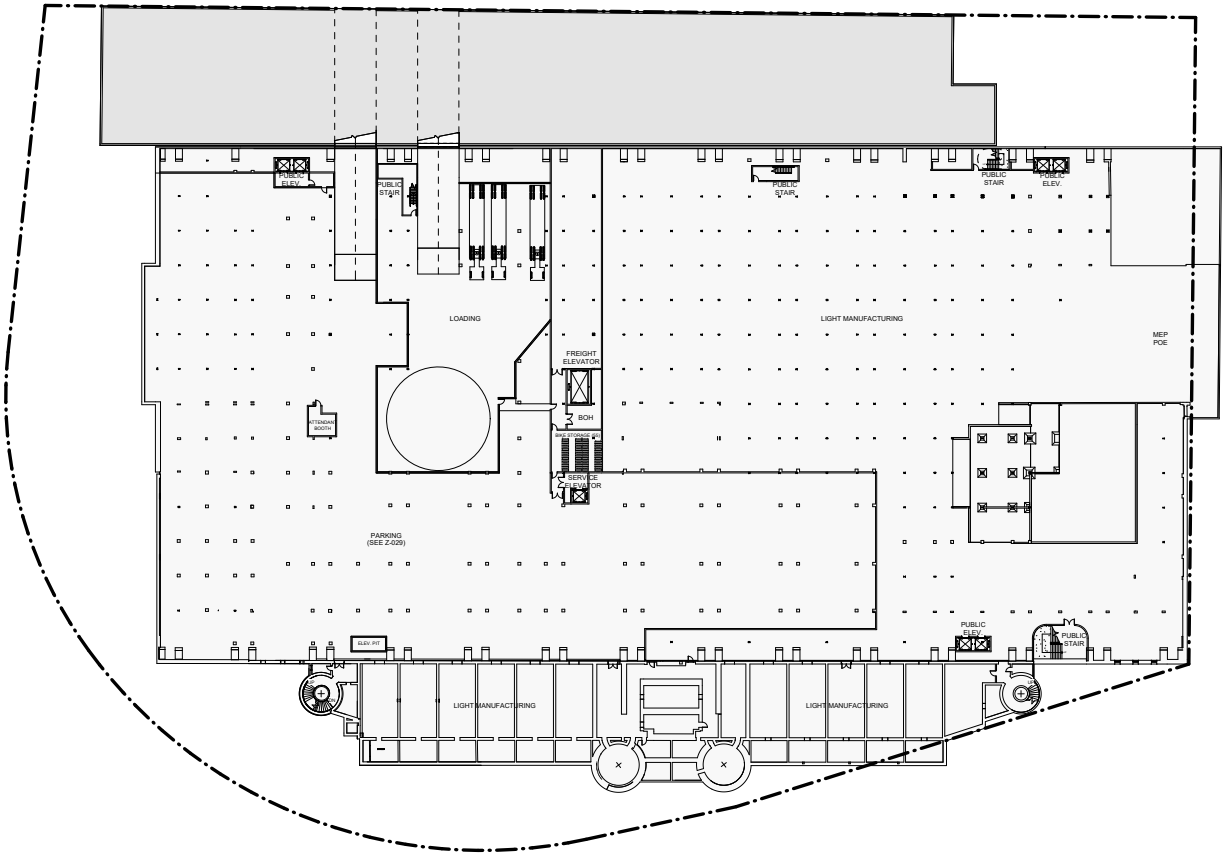
Jerome Avenue - East Elevation



Source: FX Collaborative and Aufgang Architects, LLCv

FOR ILLUSTRATIVE PURPOSES ONLY

Proposed North and East Elevations



Source: FX Collaborative and Aufgang Architects, LLC

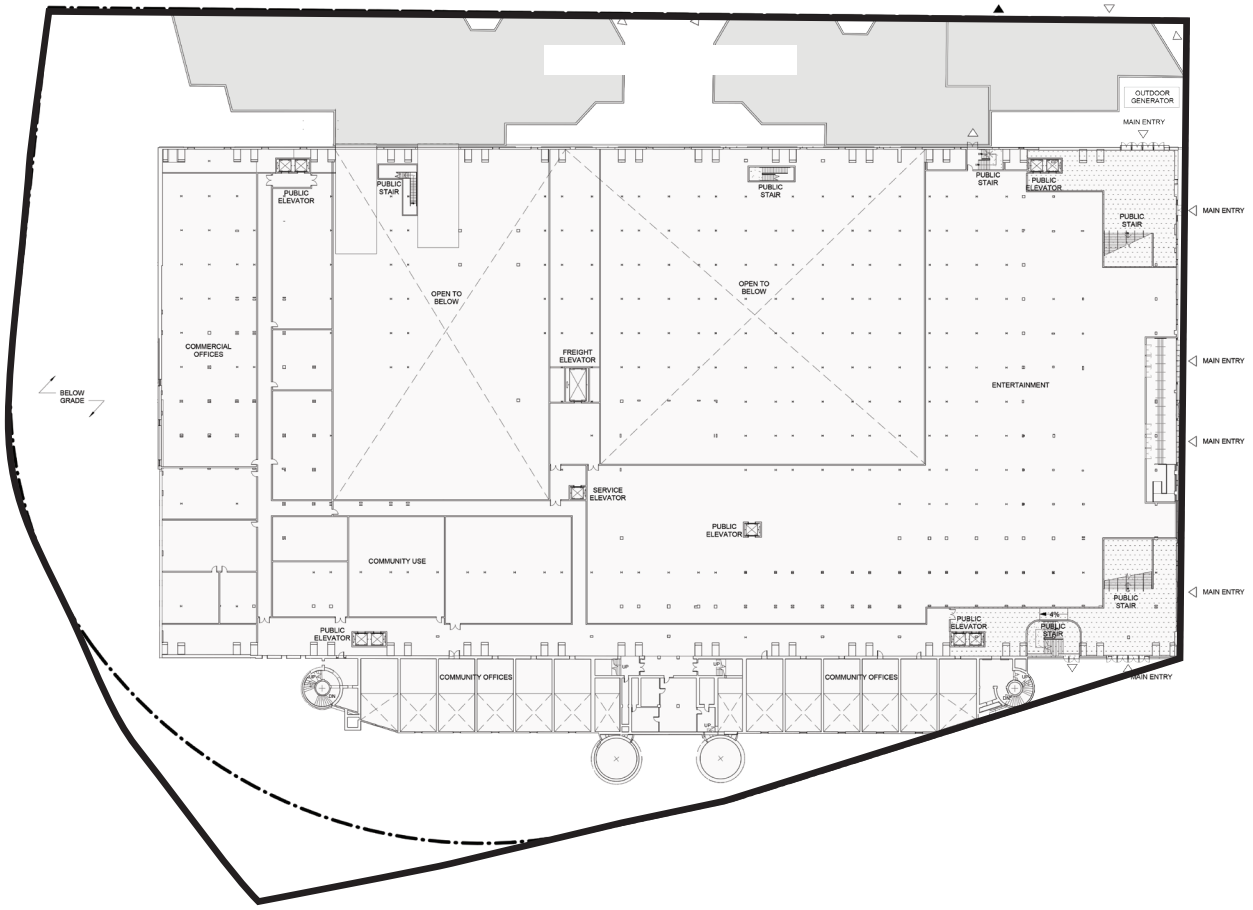
FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Cellar Level Plan

KINGSBRIDGE ARMORY REDEVELOPMENT

Figure S-9

5.16.25



Source: FX Collaborative and Aufgang Architects, LLC

FOR ILLUSTRATIVE PURPOSES ONLY

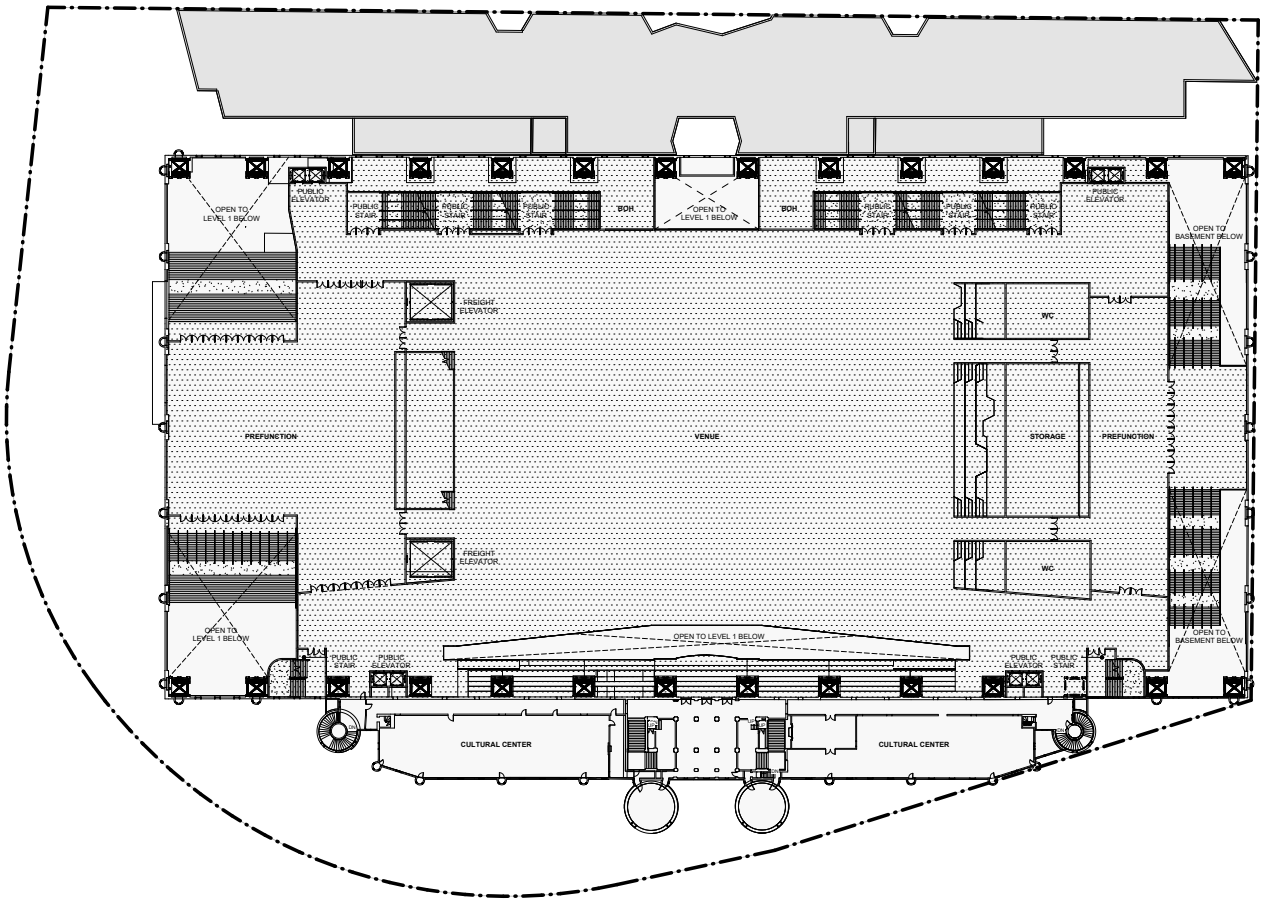
Project Site

KINGSBRIDGE ARMORY REDEVELOPMENT

Proposed Basement Level Plan

Figure S-10

5.16.25



Source: FX Collaborative and Aufgang Architects, LLC

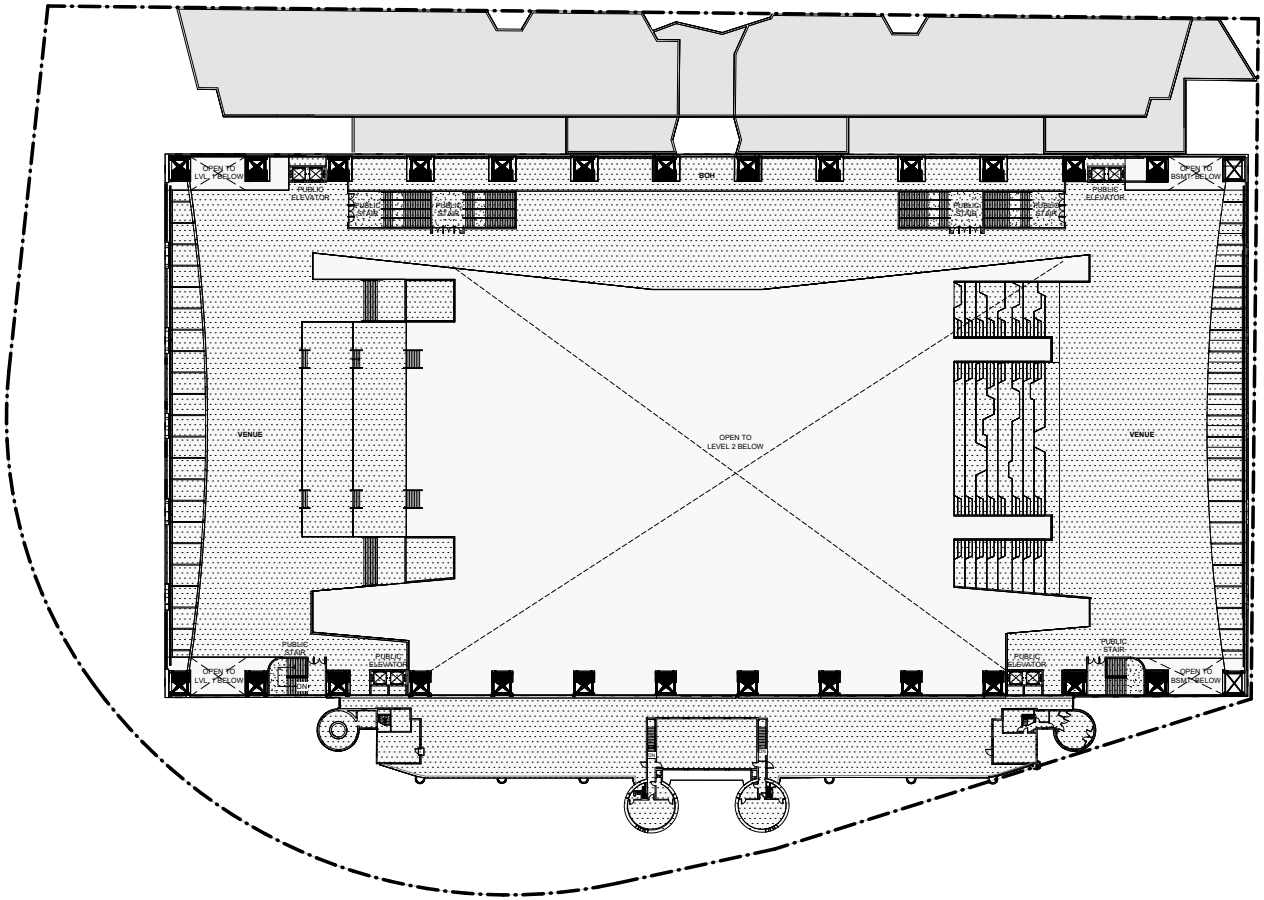
FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Level 2 Plan

KINGSBRIDGE ARMORY REDEVELOPMENT

Figure S-11

5.16.25



Source: FX Collaborative and Aufgang Architects, LLC

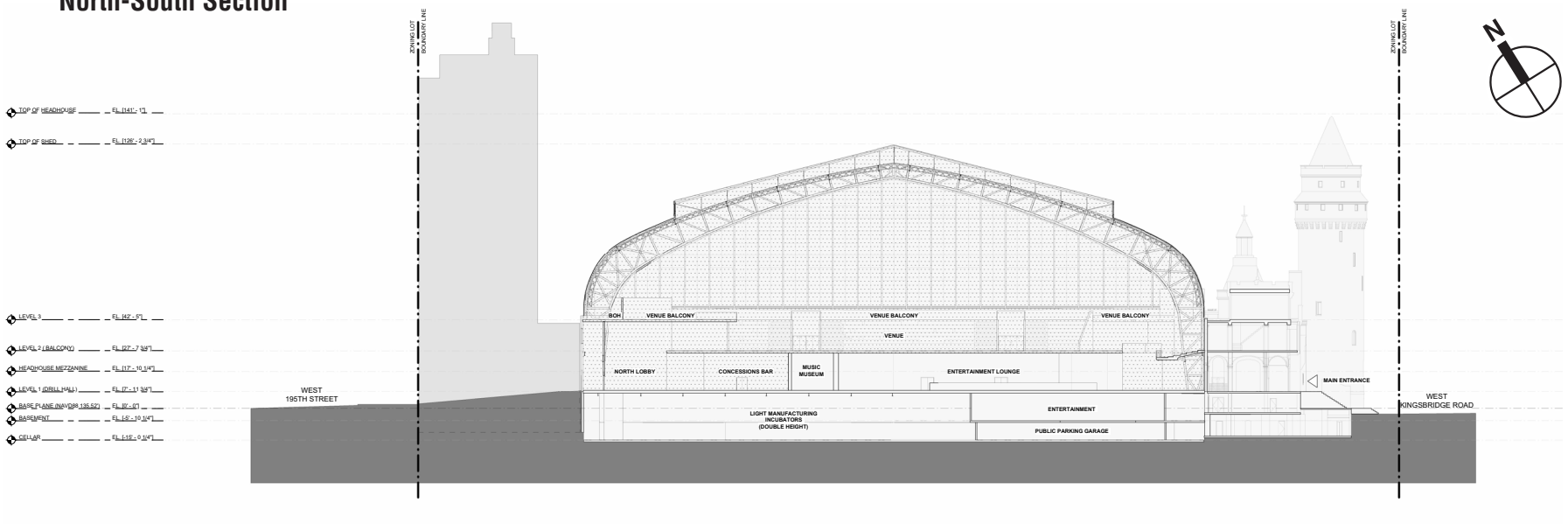
FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Level 3 Plan

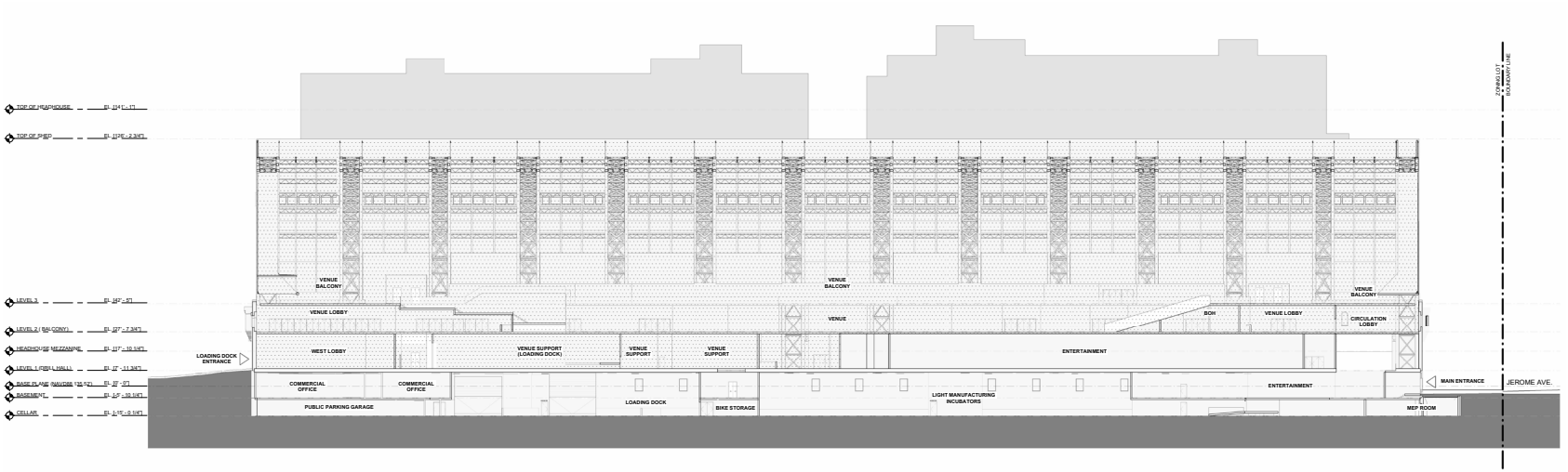
KINGSBRIDGE ARMORY REDEVELOPMENT

Figure S-12

North-South Section



East West Section

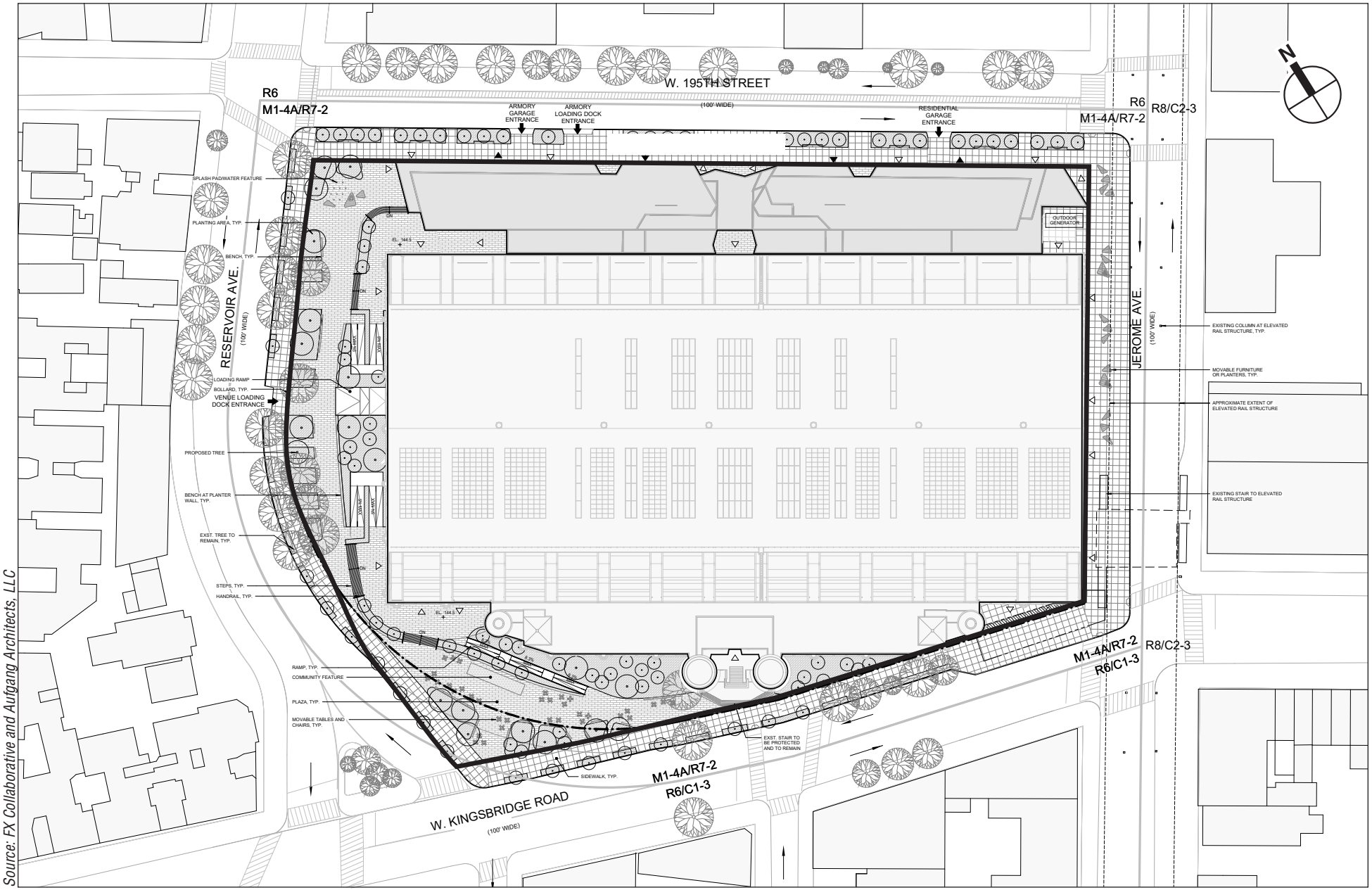


Source: FX Collaborative and Aufgang Architects, LLCv

FOR ILLUSTRATIVE PURPOSES ONLY

Proposed North-South and East-West Section

5.16.25



Source: FX Collaborative and Aufgang Architects, LLC

FOR ILLUSTRATIVE PURPOSES ONLY

Project Site

Proposed Site Plan with Landscaping

KINGSBRIDGE ARMORY REDEVELOPMENT

Figure S-14

5.16.25



Source: FX Collaborative and Aufgang Architects, LLC

FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Project
Illustrative View from West Kingsbridge Road

KINGSBRIDGE ARMORY REDEVELOPMENT

Figure S-15

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

Use	Existing Gross Square Footage	Proposed Gross Square Footage	Increment	Notes
Armory Site[1]				
Museum		30,200	30,200	
Community Facility		54,200	54,200	Includes Community-Based Organizations (CBOs) & cultural center
Commercial Office		73,000	73,000	
Recreation/Entertainment		65,500	65,500	
Flex Space/Sport Fields		87,200	87,200	Flexible space within Event Venue space
Light Manufacturing/ Incubator Space		87,800	87,800	
Event Venue		99,800	99,800	Approximately 17,000-person capacity
Parking and Loading		79,300	79,300	Up to 248 spaces (below grade)
Back of House (circulation, mechanical, etc.)		158,800	158,800	
Armory Site TOTAL	**588,765**	**735,800**	**147,035**	
National Guard Site				
Residential	--	438,500	438,500	500 Affordable DUs
Local Retail	--	14,4	14,4	Ground floor
Garage and Office	26,000	--	(26,000)	
Parking		41,600	41,600	Up to 80 spaces (below grade)
National Guard Site TOTAL	**26,000**	**494,500**	**468,500**	
PROJECT SITE TOTAL	**614,765**	**1,230,300**	**615,535**	
Project Site Open Space	**20,000**	**64,800**	**44,800**	

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

The Armory would be adaptively reused and reprogrammed with approximately 735,800 gsf of new uses, including approximately 84,400 gsf of community facility and cultural uses, approximately 87,800 gsf of light manufacturing space, approximately 73,000 gsf of commercial office space, a 17,000-person live event venue, and approximately 65,500 gsf of other entertainment uses. Approximately 248 public parking spaces and new loading docks would be provided in the Armory's cellar level. Vehicular access to the parking garage would be provided by a new entrance with an approximately 22-foot-wide curb cut on West 195th Street (approximately 186 feet east of Reservoir Avenue). The cellar level would also include a dedicated loading dock with three bays accessible from a new vehicular entrance with an approximately 27-foot-wide curb cut on West 195th

Street located approximately 231 feet east of Reservoir Avenue). A dedicated loading dock with four bays for the live event venue would be accessible from a new entrance with an approximately 27-foot-wide curb cut on Reservoir Avenue (approximately 221 feet south of West 195th Street).

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

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

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

Alterations to the Armory, which is protected as an NYCL, requires a Binding Report from the NYC Landmarks Preservation Commission (LPC) pursuant to the City Charter and the City's Landmarks Law.

In addition, the Armory is listed on the S/NR and the Proposed Project will be receiving State funding through Empire State Development (ESD) which requires review by the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) pursuant to Section 14.09 of the New York State Historic Preservation Act (SHPA).

It is also anticipated that the Proposed Project may involve Federal historic preservation tax credits, which would require consultation with the National Park Service (NPS) and the New York State Historic Preservation Office (SHPO). The proposed interior alterations to the Armory would be undertaken in accordance with the Secretary of the Interior's Standards for Rehabilitation. In addition, Federally appropriated Community Project Funding administered by HUD would require consultation with SHPO and Federally-recognized Tribal Nations in accordance with Section 106 of the National Historic Preservation Act (NHPA).

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

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

D. PROPOSED ACTIONS

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

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

- Public financing by the New York City Department of Housing Preservation and Development (HPD) to facilitate the proposed permanently affordable housing units on the National Guard Site.

The draft language for the proposed zoning text is included in **Appendix A**.

Since the Armory is an NYCL, the proposed changes to the exterior of the Armory and the landmark site require a Binding Report from LPC pursuant to the New York City Charter and the New York City Landmarks Law. In addition, the Proposed Project will be receiving State funding which requires review by OPRHP pursuant to Section 14.09 of SHPA. The project may also seek Federal historic preservation tax credits for the proposed adaptive reuse of the Armory, which is a non-discretionary action that would require consultation with the NPS and in coordination with SHPO. The proposed alterations to the Armory would be undertaken in accordance with the Secretary of Interior's Standards for Rehabilitation.

In addition, because Federally appropriated Community Project Funding administered by HUD is anticipated, consultation with SHPO and Federally recognized Tribal Nations would be undertaken, as warranted, in accordance with Section 106 of NHPA.

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

The Proposed Actions are subject to environmental review pursuant to the SEQRA and CEQR procedures. DMHEDW is acting as the lead agency for the environmental review. In addition, New York City Agencies: DCAS, the New York City Department of City Planning (DCP), DEP, DOT, HPD, Parks, LPC, as well as State and Federal Agencies: ESD, DMNA, OPRHP, and SHPO are involved agencies for this environmental review. The environmental review would also be undertaken in accordance with NEPA due to the anticipated Federally appropriated Community Project Funding administered by HUD; HUD would serve as the lead Federal agency.

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

E. PROJECT PURPOSE AND NEED

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

The Kingsbridge Heights neighborhood is home to a diverse population, several academic and health care institutions, and a number of transportation options. The building is one of the largest armory buildings in the world with one of the largest column-free enclosed spaces in the City. Conversion of the Armory is a unique opportunity to

transform an existing landmark and major City asset into a place that is catalytic for economic development that would positively affect the local community, the borough, the City, and the region. Additionally, the redevelopment of the National Guard Site would introduce approximately 500 new permanently affordable DUs to the neighborhood.

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

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

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

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

F. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

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

BUILD YEAR

For the purposes of the environmental review, it is assumed that the Proposed Project would start construction in 2027. Construction at the Armory Site is expected to be complete and operational in 2030, while construction on the National Guard Site is expected to begin in 2029 and be complete and operational in 2032. Therefore, a future

build year of 2032 will be examined to assess the potential impacts of the Proposed Project. The No Build projects anticipated to be complete by 2032 in the study areas to be considered in the various technical analyses of the EIS can be found in **Appendix A**.

THE FUTURE WITHOUT THE PROPOSED PROJECT (NO ACTION CONDITION)

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

THE FUTURE WITH THE PROPOSED PROJECT (WITH ACTION CONDITION)

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

G. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

LAND USE, ZONING, AND PUBLIC POLICY

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

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

SOCIOECONOMIC CONDITIONS

DIRECT RESIDENTIAL DISPLACEMENT

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

DIRECT BUSINESS DISPLACEMENT

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

INDIRECT RESIDENTIAL DISPLACEMENT

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

INDIRECT BUSINESS DISPLACEMENT

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

ADVERSE EFFECTS ON A SPECIFIC INDUSTRY

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

COMMUNITY FACILITIES AND SERVICES

Detailed analyses of potential indirect impacts on public elementary and intermediate schools and publicly funded early childhood programs were conducted for the Proposed Project. Based on the *CEQR Technical Manual* screening methodology, detailed analyses of libraries, outpatient health care facilities, and police and fire protection services are not warranted.

POTENTIAL INDIRECT EFFECTS ON PUBLIC SCHOOLS

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

Elementary Schools

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

Intermediate Schools

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

POTENTIAL INDIRECT EFFECTS ON EARLY CHILDHOOD PROGRAMS

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

HEALTH CARE FACILITIES

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

POLICE AND FIRE SERVICES

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

POTENTIAL DIRECT EFFECTS ON OTHER COMMUNITY FACILITIES

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

OPEN SPACE

The Proposed Actions would not result in a significant adverse indirect impact to open space under operational conditions. According to the *CEQR Technical Manual*, a proposed action may result in a significant adverse impact on open space resources if

(a) there would be direct displacement/alteration of existing publicly accessible open space within the study area that would have a significant adverse effect on existing users; or (b) it would reduce the open space ratio and consequently result in the overburdening of existing facilities or further exacerbation of a deficiency in open space. The Proposed Project would not have a direct effect on any open space. In terms of indirect effects, within the ½-mile study area the Project Site there would be an increase in the total and passive open space ratios, and a 1.66 percent decrease in the active open space ratio. Within the ¼-mile study area, the Proposed Project would result in a decrease in the passive open space ratio for the combined non-residential and residential study area, but the passive open space ratio would remain well above the City's goal.

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

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

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

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

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

SHADOWS

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

HISTORIC AND CULTURAL RESOURCES

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

DIRECT (PHYSICAL) IMPACTS

Because the Armory is an NYCL and is City-owned, the proposed alterations to the exterior of the Armory and the landmark site, including the demolition and new construction on the National Guard Site, are subject to the review and approval of LPC and require a Binding Report from LPC pursuant to the City Charter and the City's Landmarks Law. LPC's determination of the appropriateness of the proposed modifications to the landmark site—which includes both the Armory Site and the National Guard Site—and the issuance of a Binding Report would ensure that the Proposed Project would not adversely affect the historic character of the Armory. A Binding Report will be issued following the submission of an application and public hearing to LPC which will run concurrent with the public review process as per ULURP. The Binding Report will be summarized in a chapter of the FEIS and appended to the FEIS.

It is also anticipated that the Proposed Project may involve federal historic preservation tax credits. As a condition for receiving such tax credits, the Proposed Project would be required to comply with the Secretary of the Interior's Standards, as interpreted by OPRHP and the National Park Service (NPS), thereby ensuring that the Proposed Project would not adversely affect the Armory. In addition, the potential use of Federally appropriated Community Project Funding administered by HUD for the Proposed Project would require consultation with SHPO and Federally-recognized Tribal Nations in accordance with Section 106 of the NHPA.

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

INDIRECT (CONTEXTUAL) IMPACTS

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

URBAN DESIGN AND VISUAL RESOURCES

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

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

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

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

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

The cleaning, repair, and restoration of the Armory, a visual resource, and the proposed changes to the Armory Site would not adversely affect the visual prominence or views that include the Armory from nearby vantage points. The Proposed Project would not

detract from the Armory's large scale, architectural character (including its towers and turrets), expansive roof and end gables. Views to the Armory from adjacent sidewalks would be enhanced by these changes.

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

With the Proposed Project, views to the viaduct for the No. 4 train would remain available from existing vantage points as this visual resource extends through the study area. While the new residential building on the National Guard Site would be tall, it would not adversely affect this visual resource which would continue to be viewed from many existing vantage points. Further, the viaduct is already located in an area that is characterized by a variety of building heights and forms.

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

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

The Proposed Project would not result in any significant adverse impacts to urban design or visual resources on the Project Site or in the study areas.

HAZARDOUS MATERIALS

The Proposed Project would entail limited ground disturbance on the Armory Site, and the demolition of the National Guard buildings and redevelopment of the National Guard

Site. To avoid any potential for hazardous materials exposure on the Project Site, all federal, state, and local requirements and regulations would be followed, as well as the following:

- Based on the contamination present (identified by prior investigations on the Project Site, references for which were provided in the 2025 Phase I ESA), an (E) Designation for hazardous materials (E-850) will be placed on the Project Site (Block 3247, Lots 2 and 10).
- Additional asbestos-containing materials (ACM) testing of materials to be disturbed by renovations, as warranted. Prior to demolition, an ACM survey within the National Guard and Armory buildings, and other previously untested structures would be conducted. Any identified ACM would be removed prior to the renovation or demolition activities at the Project Site.
- Performing any demolition activities with the potential to disturb lead-based paint (LBP) materials in accordance with the applicable regulatory requirements.
- Disposing of affected suspect mercury-containing or suspect polychlorinated biphenyls (PCB)-containing equipment affected by the Proposed Project in accordance with applicable regulatory requirements. Additional PCB sampling may be necessary in the Armory and National Guard buildings for identification and delineation purposes.
- Removing and properly disposing of soil, debris, and/or dust containing elevated lead levels from the rifle and pistol ranges on the Armory Site in accordance with applicable regulations. Additional sampling/surveying may be warranted to quantify affected areas/materials.
- Removing and properly disposing of known petroleum tanks and 55-gallon drums in accordance with applicable regulations. This may require testing for handling and disposal purposes of any of the tank and drum contents. If any unforeseen aboveground or underground storage tanks (ASTs/USTs) are encountered, removing the tanks and any associated contamination in accordance with New York State Department of Environmental Conservation (NYSDEC) regulations.
- Evaluating all deteriorating mechanical equipment in the Armory building and mechanical equipment in the National Guard Site slated for demolition/removal to determine if they contain any fluids, including petroleum and/or hazardous substances, and properly disposing of them.
- Transporting material leaving the Project Site for off-site disposal in accordance with all applicable requirements covering licensing of haulers and trucks, placarding, truck routes, manifesting, etc.
- If dewatering activities are required, conducting them in accordance with local requirements for discharge to sanitary/combined sewers. Pretreatment would be performed as necessary to meet the requirements.

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

WATER AND SEWER INFRASTRUCTURE

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

SOLID WASTE AND SANITATION

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

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

Although this would be a net increase compared with the No Action condition, the additional solid waste resulting from the Proposed Project would be a negligible increase relative to the approximately 12,260 tons of solid waste handled by DSNY or the 9,000 tons handled by private carters per day.[3] Therefore, the Proposed Project would not result in an increase in solid waste that would overburden available waste management capacity and there would be no significant adverse impact to solid waste. The Proposed Project also would not conflict with, or require any amendment to, the City's solid waste management objectives as stated in the Stormwater Management Program (SWMP).

ENERGY

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

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

City and Westchester County service area. Therefore, the Proposed Project would not result in any significant adverse impacts related to energy.

TRANSPORTATION

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

TRAFFIC

Traffic conditions were evaluated at 31 intersections for the four conventional operational peak hours—weekday AM, midday, and PM and Saturday midday/afternoon. An additional 11 intersections (for a total of 42 intersections) were also analyzed for the weekday and Saturday evening event peak hour conditions. Significant adverse traffic impacts were identified at 11 intersections in the weekday AM peak hour, six in the weekday midday peak hour, 10 in the weekday PM peak hour, 23 in the weekday evening peak hour, nine in the Saturday midday/afternoon peak hour, and 20 in the Saturday evening peak hour. **Table S-2** summarizes the projected significant adverse traffic impacts. Potential improvement measures that may be implemented to mitigate these impacts are discussed below in "Mitigation."

Table S-2
Summary of Significant Adverse Traffic Impacts

Analysis Peak Hour	Total No. of Impacted	
	Intersections	Lane Groups
Weekday AM	11	21
Weekday Midday	6	7
Weekday PM	10	19
Weekday Evening	23	32
Saturday Midday/Afternoon	9	13
Saturday Evening	20	25
Totals During Any Peak Hour	25	42

TRANSIT

Detailed analyses were prepared for fare control area and vertical circulation elements at the Kingsbridge Road (No. 4 train) subway station, located along Jerome Avenue, and the Kingsbridge Road (B/D train) Station, located along the Grand Concourse. Significant adverse impacts were identified for one stairway, as summarized in **Table S-3**, at the Kingsbridge Road (No. 4 train) subway station during the weekday and Saturday evening event peak hours. Additionally, the subway line-haul impact analysis for these same event day peak hours, which will be prepared between Draft and Final EIS, could conclude projected event day ridership surges at the Project Site resulting in significant adverse line-haul impacts to the No. 4 and/or B/D subway lines. Potential improvement measures that may be implemented to mitigate these impacts are discussed below in "Mitigation."

Table S-3
Summary of Significant Adverse Subway Station Impacts

Analysis Peak Hour	Station Element	Total No. of Impacted Station Elements	
		Kingsbridge Road (No. 4) Station at Jerome Avenue	Kingsbridge Road (B/D) Station at the Grand Concourse
Weekday AM	Control Areas	0	0
	Stairways	0	0
Weekday PM	Control Areas	0	0
	Stairways	0	0
Weekday Evening	Control Areas	0	0
	Stairways	1	0
Saturday Evening	Control Areas	0	0
	Stairways	1	0
Totals During Any Peak Hour	**Control Areas**	**0**	**0**
	Stairways	**1**	**0**

PEDESTRIANS

Pedestrian conditions were evaluated for the four conventional operational peak hours (weekday AM, midday, and PM and Saturday midday/afternoon) at 18 sidewalk, 17 corner reservoir, and eight crosswalk locations. For the weekday and Saturday evening event peak hours, additional analysis locations were included to assess conditions along paths event attendees would likely traverse to/from potential off-site parking locations, resulting in total 25 sidewalks, 19 corners, and 12 crosswalks analyzed for these study time periods.

As summarized in **Table S-4**, significant adverse pedestrian impacts were identified at one pedestrian element (i.e., sidewalk, corner, or crosswalk) in the weekday PM peak hour, 12 in the weekday evening peak hour, one in the Saturday midday/afternoon peak hour, and 11 in the Saturday evening peak hour. Potential improvement measures that may be implemented to mitigate these impacts are discussed below in “Mitigation.”

STREET USER SAFETY

Crash data for the study area intersections were obtained from DOT for the period between January 1, 2017 and December 31, 2019. During this period, there were 395 total crashes, resulting in 336 injuries and one fatality, at the study area intersections. Among these crashes, 109 were pedestrian/bicyclist-related. A rolling yearly total of crash data identifies nine study area intersections as high crash locations. **Table S-5** provides a summary of these high crash locations and their corresponding crash, fatality, injury, and pedestrian/bicyclist-related statistics.

Table S-4
Summary of Significant Adverse Pedestrian Impacts

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

Table S-5
Summary of High Crash Locations

Intersection		Study Period						Crashes by Year						
		All Crashes by Year			All Crashes Highest 12- Month Rolling	Total Fatalities	Total Injuries	Pedestrian			Bicycle			Ped + Bike 12 Consecutive Month Maximum
North-South Roadway	East-West Roadway	2017	2018	2019				2017	2018	2019	2017	2018	2019	
** University Ave	W Kingsbridge Rd	6	13	10	15	0	22	2	3	0	0	0	0	3
** Reservoir Ave/ Aqueduct Ave	W Kingsbridge Rd	2	6	5	7	0	11	2	4	1	0	0	1	5
* Grand Ave	Reservoir Ave/ W Kingsbridge Rd	4	4	5	7	0	9	1	2	1	1	0	0	3
** Grand Concourse	E 192nd St	2	9	6	9	1	11	1	1	2	0	0	0	2
** Grand Concourse	E Kingsbridge Rd	9	9	10	13	0	32	4	2	6	0	0	0	6
* Creston Ave	E Kingsbridge Rd	3	5	4	8	0	12	1	0	1	0	1	1	3
* Grand Concourse	E 196th St	9	11	16	17	0	42	3	1	4	0	0	1	5
* Sedgwick Ave	W Kingsbridge Rd	5	8	9	11	0	14	0	1	3	0	0	1	4
* Jerome Ave	E/W Kingsbridge Rd	13	14	12	19	0	34	2	5	2	0	0	0	6

Notes: Intersections where five or more pedestrian/bicycle injury crashes in any consecutive 12-month period; or intersections along a Vision Zero priority corridor with three or more pedestrian/bicycle injury crashes in any consecutive 12-month period are considered high crash locations. Asterisk (*) denotes a location within the Vision Zero priority corridor. Double asterisk (**) denotes a Vision Zero high priority intersection.
Source: DOT January 1, 2017 to December 31, 2019 crash data.

Between Draft and Final EIS, the crash data will be updated to also include more recent 2023 data from DOT. Prevailing trends of the identified crashes from that dataset will be further examined. Where feasible, potential safety measures, such as crosswalk

restriping, detectable warning surface improvements, and adding countdown timers, will be recommended for DOT consideration.

PARKING

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

AIR QUALITY

The mobile source analyses determined that concentrations of CO due to project-generated traffic at intersections would not result in any violations of National Ambient Air Quality Standards (NAAQS), and further, CO concentrations were predicted to be below CEQR *de minimis* criteria. For $PM_{2.5}$, the results showed that for With Action conditions, the daily (24-hour) $PM_{2.5}$ increments are predicted to be below *de minimis* criteria. However, the maximum annual incremental $PM_{2.5}$ concentration is predicted to potentially exceed the annual *de minimis* criterion at the analyzed intersection locations in the With Action condition. In the absence of traffic mitigation measures, the annual average $PM_{2.5}$ incremental concentrations would be considered a significant adverse unavoidable air quality impact.

Between the Draft and Final EIS, additional review and evaluation will be performed which is expected to determine that the identified impacts related to mobile source annual average $PM_{2.5}$ increments will be avoided. For annual average $PM_{2.5}$, a more refined microscale analysis will be performed which incorporates all of the traffic peak periods and accounts for the relative frequency of events that would take place. If required, additional modeling of $PM_{2.5}$ concentrations (Grid Analysis) will be performed using more refined or comprehensive analysis procedures to determine the magnitude and extent of neighborhood-scale $PM_{2.5}$ impacts from mobile sources. It is anticipated that this will reduce $PM_{2.5}$ concentrations below the annual *de minimis* criterion threshold.

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

A review of manufacturing and process emission sources within a 400-foot study area, and major and large sources of emissions within 1,000 feet of the Project Site, was performed. No existing or potential sources of industrial emissions were identified, and no large or major sources of emissions were identified. Therefore, no potential significant

adverse air quality impacts from these emission sources would occur on the Proposed Project.

The analysis of the potential light industrial sources associated with the Proposed Project determined that certain use group categories had the potential to result in a significant adverse air quality impact at receptor locations due to emissions from one or more air toxic compounds. To ensure that there are no potential significant adverse impacts of identified air toxic compounds on existing or proposed sensitive locations, certain restrictions would be required as part of the Proposed Project.

These restrictions are required through the Lease Agreement between NYCEDC and the Applicant and are as follows:

ARMORY (BLOCK 3247, LOT 10)

Any heating and hot water systems installed in the Armory as part of the renovations for the adaptive reuse, including community facility, commercial, and light industrial uses, shall be only electrically powered to avoid any potential significant adverse air quality impacts. Fossil fuel-fired emergency generators installed for the building shall not be enrolled in a demand response program.

Exhausts used for venting of pollutant emissions associated with light industrial uses shall be a minimum of 60 feet from the nearest receptor. Maximum emissions from venting of light industrial uses shall not exceed the thresholds identified in DEIS Table E-3 of Appendix E.

The Applicant/lessee will not apply for or accept an industrial air permit until it has demonstrated to the satisfaction of DEP that the proposed industrial use will not have significant impacts, and developer/lessee shall require the same of all occupants proposing an industrial process by including this condition in all subleases, licenses, or other authorizations.

RESIDENTIAL BUILDING (BLOCK 3247, LOT 2)

Any residential and commercial development shall utilize only electrically powered heating and hot water systems, to avoid any potential significant adverse air quality impacts. Fossil fuel-fired emergency generators installed for the building shall not be enrolled in a demand response program.

GREENHOUSE GAS EMISSIONS

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

The building energy use and vehicle use associated with the Proposed Project would result in up to approximately 9,034 metric tons of carbon dioxide equivalent (CO_2e)

emissions per year in the 2032 Build Year. The design of the Proposed Project would target energy efficiency measures, the inclusion of renewable energy, and carbon emission reductions in line with the City's goals. In addition, future emissions associated with the Proposed Project's consumption of grid electricity is expected to decrease as New York State and New York City target 100 percent renewable electricity, and would result in significant reduction of emissions associated with the buildings' electricity consumption.

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

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

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

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

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

NOISE

A noise assessment was undertaken to evaluate whether the Proposed Project would result in a significant increase in noise levels at any existing noise-sensitive uses and to evaluate noise exposure at noise-sensitive uses newly introduced by the Proposed Project in accordance with 2021 *CEQR Technical Manual* guidance. With Action Condition noise levels were determined by adjusting measured existing noise levels to account for future increases in traffic with the Proposed Project. During all time periods except for weekend evenings, the With Action Condition noise levels were determined to be within approximately 1 dBA of No Action noise levels, which would be considered imperceptible and not significant according to *CEQR Technical Manual* impact criteria. During the weekend evening time period on event days, With Action Condition noise levels would be up to approximately 5 dBA greater than No Action levels at receptors along West 195th Street between Jerome and Reservoir Avenues and along Reservoir Avenue between West 195th Street and West Kingsbridge Road. Since the school receptors along West 195th Street between Jerome and Reservoir Avenues would not be occupied during the weekend evening time, such increases would not rise to the level of a significant adverse impact at these receptors.

However, due to the predicted incremental increase in noise levels at residences along Reservoir Avenue between West 195th Street and West Kingsbridge Road, the Proposed Project would have the potential to result in a significant adverse noise impact at these receptors. The analysis of noise due to traffic at this receptor will be refined further between the Draft and Final EIS, and the refined analysis may find that noise due to the Proposed Project would not rise to the level of a significant adverse impact.

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

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

For interior noise-generating uses, such as the event space, a combination of controls on source levels at the event venue, physical separation, and operational controls would be used to ensure that interior noise exposure at community facility uses does not exceed 45 dBA L_{10} and interior noise exposure at commercial office uses does not exceed 50 dBA L_{10} as a result of event noise. If this were to be achieved by physical separation alone, it would require a minimum of 65 dBA attenuation between the venue and community facility uses and a minimum of 60 dBA attenuation between the venue and office uses. These noise attenuation measures will be required by the Lease Agreement between NYCEDC and the Applicant. As an alternative, a noise analysis demonstrating that lesser attenuation will avoid a significant adverse impact may be provided between DEIS and FEIS and is subject to approval by DEP.

Therefore, there would be no significant adverse noise impact with respect to building attenuation.

PUBLIC HEALTH

The analyses presented in this EIS concluded that the Proposed Project would not result in unmitigated significant adverse impacts in the areas of water quality, hazardous materials, or construction air quality.

The analysis presented above in "Air Quality," determined that the Proposed Project would potentially exceed the *de minimis* criterion for the maximum annual incremental $PM_{2.5}$ concentration at each of the two intersections analyzed. This would be considered a significant adverse air quality impact in the absence of mitigation measures. As discussed in "Mitigation," traffic measures will be explored between Draft and Final EIS to address the projected significant adverse traffic impacts to the extent practicable. If required, these mitigation measures would be evaluated to determine whether they would mitigate the predicted significant adverse air quality impact.

Between the Draft and Final EIS, additional review and evaluation will be performed which is expected to determine that the identified impacts related to mobile source annual average $PM_{2.5}$ increments would be avoided. A more refined microscale analysis will be performed which incorporates all of the traffic peak periods and accounts for the relative frequency of events that would take place. If required, additional modeling of $PM_{2.5}$ concentrations (Grid Analysis) would be performed using more refined or comprehensive analysis procedures to determine the magnitude and extent of neighborhood-scale $PM_{2.5}$ impacts from mobile sources. It is anticipated that the grid analysis will show that the $PM_{2.5}$ concentrations are below the annual *de minimis* criterion threshold. Other updates may include the use of newer vehicle emissions model data and projections. It is anticipated that these additional refined analyses would show a reduction of $PM_{2.5}$ concentrations below the annual *de minimis* criterion threshold, and consequently the identified impacts related to mobile sources would be deemed to have been avoided.

Although the maximum concentrations are predicted to exceed the annual *de minimis* criterion threshold, at each of the affected intersection locations, the Proposed Project would not contribute to or exacerbate a violation of the $PM_{2.5}$ annual average NAAQS even with the very conservative assumptions relating to traffic, vehicle emissions, meteorology, and background $PM_{2.5}$ concentration levels used in the analysis. The NAAQS are established at a level that reduces risk sufficiently that is protective of public health. Therefore, the exceedances of the $PM_{2.5}$ *de minimis* criterion on an annual basis would not constitute a significant adverse impact on public health.

While the analysis presented in "Noise," determined that traffic generated by the Proposed Project to result in a significant adverse noise impact at residential buildings along Reservoir Avenue between West 195th Street and West Kingsbridge Road during the Saturday Evening time period (i.e., 6 PM to 8 PM) on event days, the public health assessment determined that the traffic noise impact would not generate significant adverse public health impacts.

While the analysis presented below in "Construction," determined that construction activities would result in unmitigated temporary significant adverse noise impacts, the

public health assessment determined that the construction noise impacts would not generate significant adverse public health impacts.

NEIGHBORHOOD CHARACTER

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

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

CONSTRUCTION

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

NOISE

Construction of the Proposed Project is predicted to result in elevated noise levels at the analyzed receptors, which represent the noise-sensitive uses (e.g. outdoor recreational spaces) that would experience the maximum cumulative construction noise levels. Specifically, at residential and school receptors immediately adjacent to the Project Site, construction is predicted to result in potential temporary significant adverse construction noise impacts—noticeable and potentially intrusive noise level increases and total noise levels that would be considered “clearly unacceptable.” In the absence of feasible or practical mitigation measures, the predicted construction noise would be considered a significant adverse unavoidable noise impact.

At other receptors, construction of the Proposed Project would, for some portion of the construction period, result in noise level increases that would be perceptible. However, at these receptors, maximum noise level increases would not be considered objectionable and would therefore not rise to the level of a significant impact according to the impact criteria described above. Further, construction would comply with *New York City Noise Control Code* regulations. Per *New York City Noise Control Code* regulations, the Proposed Project would be required to prepare a Construction Noise Mitigation Plan, which may identify more control measures that would further reduce construction noise levels. Additional refinements to the construction noise analysis to be conducted between

the Draft and Final EIS, including detailed modeling of additional analysis time periods and existing condition noise levels, may result in elimination of predicted significant adverse construction noise impacts at some receptors.

EFFECTS ON DISADVANTAGED COMMUNITIES

The Proposed Project would affect census tracts identified as Disadvantaged Communities (DACs) with both comparatively higher and lower burdens and vulnerabilities, as well as non-DACs in the study area. The Proposed Project has the potential to result in significant adverse impacts in the CEQR technical areas of transportation, air quality, and operational and construction noise.

This assessment concludes that the Proposed Actions could result in a disproportionate pollution burden on DACs due to mobile source air quality and noise impacts. However, between the Draft and Final EIS, additional review and evaluation will be performed per the air quality assessment, which is anticipated to determine that the identified impacts related to mobile source annual average $PM_{2.5}$ increments are reduced and therefore, exceedances of CEQR $PM_{2.5}$ annual *de minimis* criterion avoided. Similarly, the operational noise assessment will be further refined between Draft and Final EIS. The remaining potential impacts, however, would not cause a greater or more severe pollution burden in DACs as compared to non-DACs or would be temporary in nature due to their occurrence during the construction period.

ALTERNATIVES

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

NO ACTION ALTERNATIVE

The No Action Alternative is the “future without the Proposed Project,” or “No Action condition,” described above in “Project Description,” and analyzed in this DEIS. The No Action Alternative assumes that the Armory would not be redeveloped, but rather would remain in its current vacant condition and the National Guard would not relocate and would continue operations within the two buildings on the National Guard Site. This alternative would avoid the Proposed Project’s significant adverse impacts relating to transportation (traffic, transit, and pedestrians), air quality, noise, and construction noise. However, under this alternative, the Armory would remain vacant, could deteriorate, and its condition could worsen. The Armory would not be cleaned, repaired, or adaptively reused with new active programming in the No Action Alternative, and the appearance and condition of the building as an architectural resource would not be improved. The existing two National Guard buildings would remain on the Project Site and in use by the National Guard; the National Guard Site would not be redeveloped with new housing. With the No Action Alternative, the reuse and redevelopment of the Project Site would not occur and the Project Site would remain underutilized, which would not contribute to the revitalization of the Kingsbridge Heights neighborhood and the City more broadly. Overall, the No Action Alternative would fail to meet the goals and objectives of the Proposed Project and the Vision Plan.

NO UNMITIGATED SIGNIFICANT IMPACTS ALTERNATIVE

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

MITIGATION

This chapter considers mitigation measures to address significant adverse impacts resulting from the Proposed Project. Potential impacts were identified in the areas of transportation (traffic, transit, and pedestrians), air quality, and construction noise. Potential mitigation measures for each of these technical areas are discussed below.

TRANSPORTATION

As detailed above in "Transportation," the analysis of potential effects to transportation elements concludes that the Proposed Project would result in significant adverse operational-period impacts to traffic, transit (subway station elements and subway line-haul), and pedestrians. Potential measures to mitigate these impacts to the extent practicable are described below. Between Draft and Final EIS, additional refinements and detailed analyses of the potential mitigation measures will be undertaken in coordination with the lead agency, DOT, and NYCT. It is expected that some of the impacts identified in this DEIS as unmitigated may be mitigated with the implementation of approved mitigation measures, thereby resulting in fewer unmitigated impacts. However, analysis refinements conducted between Draft and Final EIS could also identify other impacts for traffic, transit, and pedestrians that may or may not be mitigatable, thereby yielding additional unmitigated impacts.

Traffic

As discussed in "Transportation," traffic conditions were evaluated at 31 intersections for the four conventional operational peak hours—weekday AM, midday, and PM and Saturday midday/afternoon. An additional 11 intersections (for a total of 42 intersections) were also analyzed for the weekday and Saturday evening event peak hour conditions. Significant adverse traffic impacts were identified at 11 intersections in the weekday AM peak hour, six in the weekday midday peak hour, 10 in the weekday PM peak hour, 23 in the weekday evening peak hour, nine in the Saturday midday/afternoon peak hour, and 20 in the Saturday evening peak hour. In total, significant adverse traffic impacts during one or more analysis peak hours were identified at 25 study area intersections.

Measures, such as signal phasing and timing changes, new signals, lane re-striping, and parking regulation changes, will be explored between Draft and Final EIS to mitigate the projected significant adverse traffic impacts to the extent practicable. The implementation of these standard traffic mitigation measures would be subject to review and approval of DOT. Additionally, an event day transportation management plan is under development

to either be incorporated as part of the Proposed Project or as mitigation to address congested conditions resulting from peak weekday and Saturday evening event activities. Potential strategies could include the use of traffic cones or other means to delineate traffic lanes, deployment of Traffic Enforcement Agents (TEAs) to regulate traffic and pedestrian circulation, and temporary installation of Variable Message Signs (VMSs) at critical decision points. Coordination with the New York City Police Department (NYPD) will be undertaken to preliminarily plan out these event day strategies, which may be refined over time based on actual conditions upon the operation of the Proposed Project. The Applicants will be responsible for costs associated with DOT-approved mitigation measures and the deployment of TEAs and VMSs by the NYPD on event days.

The anticipated effects of implementing the above mitigation measures/strategies will be presented in the Final EIS. For this Draft EIS, the impacts identified for the 25 study area intersections are all considered to be potentially unmitigated.

Transit

As discussed in "Transportation," the Proposed Project is not expected to result significant adverse transit impacts during the conventional operational peak hours that are typically studied for transit operations—weekday AM and PM. The analysis of the weekday and Saturday evening event peak hours, however, concluded the potential for significant adverse impacts at one of the stairways serving the Kingsbridge Road (No. 4) Station. Additionally, the between Draft and Final EIS analysis of line-haul conditions on the No. 4 and/or B/D subway lines during these evening event peak hours may conclude additional significant adverse line-haul impacts.

Measures to mitigate the above impacts will be developed between Draft and Final EIS in coordination with NYCT. Because the identified impacts would occur only during evening event peak hours for high attendance events at the Project Site, which are expected to occur no more than 50 times a year, permanent physical improvements may not be warranted. Rather, event day management strategies could be adopted to address peak ridership surges and high usage of nearby subway stations. These strategies could include NYCT deploying extra trains on event days corresponding with peak event activity time periods and the Applicants, in coordination with NYCT, providing staff at ground level and/or station mezzanines, where appropriate, to disperse pedestrian flow to stairways that are less used.

The anticipated effects of implementing the above mitigation measures/strategies will be presented in the Final EIS. For this Draft EIS, the impacts identified for the one stairway at the Kingsbridge Road (No. 4) subway station and those possibly for the No. 4 and/or B/D subway lines are all considered to be potentially unmitigated.

Pedestrians

As discussed above in "Transportation," pedestrian conditions were evaluated at 18 sidewalks, 17 corners, and eight crosswalks for the weekday AM, midday, and PM and Saturday midday/afternoon peak hours. For the weekday and Saturday evening event peak hours, additional analysis locations were included to assess conditions along paths event attendees would likely traverse to/from potential off-site parking locations, resulting in total 25 sidewalks, 19 corners, and 12 crosswalks analyzed for these study time periods. Significant adverse pedestrian impacts were identified at one pedestrian element

(i.e., sidewalk, corner, or crosswalk) in the weekday PM peak hour, 12 in the weekday evening peak hour, one in the Saturday midday/afternoon peak hour, and 11 in the Saturday evening peak hour. In total, significant adverse pedestrian impacts during one or more analysis peak hours were identified at six study area sidewalks, one corner, and seven crosswalks.

Measures, such as sidewalk clear width improvements, corner bulbouts, signal timing changes, and crosswalk widenings, will be explored between Draft and Final EIS to mitigate the projected significant adverse pedestrian impacts to the extent practicable. As with traffic, the implementation of these standard pedestrian mitigation measures would be subject to review and approval of DOT. And strategies emerged from the event day transportation management plan may further enhance pedestrian operations during peak event day periods. The anticipated effects of implementing these measures/strategies will be presented in the Final EIS. For this Draft EIS, the impacts identified for the six study area sidewalks, one corner, and seven crosswalks are all considered to be potentially unmitigated.

AIR QUALITY

As described above in "Air Quality," the mobile source air quality analysis determined that compared to the No Action condition, the maximum annual incremental particulate matter ($PM_{2.5}$) concentration is predicted to potentially exceed the annual *de minimis* criterion at West Kingsbridge Road and Reservoir Avenue, and at West 195th Street and Reservoir Avenue.

As discussed in "Transportation," traffic mitigation measures, will be explored between Draft and Final EIS to mitigate the projected significant adverse traffic impacts to the extent practicable. Therefore, since air quality mitigation measures have not been identified for the DEIS, at these locations, the significant adverse air quality impact is deemed as unavoidable, as discussed below in "Unavoidable Adverse Impacts."

Between the Draft and Final EIS, additional review and evaluation will be performed which is expected to determine that the identified impacts related to mobile source annual average $PM_{2.5}$ increments will be avoided. The additional review is expected to include a more refined microscale analysis which incorporates all of the traffic peak periods and accounts for the relative frequency of events that would take place. If required, additional modeling of $PM_{2.5}$ concentrations (Grid Analysis) will be performed using more refined or comprehensive analysis procedures to determine the magnitude and extent of neighborhood-scale $PM_{2.5}$ impacts from mobile sources. Other updates may include the use of newer vehicle emissions model data and projections. It is anticipated that these additional measures will reduce $PM_{2.5}$ concentrations below the annual *de minimis* criterion threshold.

NOISE

The noise analysis identifies the potential for traffic generated by the Proposed Project to result in a significant adverse noise impact at residential buildings along Reservoir Avenue between West 195th Street and West Kingsbridge Road during the Saturday Evening time period (i.e., 6PM to 8PM) on event days. At these receptors during this time period, vehicular traffic associated with the Proposed Project would result in a 4.4 dBA noise level increase; however, the total noise exposure at the residences would be in the

"marginally acceptable" range and interior noise levels at buildings with standard façade construction would be expected to experience interior noise levels less than 45 dBA L_{10}, which would be considered acceptable according to *CEQR Technical Manual* noise exposure guidance. Possible mitigation measures would be explored by the Applicants in more detail between the DEIS and FEIS, in consultation with the lead agency, but could include an offer of receptor control measures (i.e., building façade improvement) for affected façades. These mitigation measures could be implemented prior to operation of the live event venue. Building façades with insulated glass windows or storm windows and alternative ventilation would provide sound attenuation such that even during warm weather conditions, interior noise levels would be approximately 28 to 30 dBA less than exterior noise levels. As such, with mitigation measures in place, the predicted operational noise impact would be completely mitigated. However, if the residences were to decline the offer of mitigation, the predicted impact would be considered unmitigated.

CONSTRUCTION

Construction Noise

The construction analysis identifies the potential for construction of the Proposed Project to result in significant adverse construction noise impacts at six receptors near the Project Site, including school buildings on West 195th Street between Jerome Avenue and Reservoir Avenue, residential buildings along Reservoir Avenue between West 195th Street and West Kingsbridge Road, residential buildings at 2614 to 2755 Grand Avenue and 2611 to 2650 Davidson Avenue, and commercial office buildings at 2 to 50 West Kingsbridge Road. At these receptors, construction would produce noise level increases that would be noticeable and potentially intrusive during the most noise-intensive nearby construction activities; however, the predicted maximum levels would not persist throughout construction, and the noise levels would fluctuate over the course of the construction period. While the greatest levels of construction noise would not persist throughout construction, these locations would experience construction noise levels whose magnitude and duration could constitute significant adverse impacts.

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

Mitigation measures to control noise at the receptors predicted to experience impacts could also be offered during construction of the Proposed Project. As described above in "Construction," six receptors (i.e., school buildings on West 195th Street between Jerome Avenue and Reservoir Avenue, residential buildings along Reservoir Avenue between West 195th Street and West Kingsbridge Road, residential buildings at 2614 to 2755 Grand Avenue and 2611 to 2650 Davidson Avenue, and commercial office buildings at 2 to 50 West Kingsbridge Road) are predicted to experience a temporary significant adverse construction noise impact. Possible mitigation measures would be explored by the Applicants in more detail between the DEIS and FEIS, in consultation with the lead agency, but could include an offer of receptor control measures (i.e., building façade improvement) for affected façades. These mitigation measures could be implemented

prior to the start of construction. Building façades with insulated glass windows or storm windows and alternative ventilation would provide sound attenuation such that even during warm weather conditions, interior noise levels would be approximately 28 to 30 dBA less than exterior noise levels. However, the most noise-intensive construction activity nearest the receptors experiencing significant adverse impacts would result in interior noise levels up to 59 dBA L10, which is 14 dBA greater than the level considered acceptable according to *CEQR Technical Manual* noise exposure guidelines. Consequently, the temporary significant adverse noise impacts predicted to occur at the above-mentioned receptors would be only partially mitigated and thus disclosed as an unavoidable impact as discussed below in "Unavoidable Adverse Impacts."

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

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

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

TRANSPORTATION

Traffic

As discussed above in "Transportation," traffic conditions were evaluated at 31 intersections for the four conventional operational peak hours—weekday AM, midday, and PM and Saturday midday/afternoon peak hours, and at 42 intersections for the two event day peak hours—weekday evening and Saturday evening peak hours. Significant adverse traffic impacts were identified at 11 intersections in the weekday AM peak hour, six in the weekday midday peak hour, 10 in the weekday PM peak hour, 23 in the weekday evening peak hour, nine in the Saturday midday/afternoon peak hour, and 20 in the Saturday evening peak hour. In total, significant adverse traffic impacts during one or more analysis peak hours were identified at 25 study area intersections. Potential improvement measures will be explored between Draft and Final EIS to mitigate these identified impacts to the extent practicable. For this Draft EIS, the impacts identified for the 25 study area intersections are all considered unavoidable impacts of the Proposed Project.

Transit

As discussed in "Transportation," the Proposed Project is not expected to result significant adverse transit impacts during the conventional operational peak hours that are typically studied for transit operations—weekday AM and PM. The analysis of the weekday and Saturday evening event peak hours, however, concluded the potential for significant adverse impacts at one of the stairways serving the Kingsbridge Road (No. 4) subway station. Additionally, the between Draft and Final EIS analysis of line-haul conditions on the No. 4 and/or B/D subway lines during these evening event peak hours may conclude additional significant adverse line-haul impacts.

Potential improvement measures will be explored between Draft and Final EIS to mitigate these identified impacts to the extent practicable. For this Draft EIS, the impacts identified for the one stairway at the Kingsbridge Road (No. 4) subway station and those possibly for the No. 4 and/or B/D subway lines are all considered unavoidable impacts of the Proposed Project.

Pedestrians

As discussed in "Transportation," pedestrian conditions were evaluated at 18 sidewalks, 17 corners, and 8 crosswalks for the weekday AM, midday, and PM and Saturday midday/afternoon peak hours. For the weekday and Saturday evening event peak hours, additional analysis locations were included to assess conditions along paths event attendees would likely traverse to/from potential off-site parking locations, resulting in total 25 sidewalks, 19 corners, and 12 crosswalks analyzed for these study time periods. Significant adverse pedestrian impacts were identified at 1 pedestrian element (i.e., sidewalk, corner, or crosswalk) in the weekday PM peak hour, 12 in the weekday evening peak hour, 1 in the Saturday midday/afternoon peak hour, and 11 in the Saturday evening peak hour. In total, significant adverse pedestrian impacts during one or more analysis peak hours were identified at six study area sidewalks, one corner, and seven crosswalks. Potential improvement measures will be explored between Draft and Final EIS to mitigate these identified impacts to the extent practicable. For this Draft EIS, the impacts identified for the 14 study area pedestrian elements are all considered unavoidable impacts of the Proposed Project.

AIR QUALITY—MOBILE SOURCE

As described in "Air Quality," mobile source annual $PM_{2.5}$ increments are predicted to potentially exceed the *de minimis* criterion of 0.1 $\mu g/m^3$ for the annual averaging period at West Kingsbridge Road and Reservoir Avenue, and West 195th Street and Reservoir Avenue. Therefore, at these locations, the Proposed Actions would result in a significant adverse mobile source air quality impact. Between the DEIS and FEIS, additional review and evaluation will be performed, which is expected to determine that the identified significant adverse impact related to the mobile source annual $PM_{2.5}$ increments will be avoided. The additional review is expected to include a more refined microscale analysis which incorporates all of the traffic peak periods and accounts for the relative frequency of events that would take place. If required, additional modeling of $PM_{2.5}$ concentrations (Grid Analysis) will be performed using more refined or comprehensive analysis procedures to determine the magnitude and extent of neighborhood-scale $PM_{2.5}$ impacts from mobile sources. It is expected that these additional measures will reduce $PM_{2.5}$ concentrations below the annual *de minimis* criterion threshold. However, if the additional review and evaluation determines that there would still be a significant adverse mobile source air quality impact at one or more of the analyzed locations and there is no feasible or practical mitigation for these impacts, then they would constitute an unavoidable adverse impact of the Proposed Actions.

CONSTRUCTION

Construction Noise

The detailed analysis of construction noise concluded that construction of the Proposed Project has the potential to result in noise levels that would exceed the *CEQR Technical Manual* construction noise impact criteria for an extended period of time at receptors surrounding the proposed construction work areas, including residential and school receptors. Construction noise levels of this magnitude and duration would constitute a significant adverse impact. Possible mitigation measures would be explored by the Applicants in more detail between Draft and Final EIS in consultation with the lead agency, but could include receptor control measures (i.e., offer of improved façade attenuation) at building façades that are predicted to experience impacts. Even with these measures or at buildings that already have insulated glass windows and/or alternate means of ventilation, interior $L_{10(1)}$ values would, at times during the construction period, exceed the 45 dBA guideline recommended for residential and community spaces according to CEQR noise exposure guidelines. The potential mitigations will be explored to determine if there are feasible and practicable measures that could minimize, avoid, or mitigate the potential construction noise impacts listed above. Source or path controls for the construction of the Proposed Project would not be effective in fully mitigating the predicted construction noise impacts at these receptors. Because these impacts cannot be fully mitigated, the impacts would constitute an unavoidable significant adverse impact of the Proposed Actions.

GROWTH-INDUCING ASPECTS OF THE PROPOSED PROJECT

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

The Proposed Project would adaptively reuse the large vacant Armory and create new employment, learning, and recreational opportunities for local residents. The Proposed Project would introduce a variety of new uses, including a mix of community facility and cultural space, light manufacturing space, commercial office space, a 17,000-person capacity live event venue, and other entertainment uses, along with parking and loading docks. The Proposed Project would redevelop the National Guard Site with a new residential building with ground floor retail, adding 500 new permanently affordable DUs to the neighborhood. In addition, approximately 64,800 sf of new, publicly accessible open space would be created on the Project Site in the areas southwest of the Armory along Reservoir Avenue and West Kingsbridge Road and along the west side of the Armory along Reservoir Avenue. The new open space would provide a flexible design suitable for a variety of programming and users, such as farmers’ markets, food vendors, concert patrons, and tour groups.

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

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

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

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

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Resources, both natural and built, would be expended in the adaptive reuse and operation of the Armory, the construction and operation of the new residential building, and the creation of the new open space on the Project Site. These resources include the

materials used in construction; energy in the form of fuel and electricity consumed during construction and operation of the Proposed Project; and the human effort (i.e., time and labor) required to develop, construct, and operate various components of the Proposed Project.

The resources are considered irretrievably committed because their reuse for some purpose other than the construction of the Proposed Project would be highly unlikely. The Proposed Project constitutes a commitment of the existing Armory as a built resource, thereby rendering its use for other purposes infeasible. The Proposed Project also constitutes an irreversible and irretrievable commitment of the National Guard Site and the Project Site, overall, as a land resource, thereby rendering land use for other purposes infeasible, at least in the near term.

These commitments of land resources and materials are weighed against the benefits of the Proposed Project. The Proposed Actions would facilitate development on the Project Site, including the adaptive reuse of the vacant Armory with new uses, including a mix of community facility and cultural space, light manufacturing space, commercial office space, a 17,000-person capacity live event venue, and other entertainment uses, along with parking and loading docks; the construction of a new residential building containing 500 new permanently affordable DUs and ground floor retail; and the creation of new, publicly accessible open space on the Project Site. The redevelopment of the Project Site would be compatible with surrounding land uses, consistent with zoning in the Kingsbridge Heights neighborhood, and supportive of public policies that address economic development, housing, and open space.

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