Science Park and Research Campus (SPARC) Kips Bay

Final Scope of Work in Preparation of a Draft Environmental Impact Statement

PREPARED FOR

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Final Scope of Work

Introduction

This FinalDraft Scope of Work (FDSOW) outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the Science Park and Research Campus (SPARC) Kips Bay project. The FSOW builds on the Draft Scope of Work (DSOW) that was published on February 13, 2024, through feedback from elected officials, community organizations, and members of the public. New text that has been added is indicated with a double underline, and deleted text is indicated by a ~~strikethrough~~.

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

As part of the SPARC Kips Bay project, the Applicants seek to transform Hunter College's antiquated Brookdale Campus into~~facilitate the development of~~ approximately 2.19 million gross square feet (gsf) of ~~new construction~~state-of-the-art ~~of~~ academic, health-care, and Life Sciences space, ~~and~~ as well as retail space and public realm improvements (the Proposed Project). ~~The public realm improvements would take the form of new publicly-accessible open space, a replacement bridge over the Franklin D. Roosevelt (FDR) Drive at East 25th street to make it ADA accessible, a tie-in to the Kips Bay Coastal Resiliency (KBCR) project's planned flood protection to the northeast along FDR Drive and protection along East 25th Street, and a widening of the demapped portion of East 26th Street (former East 26th Street) located between FDR Drive and First Avenue to accommodate two-way traffic flow. Collectively, the new 2.19 million gsf of development and the public realm improvements are the "Proposed Project." The Proposed Project would consist of three buildings. Two buildings would be located on the portion of the site between First Avenue and approximately 430 feet east of First Avenue between East 25th Street and former East 26th Street known as the "Western Parcel," while the third building would be located approximately 370 feet west of FDR Drive between East 25th Street and former East 26th Street known as the "Eastern Parcel."~~

The Proposed Project would be programmatically split into a Western Parcel on the First Avenue portion of the Development Site and an Eastern Parcel facing FDR Drive. The Western Parcel is bounded by First Avenue to the west, approximately 430 feet east of First Avenue to the east, East

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

25th Street to the south, and former East 26th Street to the north. The Eastern Parcel covers the remaining portion of the Development Site starting at approximately 370 feet west of FDR Drive between East 25th Street and former East 26th Street.

The public realm improvements would take the form of a new publicly accessible open space, a replacement bridge over Franklin D. Roosevelt (FDR) Drive at East 25th Street to make it ADA accessible, a tie-in to the Kips Bay Coastal Resiliency (KBCR) project's planned flood protection to the northeast along FDR Drive and protection along East 25th Street,[2] including a connection to the existing floodwall at the U.S. Department of Veterans Affairs New York Harbor Healthcare System's Manhattan campus (U.S. Corbin VA Facility), and a widening of the demapped portion of the former East 26th Street located between FDR Drive and First Avenue to accommodate two-way traffic flow.

To facilitate the Proposed Project, the Applicants are seeking the approval of the following discretionary land use actions ~~that are subject to ULURP, as well as several discretionary approvals related to City and State funding~~actions/approvals ~~-~~(collectively, the Proposed Actions), which would apply to the Development Site:

Land Use Actions Subject to ULURP

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

Separate from this application, the Applicants are seeking several discretionary approvals to facilitate the Proposed Project~~Additional discretionary approvals not subject to ULURP~~:

- City Funding: Construction of the new CUNY building would utilize City capital funding;

[2] Absent the KBCR project, the Proposed Project would incorporate standalone flood protections with independent utility into the design.

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

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

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

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

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

City Environmental Quality Review (CEQR) and Scoping

The purpose of the scoping process is to focus the EIS on the potential for significant adverse environmental impacts. In addition, it allows the public, agencies, and other interested parties the opportunity to help shape the EIS by raising relevant issues regarding the focus and appropriate methods of study. The draft scoping document sets forth the analysis areas proposed to be covered in the EIS and the methodologies that are proposed to perform these analyses. During the scoping period, those interested in reviewing the published DSOW may do so and provide their comments to the lead agency.

The public, interested agencies, community boards, and elected officials were~~are~~ invited to comment on the DSOW, either in writing or orally, at a virtual public scoping meeting that was ~~to be~~ held on March 6, 2024. Written comments on the DSOW were ~~will be~~ accepted by the lead agency through close of business March 18, 2024. The ~~Final Scope of Work (~~FSOW~~) will~~ incorporates all relevant comments made on the DSOW, and the Draft EIS (DEIS) will be prepared in accordance with the Final Scope.

Once the DEIS is determined to be complete by the lead agency, the document is published and made available for public review and comment. A public hearing will be held on the DEIS, in conjunction with the project's ULURP hearing, to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS

[4] This State action is subject to SEQRA.

(FEIS) will be prepared that will respond to all substantive comments made on the DEIS and incorporate any necessary revisions. The FEIS will identify the required environmental findings, which are used as a basis for deciding whether to approve the requested discretionary actions, with or without modifications. According to SEQRA Part 617.11(d), these findings must:

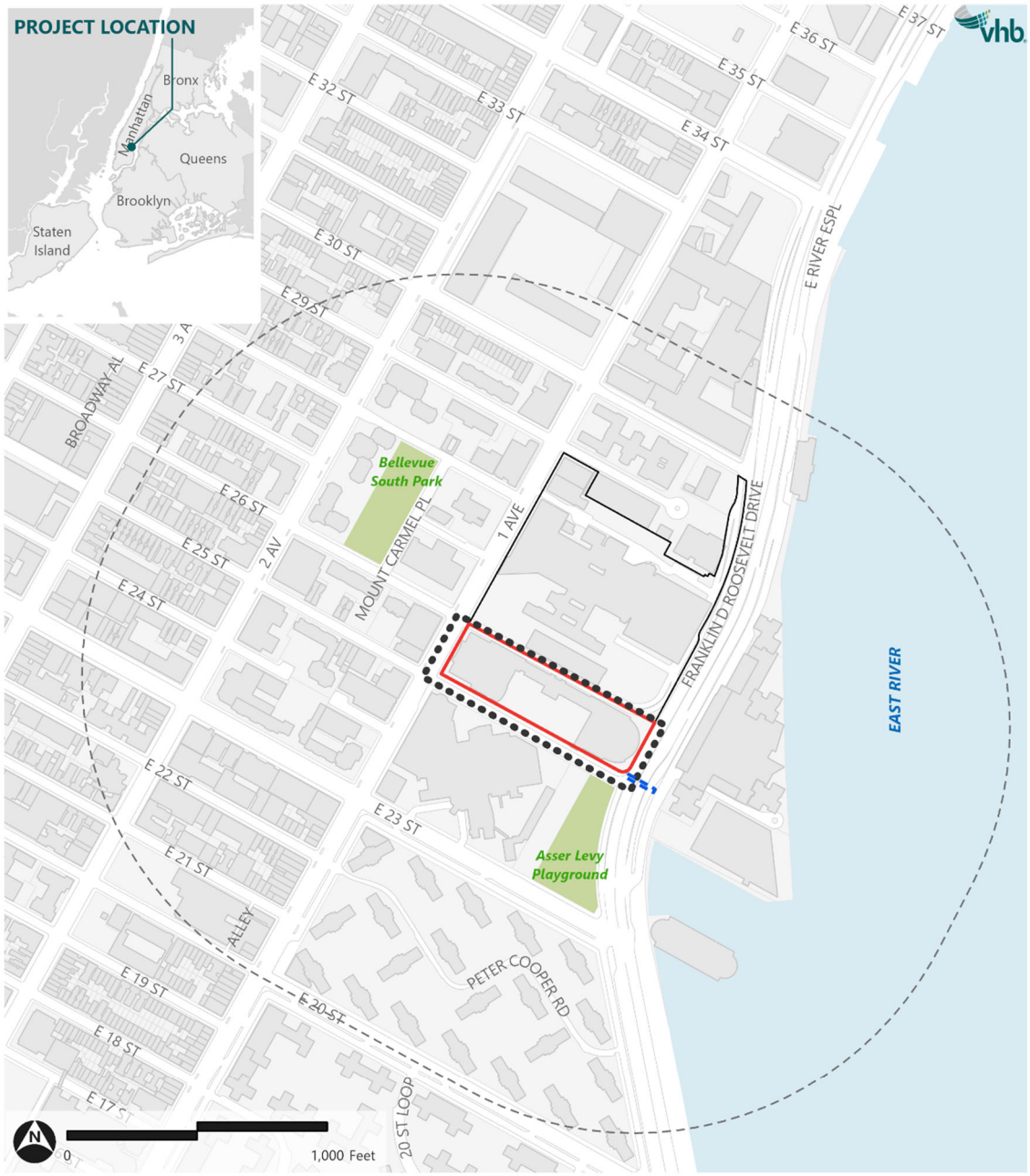
1. Consider the relevant environmental impacts, facts, and conclusions disclosed in the final EIS;
2. Weigh and balance relevant environmental impacts with social, economic, and other considerations;
3. Provide a rationale for the agency's decision;
4. Certify that the requirements of this Part have been met; and
5. Certify that—consistent with social, economic, and other essential considerations from among the reasonable alternatives available—the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable, by incorporating as conditions to the decision those mitigative measures that were identified as practicable.

Uniform Land Use Review Procedure

The Proposed City Actions are subject to public review under ~~the Uniform Land Use Review Procedure (~~ULURP~~)~~, Section 200 of the City Charter, as well as CEQR and SEQRA procedures.[5] The New York City Charter (the Charter) requires certain actions that are reviewed by the City Planning Commission (CPC) to undergo a ULURP. ULURP is a standardized procedure whereby applications affecting the land use of the city would be publicly reviewed. The Charter also established mandated time frames within which application review must take place. Key participants in the ULURP process are DCP and the CPC, the local community board, the Manhattan Borough President, the City Council, and the Mayor.

[5] As noted above, environmental review pursuant to SEQRA would be required for any State approvals or funding, as listed above.

Figure 1 Site Location Map



Source: MapPLUTO

Development Site and Rezoning Area

Development Site

The Development Site includes approximately 4.75 acres of land in the Kips Bay area of Manhattan CD 6, bounded by East 25th Street to the south, First Avenue to the west, FDR Drive to the east, and the northern boundary of former East 26th Street, which is de-mapped and predominantly used as a private drive for the superblock owned by NYC H+H to the north (see **Figure 1**). The Development Site ~~is~~ comprises the southern portion ~~part~~ of Block 962, Lot 100 and has a lot area of approximately 206,981 sf. While Lot 100 ~~stretches~~ extends north from East 25th Street~~, north~~ to East 29th Street at First Avenue and north to East 30th Street along FDR Drive, the Proposed Project would, as stated above, ~~the Proposed Project would~~ affect only the southern, approximately 4.75-acre portion of this lot, with components north of that being untouched by the Proposed Project. It should ~~also~~ be noted that~~,~~ a zoning and tax lot subdivision will be sought as part of the project such that the Development Site becomes its own standalone zoning and tax lot. If the Eastern Parcel is designed as two separate buildings, the tax lot may be further subdivided such that CUNY's building will be on a separate tax lot~~. proposed. While the timing for this zoning lot subdivision has not yet been determined, the City intends to create two separate zoning lots—one of which would include the portion of the block located north of the former East 26th Street, and the other would include the Development Site.~~

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

The Development Site ~~is~~ currently contains ~~occupied by~~ the CUNY Hunter College Brookdale Campus, ~~comprised~~ which consists of three buildings ~~a~~ totaling ~~of~~ approximately 538,464 gsf. Since 1954~~2~~, this campus has housed a nursing school and dormitories. In 1967, CUNY inherited the Brookdale Campus from ~~the Hunter College~~ Bellevue Hospital for Hunter College's health sciences and nursing programs and has been operating on the campus ever since ~~School of Nursing, dormitories for students, and other medical-related facilities~~. The ~~campus consists of~~ three main buildings on the campus~~that~~ create a C-shape formation surrounding a courtyard accessible via a single secured entry from East 25th Street. While the courtyard fronts the street, it remains physically and visually disconnected from it as there is a tall brick wall along the southern property line. This courtyard once included tennis courts that were open to Hunter College but is now used ~~for~~ as accessory parking for Hunter College.

The campus's three buildings are the West Building, the North Building, and the East Building. The West Building includes a 10-story brick tower with a two-story podium, with frontage on First Avenue. It consists of a library, auditorium, lecture halls, classrooms, a gym, and a pool (which~~that~~ is no longer in use) in a large podium, with School of Nursing offices in a tower portion above~~;~~ ~~T~~the~~the~~ primary entry to this building is to the east, within the courtyard that is fenced off, secured, and only accessed through a security booth on East 25th Street. In total, the West Building includes approximately 210,232 gsf.

The North Building includes a 14-story brick tower with a single-story podium, with frontage on former East 26th Street. It has a shared corridor and student lounge at ground level with a ~~527~~555-

bed dormitory tower above; it can be accessed via a secured mid-block entry. In total, the North Building includes approximately 198,610 gsf.

The East Building includes a seven-story brick tower with a two-story podium that has frontage on FDR Drive. It houses an auditorium, labs, and physical therapy areas at the podium, with a second dormitory tower above which includes approximately ~~150~~ 156 beds. The East Building includes approximately 129,622 gsf.

The buildings are interconnected at the basement level via a shared service corridor. In the West and North Buildings, this area is used principally for infrastructure and back-of-house functions. In the East Building, the basement contains the Doctor of Physical Therapy program and facility offices. ~~Due to the topography of the Development Site, the West and North Buildings are predominantly below grade at this level (with the exception of light wells along former East 26th Street), while portions of the East Building are at grade with windows and entry points.~~ The buildings are also interconnected at the ground level through public corridors, lobbies, and shared amenity spaces.

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

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

Rezoning Area

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

Pedestrian Bridge

The existing pedestrian bridge extends east across FDR Drive from the north sidewalk of East 25th Street. It is supported by three piers; the western pier of the bridge is located in the southeast corner of the CUNY Hunter College Brookdale Campus, the middle pier is located within the median of FDR Drive, and the eastern pier is located in the southwest corner of Block 991, Lot 60, which contains the Waterside Plaza Apartment Complex. Access to the bridge from the west is provided by a series of stairs on the Development Site, while access from the east is provided by a series of ramps on the

Waterside Plaza side. Although there are ramps ~~on the Waterside Plaza side of the existing pedestrian bridge~~, the existing bridge does not meet current Americans with Disabilities Act (ADA) accessibility requirements on either side of FDR Drive, ~~as the western side of the bridge contains stairs and the ramps on the eastern side of the bridge do not meet the latest ADA guidance.~~ Currently, the width of the pedestrian path on the bridge ranges from approximately 8 feet wide over FDR Drive to a width of 6 feet for the ramps on the east side of FDR Drive adjacent to Waterside Plaza. The mapped width of the bridge structure is approximately 18 feet on the western side and approximately 21 feet on the eastern side, and it occupies an area of approximately 4,240 square feet. The underside vertical clearance of the bridge is approximately 13 feet to 16 feet in elevation, which does not comply with current City and State Department of Transportation (DOT) standards for underside bridge clearance heights.

Surrounding Context

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

Medical and Institutional Uses

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

The ~~U.S. Department of Veterans Affairs New York Harbor Healthcare System's Manhattan campus (~~U.S. Corbin VA Facility~~)~~, located directly south of the Rezoning Area, occupies a large portion of the superblock bounded by East 25th Street, the former Asser Levy Place, East 23rd Street, and First

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

Avenue. The U.S. Corbin VA Facility's main building includes over ~~one~~ 1 million ~~square feet~~sf and rises to 18 stories. The U.S. Corbin VA Facility recently constructed a 14-foot-tall flood-wall that extends around the site along the northern property line on East 25th Street, along the former Asser Levy Place on the site's eastern property line, and on the site's southern property line along East 23rd Street.

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

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

Residential Uses

A small number of multi-family residential elevator buildings, mixed commercial/residential buildings, which are 26 stories tall, are located along Second Avenue. Immediately east of the Rezoning Area is FDR Drive and associated service roads. East of FDR Drive, accessible by an automobile entrance at East 23rd Street and a pedestrian bridge at East 25th Street, is the Waterside Plaza mixed-use development. Built under the New York State Mitchell-Lama Housing Program in 1973, Waterside Plaza occupies all of Manhattan Block 991, Lots 60 and 61, covers approximately 266,963 gsf, ~~230,066 sf~~ and includes four high-rise apartment towers ranging in height from 31 to 37 stories with approximately 1,470 apartment units. The complex also includes offices, commercial space, a multilevel parking structure and the British International School. Directly south of Waterside Plaza are the United Nations International School (UNIS) and the Skyport Marina which includes a parking garage, marina facilities and gas station. ~~South of UNIS is the~~ The East 23rd Street Marina is south of UNIS.

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

The Peter Cooper Village-Stuyvesant Town residential complex is located south of East 23rd Street, beyond the U.S. Corbin VA Facility. Peter Cooper Village-Stuyvesant Town is a large, post-World War II private residential development that consists of 62 red-brick apartment buildings ranging between 13~~-~~ and 15 ~~-~~stories in height on an approximately 80-acre campus bounded by East 23rd Street to

the north, East 14th Street to the south, Avenue C to the east, and 1st First Avenue to the west on Block, occupying all of Blocks 972 and 978. Combined, the development includes approximately 12 million square feetsf of floor area, including up to approximately 11,705 apartment units, 20,000 gsf of commercial office space, and 94,000 gsf of commercial retail space.

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

Public Open Spaces

Open spaces in the surrounding area include Asser Levy Playground and Bellevue South Park. The 2.44-acre Asser Levy Playground is located between East 23rd Street and East 25th Street west of FDR Drive. The Asser Levy Recreation Center is located within Asser Levy Playground and is a designated landmark. The 1.59-acre Bellevue South Park is located just west of Mount Carmel Place between East 26th Street and East 28th StreetEast of the former Asser Levy Place (which has been demapped and incorporated into the adjacent park), the 2.44-acre Asser Levy Park and Recreation Center occupies a portion of the superblock south of the Rezoning Area. This facility is run by the New York City Department of Parks and Recreation (NYC Parks). The playground was expanded in 2015 and includes outdoor fitness equipment, playground equipment, handball courts, basketball courts, and seating. The Recreation Center, which fronts on East 23rd Street, offers a gym with fitness equipment, classroom space, basketball courts, an outdoor pool, and an indoor pool. The Recreation Center is a designated New York City Landmark.

West of the Development Site along Mount Carmel Place is Bellevue South Park—a 1.59-acre public open space owned and managed by NYC Parks. The park, which is bounded by Mount Carmel Place to the east, the Kips Bay residential development to the west, the pedestrianized East 28th Street to the north and East 26th Street to the south, was mapped in 1966 as a new green space for an increasingly residential neighborhood. The park was initially owned and maintained by local community organizations before NYC Parks assumed jurisdiction in 1986. The park was recently renovated and contains amenities like playgrounds, a basketball court, a spray shower area, and a dog run. The park edge is lined with trees and planter beds planted with shrubs and groundcovers. In 2001, Antoni Milkowski's abstract sculpture entitled Skaggerak was relocated from Madison Square Park to Bellevue South Park's northern landscape. The park's mature tree canopy covers seating space, creating a serene environment shaded by foliage of well-established trees.

Transportation

The primary north-south thoroughfares through the immediate neighborhood surrounding the Development Site are FDR Drive (two-way, north- and southbound), First Avenue (one-way northbound) and Second Avenue (one-way southbound). First Avenue and Second Avenue are local truck routes, as are East 23rd Street and East 34th Street. Traffic exiting FDR Drive can travel crosstown via East 23rd Street, East 25th Street and East 34th Street. All three are two-way, east-westbound streets (East 25th Street is two-way only between FDR Drive and First Avenue). Entrances

to the Queens Midtown Tunnel are situated at East 34th Street between First and Second Avenues and at East 36th Street near Second Avenue. The Queens Midtown Tunnel offers access to the major metropolitan airports located in Queens County.

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

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

The East River Bikeway/Greenway can be accessed via the East 25th Street pedestrian bridge just east of the Development Site; this bridge has steps and therefore is not ADA accessible. Protected bicycle lanes are located along First Avenue (northbound), Second Avenue (southbound), and former East 26th Street (eastbound), with a small section of both conventional and shared bicycle lanes placed along East 26th Street between First and Second Avenue. In addition, there are several Citi Bike docking stations within the 600-foot radius, include those at the southeast corner of East 23rd Street and First Avenue, the northeast corner of East 25th Street and First Avenue, and the de-mapped portion of East 27th Street between First and Second Avenues.

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

Required Approvals

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

Land Use Actions Subject to ULURP:

1. **Zoning Map Change:** A zoning map amendment to rezone to the street centerlines of East 25th Street to the south, First Avenue to the west, and FDR Drive to the east, and ~~to the northern edge~~

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

~~of former East 26th Street~~a to a point 255 feet to the north of East 25th Street from an R8 district to a C6-4 district;

2. **Zoning Text Amendment:** A zoning text amendment to Appendix F of the New York City ~~Zoning Resolution (ZR)~~ ZR to establish a~~n~~ MIH area coterminous with the proposed C6-4 district that would be mapped on the Development Site;

3. **Special Permit:**

   - A special permit pursuant to ZR Section ~~74-48, Scientific Research and Development Facility/ZR 74-~~74-171, Laboratories, to allow for UG VII that does not comply with Section 427 of the New York City Building Code;
   - ~~and~~A special permit pursuant to ZR Section 74-901, Bulk Modifications for Laboratories, to modify certain bulk regulations and allow ~~Use Group (UG)~~UG ~~17B~~ VII in a commercial district[8];

~~3.~~4. **Disposition of City-Owned property:** Disposition of City-owned property for the Western Parcel, disposition for the open space premises, and disposition of a portion of the Eastern Parcel to CUNY;

5. **Site Selection and Acquisition of real property interest:** Site Selection and Acquisition of real property interest for ~~H+H and~~ OCME ~~facilities~~facility; ~~and~~

6. **Acquisition of Real Property Interest**: Acquisition of real property interest for H+H facility; and~~.~~

7. **City Map Change:** City Map Change related to the East 25th Street replacement bridge, which includes a demapping action to remove the existing pedestrian bridge from the City Map.

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

~~4.~~1. **State Financing**: In addition to City capital funding, the Applicants are seeking to use New York State financing for the development of the Proposed Project[9]; and

1. **City Funding:** Construction of the new CUNY building would rely on City capital funding~~.~~;

2. **State Financing**: In addition to City capital funding, the Applicants are seeking to use New York State financing for the development of the Proposed Project[10]; and

~~5.~~3. **CUNY and NYCPS:** The siting of CUNY and NYCPS facilities are not subject to ULURP. Applicants will pursue a separate non-ULURP process to site and develop facilities for CUNY and NYCPS.

~~Site Selection to allow for a new public facility for use by OCME;~~

~~A City Map change related to the East 25th Street replacement bridge, which includes a demapping action to remove the existing pedestrian bridge from the City Map;~~

~~[8] The New York City Department of City Planning is proposing a citywide zoning text amendment—the City of Yes Zoning for Economic Opportunity (COYEO) text amendment—with the overall goal of supporting economic recovery and resiliency in New York City. The proposed text amendment would modify certain Zoning Resolution sections related to life sciences. Given the timing of the Proposed Project, the special permit pursuant to the existing ZR Section 74-48 is the current special permit being pursued as ZR Section 74-171 (use) and Section 74-901 (bulk) do not yet exist. These two sections are proposed to replace Section 74-48 under Zoning for Economic Opportunity. If the zoning modifications proposed under Zoning for Economic Opportunity are adopted, the Proposed Actions to facilitate the Proposed Project would be modified. While the specific actions would be modified, this change would not affect the development proposed as part of the Proposed Project.~~

[10] This is a State action, making the EIS subject to SEQRA review.

~~State financing for the development of the Proposed Project[11]; and~~

~~City capital funding.~~

Description of Required Approvals

Zoning Map Amendment

The proposed zoning map amendment would rezone the Rezoning Area from R8 to C6-4. As described above and shown below in **Figure 3**, the proposed zoning map amendment would affect the southern portion of Manhattan Block 962, Lot 100 between East 25th Street and former East 26th Street, comprising ~~of~~ approximately 206,~~910~~ 981 sf (4.75 acres) of lot area.

C6-4 districts (R10 equivalent) are non-contextual commercial districts typically mapped within the C~~c~~ity's major business districts, which allow a maximum Floor Area Ratio (FAR) of 10 for commercial, residential, and/or community facility uses (though the maximum permitted residential FAR may be increased to 12 in an Inclusionary Housing designated area and commercial FAR may be increased to 12 with the use of a plaza bonus). Like the existing R8 district, the proposed C6-4 district would be governed by the sky-exposure plane, starting at a height of 85 feet and with an initial setback distance of 15 feet fronting a wide street or 20 feet fronting a narrow street. In addition, C6-4 districts also allow Quality Housing Program buildings with maximum height limits. Off-street parking is required in C6-4 districts and varies by use; however, no parking is required within the Manhattan Core, pursuant to ZR Section 13-10.

The C6-4 (MIH) district would increase the maximum allowable density at the Development Site from 6.02 FAR/6.50 community facility (under the existing R8 zoning) to 12 FAR for mixed-use buildings, and up to 12 FAR on commercial buildings with the use of a plaza bonus. The C6-4 district would also allow for both commercial and residential uses on the Development Site.

Locating a C6-4 district on the Development Site is appropriate, as this commercial district permits a wide range of commercial uses that are typically found in high-density locations similar to the Development Site. A C2-5 overlay is mapped directly across the street from the Development Site on the west side of First Avenue and allows a mix of uses along the First Avenue corridor. Similarly, the Waterside Plaza complex located to the east of the Development Site is within a C2-7 district, which allows a mix of residential and commercial uses. The Development Site also fronts on wide streets (i.e., First Avenue and FDR Drive) where taller buildings are appropriate. The proposed C6-4 zoning allows for towers occupied by commercial, residential, and community facility uses to be built, consistent with the surrounding neighborhood and maximizing both density and light and air. Additionally, the C6-4 district allows for the submission of the special permit for scientific research and development facilities proposed to support the development of the Life Sciences corridor. This use would complement and strengthen the existing First Avenue Health and Sciences Corridor, and would be consistent with the Manhattan Community Board 6 (CB6) 197-a plan as adopted by the CPC and City Council in 2010 (N 060273 NPM), which encourages institutional development and community uses that are compatible with the existing scientific, hospital and hospital-related uses in the area bounded by East 23rd Street, First Avenue, East 34th Street, and FDR Drive.

Zoning Text Amendment - MIH

While the Proposed Project does not include any residential floor area, a zoning text amendment would map an MIH area over the Development Site. This zoning text amendment is proposed in accordance with City policy wherein the MIH program is triggered by a substantial increase in residential zoning floor area. Because the proposed C6-4 zoning district substantially increases allowable residential zoning floor area, this text amendment is included even though the project does not utilize any residential floor area. The Applicants are also proposing a zoning text amendment that is required to map the proposed C6-4 zoning district as an MIH area by creating a new map for Manhattan CD 6 in Appendix F of the New York City ZR. While residential units are not anticipated at this time, the MIH Area would require any new developments containing residential uses to provide affordable units pursuant to one of the four MIH options described below:

Option 1 – requires 25 percent of residential floor area must be affordable housing for residents with incomes averaging 60 percent of area median income (AMI);

Option 2 – requires 30 percent of residential floor area must be affordable housing for residents with incomes averaging 80 percent AMI;

Option 3 (or the "Deep Affordability Option") – requires 20 percent of residential floor area must be affordable housing for residents with incomes averaging 40 percent of AMI; and

Option 4 (or the "Workforce Option") – requires at least 30 percent of residential floor area must be affordable housing for residents with incomes averaging 115 percent of AMI, with no unit targeted to a household exceeding 135 percent of AMI.

A zoning text amendment to Appendix F of the Zoning Resolution, "Mandatory Inclusionary Housing Areas," would establish a MIH Area that is coterminous with the proposed C6-4 district. The MIH Area would set a new maximum residential FAR permitted by the underlying zoning district (10 FAR). With both the designation of the Rezoning Area as an MIH Area and its rezoning to a C6-4 (R10 equivalent) zoning district, the maximum permitted FAR within the Rezoning Area in the C6-4 district would be 12.

Special Permit

As noted above, the New York City Department of City Planning (DCP) is proposing a citywide zoning text amendment – the City of Yes Zoning for Economic Opportunity (COYEO) text amendment – with the overall goal of supporting economic recovery and resiliency in New York City. The proposed text amendment would modify certain Zoning Resolution sections related to life sciences. Given the timing of the Proposed Project, the special permit pursuant to the existing ZR Section 74-48 is the current special permit being pursued as ZR Section 74-171 (use) and Section 74-901 (bulk) do not yet exist. These two sections are proposed to replace Section 74-48 under Zoning for Economic Opportunity. If the zoning modifications proposed under Zoning for Economic Opportunity are adopted, the Proposed Actions to facilitate the Proposed Project would be modified. While the specific actions would be modified, this change would not affect the development proposed as part of the Proposed Project.

The special zoning permit pursuant to ZR Section 74-48 to (a)/ZR 74-171, Laboratories and ZR Section 74-901, Bulk Modifications for Laboratories is being sought to (a) increase the base height at the west side of the Development Site and (b) allow Use Group (UG)UG 17B VII in a commercial district. As UG 17B VII is not permitted in C6-4 districts as-of-right, the proposed special permit

pursuant to ZR Section 74-171 would allow for the Applicants to include the proposed medical laboratory facilities (UG ~~17B~~VII) that are crucial to the Proposed Project's Life Sciences uses. Additionally, the proposed special permit pursuant to ZR Section 74-901 would allow for modifications of the underlying height and setback regulations of ZR Section 33-~~432~~442, which will allow for the building to encroach on the initial setback distance and the sky exposure plane, which is necessary to accommodate the large floorplates required for modern, efficient laboratory uses at the Development Site.

It should be noted that in addition to the proposed building heights and setbacks of the Proposed Project described below in **Project Description**, the proposed height and setback waivers would permit maximum building height envelopes for the buildings, ranging between up to approximately 370 feet and 500 feet in height. The maximum development envelope would generally provide the flexibility of approximately 5 feet for each of the proposed buildings/towers' facade locations. The maximum building envelope provides the necessary flexibility to accommodate the need for any unforeseen modifications to the buildings during the project's final design phase, including but not limited to minor adjustments to building core, structural and/or facade locations due to certain site conditions and/or restraints.

Disposition of City-Owned Property

~~The Applicants~~NYCEDC and DCAS are seeking an action allowing the disposition of real property owned by the~~a~~ City to one or more ~~-owned site to a~~ private ~~developer~~ parties. ~~for t~~The Western Parcel of the Development Site is proposed for disposition to a developer or developers to be selected at a future date through a public RFP, and the City is seeking~~,~~ disposition for the open space premises, and disposition of a portion of the Eastern Parcel to CUNY. The City would release one or more RFPs delineating requirements in line with these ULURP approvals for the redevelopment of the Western Parcel at the Development Site. Further, the open space premises may be disposed to the selected developer for the Western Parcel for maintenance or otherwise for access. However, the open space will remain in City ownership under DCAS jurisdiction. Once the disposition is approved, the City would dispose of the Western Parcel to a future respondent to a publicly advertised RFP for development and operations, part of the Eastern Parcel to CUNY, and possibly the open space to the Western Parcel developer for maintenance or otherwise for access.

The disposition of the City-owned properties requires approval through ULURP under the City Charter Section 197(c).

Site Selection and Acquisition of Real Property Interest

The Applicants ~~are seeking acquisition of real property interest within the proposed life science buildings for H+H and OCME facilities. Acquisition actions are needed to allow for H+H and OCME to utilize the proposed spaces within the life science building that would be developed by a private developer.~~

~~The Applicants are seeking~~request a site selection and acquisition action to facilitate the construction of a new Manhattan Forensic Pathology Center (FPC) for OCME. The Manhattan FPC is currently located at OCME's main offices at 520 First Avenue, just north of East 30th Street. This six-story building opened in 1960, and houses many of OCME's central functions, including the current FPC, cold boxes for decedents, executive offices, autopsy rooms, office space, x-ray/photography facilities, toxicology and histology laboratories, anthropology lab space, and Family Services Offices for

decedent identification. OCME's DNA forensics laboratory and other facilities are located in the Hirsch Building, directly across Bellevue Drive from the Development Site.

The facilities in the current FPC building are significantly past their useful life, including outdated HVAC, electrical, and fire suppression systems. Given the highly technical nature of the forensic work completed at this facility, and need to be as close as possible to the laboratories and other facilities located in the Hirsch Building, which include three Forensic Biology laboratories, the Molecular Genetics laboratory, Medicolegal Investigations, the agency-wide Operations Center, OCME's administrative units, medical examiner and medicolegal training facilities, emergency mass fatality operations laboratory, and evidence facilities including a forensic garage to examine vehicles for forensic evidence, OCME identified a pressing need to relocate the FPC.

Throughout 2015, NYCEDC assisted OCME with an evaluation of options for siting a new Manhattan FPC. OCME's goals were to consolidate all Manhattan operations within one facility or within the same block while addressing the poor building condition for the FPC. Criteria include proximity to the Hirsch Building, time until occupancy, available sites, appropriateness of the future space, and cost.

Given the anticipated future development of the Development Site with Life Sciences uses and the site's ideal location across from the Hirsch Building, locating the FPC within the Proposed Project was identified as the most effective option. Given that the current facility is four blocks to the north and that the functions would be consolidated in the new facility and the Hirsch Building, the impacts are anticipated to be the same as existing conditions. The proposed FPC would use approximately 156,270 gsf, and the use would be consistent with the commercial and community facility uses that are proposed as part of the Proposed Project.

OCME functions as one citywide office with three forensic campuses and two additional family service locations. While pathology services provided citywide are equivalent no matter where the case originates, OCME's laboratories and medical examiner training programs are sited in Manhattan. The proximity of the Hirsch Center Building with its Laboratory and the FPC is essential to maximize collaboration between scientists, including medical examiners and trainee medical examiners.

The relocation of the OCME FPC may require the acquisition of property by the City. The Development Site's Western Parcel would be disposed of to a private developer for development through an RFP process. After completion of the improvements to be constructed by the developer on the Western Parcel, as determined through the contract between NYCEDC or the City and the future developer, the portion of the building containing the OCME FPC may be reacquired by the City~~to allow for a new public facility for OCME on the Development Site~~.

Acquisition of Real Property Interest

The NYCEDC and DCAS request an acquisition action to facilitate the construction of H+H's outpatient care and training center, allowing for new primary care and expanded wellness programs, ambulatory care, and simulation training facilities. Similar to the OCME facility, the Development Site's Western Parcel would be disposed of to a private developer for development through an RFP process. After completion of the improvements to be constructed by the developer on the Western Parcel, as determined through the contract between NYCEDC or the City and the future developer, the portion of the building containing the H+H facility may be reacquired by the City and transferred to H+H pursuant to Section 7387 of the Unconsolidated Laws of the State of New York.

City Map Amendment

The Applicants are seeking a City Map change that would include a demapping action to remove the mapped portion of the existing East 25th Street pedestrian bridge from the City Map. The proposed City Map change is intended to accommodate the new ADA-compliant pedestrian bridge. The size, footprint, and alignment of the upgraded pedestrian bridge is still being determined in coordination with building design specifications.

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

- City Funding: Construction of the new CUNY building would utilize City capital funding;
- State Financing: In addition to City capital funding, the Applicants are seeking to use New York State financing for the development of the Proposed Project[12]; and
- CUNY and NYCPS: the siting of CUNY and NYCPS facilities are not subject to ULURP. Applicants will pursue a separate non-ULURP process to site and develop facilities for CUNY and NYCPS.

~~State Financing~~

~~In addition to City capital funding, the Applicants are seeking to use New York State financing for the development of the Proposed Project.~~

~~City Funding~~

~~The project will be using City capital funding.~~

Project Purpose and Need

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

LifeSci NYC

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

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

[12] This State action is subject to SEQRA.

Given the presence of the life science, academic, and medical institutions in the Kips Bay Area, ~~In August 2022, Mayor Eric Adams and NYCEDC President and CEO Andrew Kimball awarded $26.6 million to further spur the growth of New York City's Life Sciences industry and create jobs.~~ NYCEDC identified the Brookdale Campus within the Kips Bay Science District and First Avenue Health and Sciences Corridor as an opportune location to advance many of the goals of the City's LifeSci NYC initiative. ~~Through NYCEDC's $1 billion LifeSci NYC initiative, these awards will support the construction of new facilities that will allow the creation of new life sciences startups in the city and promote the next generation of talent and world-class innovation—creating jobs, connecting research to industry, and advancing health care and technology.[13] Given the presence of the academic and medical institutions in the Kips Bay area, NYCEDC identified the Kips Bay Science District and First Avenue Health and Sciences Corridor as an opportune location to fulfill the goals of the City's LifeSci NYC initiative, a $1 billion investment in life sciences research and development and related innovatio~~

SPARC Kips Bay

~~As mentioned above, the Development Site is located in the Kips Bay Science District and First Avenue Health and Life Sciences corridor, a long-established cluster of medical facilities, academic institutions, and healthcare and life sciences businesses. SPARC Kips Bay offers an unprecedented opportunity to advance the LifeSci NYC initiative by becoming a first-of-its-kind jobs and education hub in the heart of New York City with a mix of state-of-the-art academic, health care, and life science facilities on the site of the existing CUNY Hunter College's Brookdale Campus. Driven by an historic investment from the City and State totaling $1.6 billion, SPARC Kips Bay would create a pipeline from local public schools and city universities to careers in the life sciences and public health industries. Through a collaboration between the City of New York, New York State, NYCEDC, and CUNY, SPARC Kips Bay would~~ The Proposed Project is based on the SPARC Kips Bay Master Plan, which was developed in collaboration with OCME, H+H, NYCPS, SCA, CUNY, and other relevant agencies and stakeholders, , to envision a first-of-its-kind jobs and education hub in the heart of New York City with a mix of state-of-the-art academic, health care, and life science facilities on the site of the existing CUNY Hunter College's Brookdale Campus. Driven by an historic investment from the City and State totaling $1.6 billion, SPARC Kips Bay would create a pipeline from local public schools and city universities to careers in the Life Sciences and public health industries, which is expected to result in a $42 billion economic impact to the city over the next 30 years, creating approximately 13,000 temporary ~~union~~ construction jobs, and approximately 3,100 permanent jobs.

The Proposed Actions would allow for the Applicants to achieve the following goals of the SPARC Kips Bay project: ~~City's LifeSci~~ NYC initiative.~~.~~

- Create new career pathways and workforce development opportunities in life sciences, public health, and healthcare.
- Establish a unified plan for a cutting-edge campus that meets the needs of both campus institutions and the broader neighborhood.
- Create a more connected, green, and resilient site through new open spaces, integration of a new accessible pedestrian bridge, and tie-in to the KBCR project. Absent the KBCR project, the Proposed Project would incorporate standalone flood protections into the design.

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

SpecificallyCurrently, the Development Site is currently zoned R8. In R8 zones, academic and health care uses are as-of-right while life sciencesLife Sciences are not. Therefore,The combination of rezoning the site to a C6-4 district and applying for a special permit would facilitate the development of the life science use, a key component of the proposed jobs and education hub. Furthermore, the disposition and acquisition actions would allow for the key partnerships envisioned with CUNY, H+H, and OCME as part of the Proposed Project. The City Map amendment would allow for a critical component of the public realm improvements: a replacement bridge to create a safe and universally accessible connection across FDR Drive. The project proposes further public realm improvements in the form of a new publicly accessible open space; a tie-in to the KBCR project's planned flood protection to the northeast along FDR Drive and protection along East 25th Streetmeasures; and widening and making bidirectional the portion of former East 26th Street, a privately owned, de-mapped street, to improve vehicular circulation. Absent the approval of the Proposed Actions, these public realm improvements would not be realized.

Project Description

Development Site

As contemplated by the project's Master Plan, The SPARC Kips Bay project proposes to create a unified site plan that meets the needs of the distinct campus users and broader neighborhood and envisions the transformation of the block into a connected series of a campus of buildings arranged around a mid-block publicto create an open space that is accessible to the publicfronting East 25th Street. While the Development Site includes only the block between East 25th Street and former East 26th Street, it is part of a larger zoning lot (Block 962, Lot 100) that includes Bellevue Hospital and extends north as far as East 29th Street on the west side of the site and East 30th Street on the east side. The Proposed Actions would change the zoning designation for the SPARC site from R8 to C6-4. Additionally, a zoning lot subdivision is proposed. While the timing for this zoning lot subdivision has not yet been determined, the City intends to create two separate zoning lots, one would include the portion of the block located north of the former East 26th Street and the other would include the Rezoning Area.

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

Tthe Proposed Project would construct multiple new buildings (illustratively shown as Buildings A, B1, and B2) (see **Figure 2**) comprising up to approximately 1,782,000 zsf (2.19 million gsf).[14] The Eastern Parcel would create an integrated educational campus within Building A, as described below, bringing together the Hunter College School of Nursing and departments of Physical Therapy, Speech-Language Pathology & Audiology (including the community clinic), and Medical Laboratory Sciences, Borough of Manhattan Community College (BMCC) Health Sciences, Health Studies, and Nursing Programs, and the CUNY Graduate School of Public Health & Health Policy,[15] along with a NYCPS high school focused on health care and sciences education. The Western Parcel would include two Life Sciences buildings, Building B1 and Building B2, and the one-story SPARC Square Pavilion within the open space. Building B1 would front on First Avenue, and include space dedicated to H+H. Building B2 would be located to the east of Building B1 and would include space for OCME.~~Two buildings would be located between First Avenue to the west and approximately 430 feet east of First Avenue, East 25th Street to the south, and former East 26th Street to the north—on a portion of the site known as the Western Parcel. Building A would be located on the Eastern Parcel, located approximately 370 feet west of FDR Drive between East 25th Street and former East 26th Street. The Proposed Project would consist of approximately 605,163 gsf for the CUNY Hunter College programs~~

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

Building B1, located on the Western Parcel, would contain a total of approximately 810,980 gsf (667,700 zsf), including approximately 184,000 gsf) 174,550 zsf of community facility (UG III(B)), approximately 5,600 gsf (5,060 zsf) of local retail (UG VI), and approximately 530,900 gsf (488,060 zsf) of office and laboratories (UG VII).

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

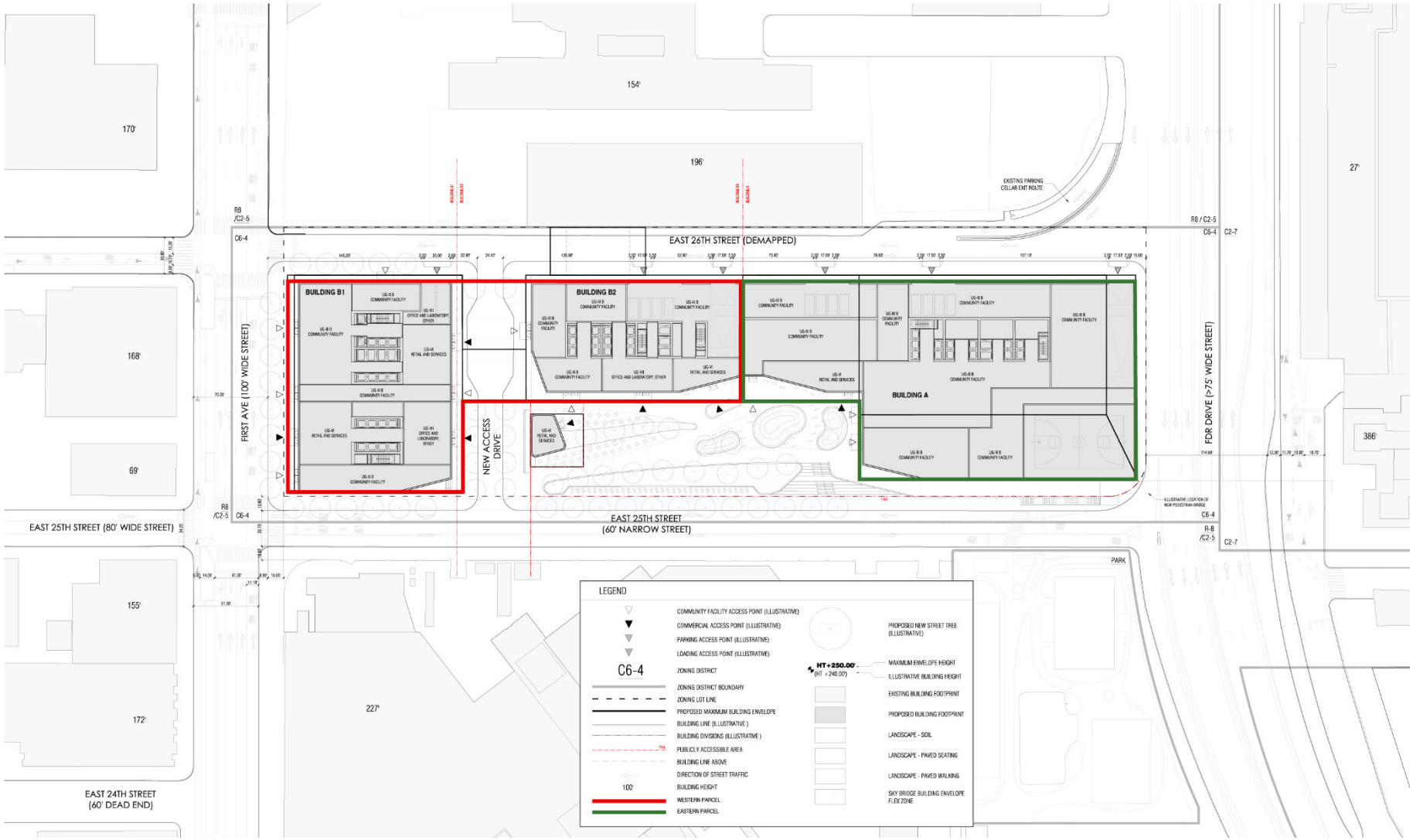
The square footages described above for community facility, office and laboratories, and local retail include each programmatic element anticipated to be included on the site.[16]~~.~~

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

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

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

Figure 2 Illustrative Site Plan



The initial program for the Development Site includes the major categories of programs indicated below in **Table 2**, grouped by primary user. Together, these programs account for up to approximately 2.19 million gsf of new development.

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

The planned development would transform the currently outdated facilities and inaccessible public space on the current campus by creating widened sidewalks, transparent and active ground floor uses featuring amenities such as retail and shared spaces, which would wrap around the north, west, and south frontages of the block along former East 26th Street, First Avenue, and East 25th Street respectively. The proposed orientation of the massing for the new development would be similar to the existing site as it takes advantage of the site's southern exposure and includes~~, with~~ a collection of ~~three~~ buildings on the periphery of the site surrounding a central open space fronting East 25th Street. However, the new proposed massing would shift density and height toward~~s~~ First Avenue, with ~~towers~~ building heights up to approximately 500~~490~~ feet tall resonating with other existing institutional developments along First Avenue, within Kips Bay and beyond~~recent development in Kips Bay and beyond~~. This would allow the massing to drop in scale towards the river, to be more in context with Waterside Towers and other ~~the residential and~~ institutional uses to the south and east.

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

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

It should be noted that in addition to the proposed building heights and setbacks of the Proposed Development described above, The eastern most tower occupied by CUNY and NYCPS would be shorter than nearby Waterside Plaza towers across FDR Drive. the proposed height and setback waivers would permit maximum building height envelopes for the buildings, ranging between up to approximately 370 feet and 500 feet in height. The intent of this massing strategy is to maximize light and air into the campus buildings, specifically for classrooms and offices, while cascading the height of buildings towards residential and institutional buildings to the south and east.

Table 2 Breakdown of Proposed Programs by Primary User

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

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

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

Public Realm Improvements

SPARC Kips Bay envisions the transformation of the existing block into a connected series of buildings arranged to allow for a major public open space at grade. The Proposed Project also includes a number of ~~community~~ public realm improvements that would be undertaken outside of the SPARC campus to improve public access, pedestrian safety, and resiliency. The public realm improvements would comprise approximately 1.7~~1 one~~ acres, 0.6 acres of which would be dedicated to publicly accessible open space.

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

SPARC Square

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

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

Proposed Replacement Bridge

The Proposed Project would deliver on a long-standing request from the community to improve the existing pedestrian bridge that crosses FDR Drive at East 25th Street, creating an ADA-accessible pedestrian pathway that connects to the waterfront and the communities at Waterside Towers and the UNIS ~~International School~~. The replacement bridge would increase the underside clearance to comply with State and City DOT standards~~height to approximately 16 feet to comply with State and City DOT standards, and it would be coordinated with the future flood protection alignment described in more detail below~~. As mentioned above, if the design of the new pedestrian bridge would require further change to the City Map, a separate mapping action would be requested in a future application.

Safety and Resiliency Improvements

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

Streets and Circulation

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

To alleviate the existing traffic congestion along former East 26th Street and improve circulation of vehicles in the vicinity of the Proposed Project, former East 26th Street is proposed to be converted into a two-way street and widened by 8 feet for an additional drop-off, unloading, passing lane, or buffer zone to minimize the potential of vehicles obstructing the travel lane. Vehicles would be able to enter former East 26th Street from First Avenue instead of only entering from East 30th Street, four blocks north of the site. A turnaround area would be provided at the eastern end of the street for vehicles to enter and exit back out to First Avenue. The wider roadbed would also allow for improved traffic flow and increased area for vehicles to turn around at the eastern end of the street.

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

Parking garages for OCME and CUNY vehicles would be accessed along former East 26th Street. Loading berths are required by zoning for H+H, life science, OCME, CUNY, and NYC Public School

uses and would also be located along former East 26th Street providing access from the ground level via a ramp to the basement level. The garage for OCME would be self-parking for their various specialty vehicles. It is anticipated that the garage for CUNY would also be a self-park facility.

The Proposed Project aims to provide open and safe spaces for pedestrians to traverse through the site. As there would be multiple vehicular access points to the Development Site, the safety of pedestrians, especially at points of conflict with vehicles, is a high priority. Potential pedestrian safety measures to be evaluated in conjunction with NYCDOT may include implementing leading pedestrian intervals at First Avenue, introducing striping high-visibility crosswalks, installing pedestrian crossing signs at crosswalks and near school zones, tabled ("raised") pedestrian crossing, and grooved pavement, installing speed bumps at the entrances of the private shared access drive, and enforcing slow zones near the schools and along the private shared-access drive.

Framework for Analysis

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

Study Area

The study area will consist of the Rezoning Area, where the potential effects of the Proposed Actions would be directly experienced, as well as within neighboring areas within approximately a quarter-mile of the perimeter of the Rezoning Area, accounting for natural boundaries and land use patterns and trends (see **Figure 1**).

Analysis (Build) Year

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

Existing Condition

Development Site

The Existing Condition exhibits those as discussed above under the **Development Site and Rezoning Area** sections (see **page 5** through **page 6**).

Future No-Action Condition

Development Site

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

Area Projects

There are several developments proposed in the quarter-mile study area that are expected to be complete by the 2031 build year:[17]

1. **455 First Avenue (Innovation East).** This project, which is proposed for the existing Public Health Laboratory site at East 26th Street and First Avenue, would result in the construction of an approximately ~~600,000~~609,988 gsf commercial Life Sciences building and ground-floor retail. This project is expected to be complete in 2030.
2. **Alexandria Center (Phase II – North Tower).** This project, which is located at East 29th Street and First Avenue between Bellevue Hospital and NYU Langone Health, will replace the existing surface parking lot with approximately 3~~30,000~~71,000 gsf of office and laboratory space. This project is expected to ~~begin construction at the end of 2024 and~~ be complete in 2029.
3. **429 Second Avenue.** This project will consist of 44,571 gsf of residential space, projected to contain 59 units. This project will be complete in 2025.
4. **Stuyvesant Cove Park – Solar 2.** This project will be located on the northern end of Stuyvesant Cove Park and will include the replacement of the existing Solar One structure with a new two-story, 6,409 sf learning center to allow for the teaching and demonstration of urban environmental stewardship. This project will be complete in 2024.
5. **KBCR Flood Protection.** The KBCR flood protection project would provide a flood barrier around the Bellevue Hospital campus as well as elevated and/or hardened space for critical mechanical, electrical, and plumbing ~~(MEP)~~ equipment. It would also provide redundant systems for important hospital infrastructure to ensure that the hospital is fully operational under backup systems. The timing of this project is unknown at this time.

Future With-Action Condition~~/Increment for Analysis~~

The Proposed Actions would establish the use, size, building location and other key features of the Proposed Project. The With-Action condition program is shown in **Table 3** and reflects the

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

reasonable worst-case development scenario that would be developed in accordance with the Proposed Actions described above.

Table 3 Future No-Action and With-Action Comparison

	Existing Conditions[1]	No-Action Conditions[4]	With-Action Conditions	Increment
Overall Academic (GSF) w/ Basement	**538,464**	**538,464**	**798,521**	**+260,057**
Overall Academic (GSF) w/o Basement	**433,554**	**433,554**	**728,290**	**+294,736**
CUNY (GSF) w/ Basement	***538,464***	***538,464***	***605,163***	***+66,699***
CUNY Programmatic (GSF)	*433,554*	*433,554*	*552,490*	*+118,936*
Higher Education/CUNY Basement Space (GSF)	*104,910*	*104,910*	*52,673*	*(52,237)*
Number of Dormitory Beds (CUNY)	*711 Total, 643 Available, 575 Utilized*	*711 Total, 643 Available, 575 Utilized*	*711 Offered Off-site (Location TBD)*	*0 beds*
NYCPS (GSF) w/ Basement	***0***	***0***	***193,358***	***+193,358***
NYCPS Programmatic (GSF)	*0*	*0*	*175,800*	*+175,800*
NYCPS Basement Space (GSF)	*0*	*0*	*17,558*	*+17,558*
Overall Health Care (GSF) w/ Basement	**0**	**0**	**341,280**	**+341,280**
Overall Health Care (GSF) w/o Basement	**0**	**0**	**292,210**	**+292,210**
OCME (GSF) w/ Basement	***0***	***0***	***156,270***	***+156,270***
OCME Programmatic (GSF)	*0*	*0*	*112,300*	*+112,300*
OCME Basement Space (GSF)	*0*	*0*	*43,970*	*+43,970*
H+H (GSF) w/ Basement	***0***	***0***	***185,010***	***+185,010***
H+H Programmatic (GSF)	*0*	*0*	*179,910*	*+179,910*
H+H Basement Space (GSF)	*0*	*0*	*5,100*	*+5,100*
Overall Commercial Life Sciences (GSF)	**0**	**0**	**1,040,880[2]**	**+1,040,880**
Commercial Life Science Programmatic (GSF)	*0*	*0*	*1,000,000*	*+1,000,000*
Commercial Life Science Basement Space (GSF)	*0*	*0*	*40,880*	*+40,880*

Table 3 Future No-Action and With-Action Comparison

	Existing Conditions[1]	No-Action Conditions[4]	With-Action Conditions	Increment
Commercial – Local Retail (GSF)	**0**	**0**	**15,000**	**+15,000**
Publicly Accessible Open Space (Acres)	**0**	**0**	**0.675**	**+0.675**
Parking Spaces	**50**	**50**	**225**	**+175**
On-Site Worker Count	249	249	4,622	+4,373 on-site workers
On-Site Student Count [3]	1,763	1,763	4,646	+2,883 on-site workers
Building GSF (Above-Grade)	**538,464**	**538,464**	**2,035,500**	**+1,497,036**
Total Basement GSF	***104,910***	***124,878***	***160,181***	***+35,303***
Total GSF	**538,464**	**538,464**	**2,195,681**	**+1,657,217**

Notes:
1. The academic space also contains a portion of dormitory space associated with CUNY Hunter. It is assumed that the beds will be relocated elsewhere in Manhattan as part of the With-Action condition.
2. The new Life Sciences use is classified as commercial, thus meeting the threshold for an indirect business displacement socioeconomic analysis (refer to Task 3).
3. Although the total student enrollment is 3,302 students in the Existing/No-Action conditions and 7,138 in the With-Action condition, the capacity will be used in the EIS for analysis purposes as it represents the number of students on-site at any given time.
4. Absent the Proposed Project, the dormitory space would remain on the Development Site. Therefore, a portion of the No-Action condition academic space would consist of dormitory space.

Proposed Scope of Work for the DEIS

The Draft EIS will be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. As described previously, the environmental review provides a means for City and State Agencies with technical expertise to systematically consider environmental effects along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify, and mitigate where practicable, any significant adverse environmental impacts.

The EIS, following the guidance of the *CEQR Technical Manual*, will contain:

- A description of the proposed discretionary actions, the Proposed Project, and its environmental setting;
- An analysis of the potential of the Proposed Project to result in significant adverse impacts in a range of environmental categories, comparing conditions with the project in the proposed build year against conditions that would exist in the absence of the project;

- A statement of the potential significant adverse environmental impacts of the Proposed Project;
- A description of feasible mitigation measures that would eliminate or minimize adverse environmental impacts;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Project is implemented because mitigation is not practicable;
- A discussion of alternatives to the Proposed Project; and
- A discussion of any irreversible and irretrievable commitments of resources to develop the project.

As noted above, the EIS will analyze the Proposed Project for all technical areas of concern. The specific technical areas to be included in the EIS are identified in the EAS dated January 30, 2024. The EAS identified the following technical areas as having the potential to result in significant adverse impacts, and therefore warranting additional analysis in the EIS: land use, zoning, and public policy; socioeconomic conditions; open space; shadows; historic and cultural resources; urban design and visual resources; hazardous materials; water and sewer infrastructure; transportation; air quality; greenhouse gas emissions and climate change; noise; public health; neighborhood character; and construction. The Proposed Actions would not have the potential to result in significant adverse impacts to community facilities and services, natural resources, solid waste and sanitation and services, or energy, which therefore will not be analyzed in the EIS. The Proposed Project would not displace any existing on-site community facility uses nor would it not generate any new residents that could potentially overburden existing facilities within the vicinity of the Development Site, and therefore would not result in significant adverse impacts to public schools, libraries, childcare centers, healthcare facilities, and police and fire protection services. The Proposed Project is not located immediately adjacent to any natural resources, nor would it have the potential to result in significant adverse impacts to natural resources. The Proposed Project would not have the potential to result in significant adverse impacts to solid waste and sanitation services as the project would not cause a substantial increase in solid waste production that would overburden available waste management capacity or otherwise be inconsistent with the Solid Waste Management Plan or with state policy related to the City's integrated solid waste management system. Finally, the project would not significantly affect the transmission or generation of energy and as such further analysis of energy is not warranted.

The first step in preparing the EIS is the preparation of a DSOW and public scoping process. Scoping is the process of focusing the environmental impact analysis on the key issues that are to be studied in the EIS. The proposed scope of work for each technical area to be analyzed in the EIS follows. The scope of work and the proposed impact assessment criteria below are based on the methodologies and guidance set forth in the *CEQR Technical Manual*.

Task 1: Project Description

As the first chapter of the EIS, the Project Description introduces the reader to the Proposed Project and sets the context in which to assess impacts. This chapter will contain a description of the Proposed Project: its location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a description of the Proposed Actions including discretionary and ministerial actions; and a discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter gives the public and City/State stakeholders a base from which to evaluate the Proposed Project. In

addition, the project description chapter will present the framework for the analysis of the environmental impacts of the Proposed Project and identify the analysis year(s) and anticipated construction timeline.

Task 2: Land Use, Zoning, and Public Policy

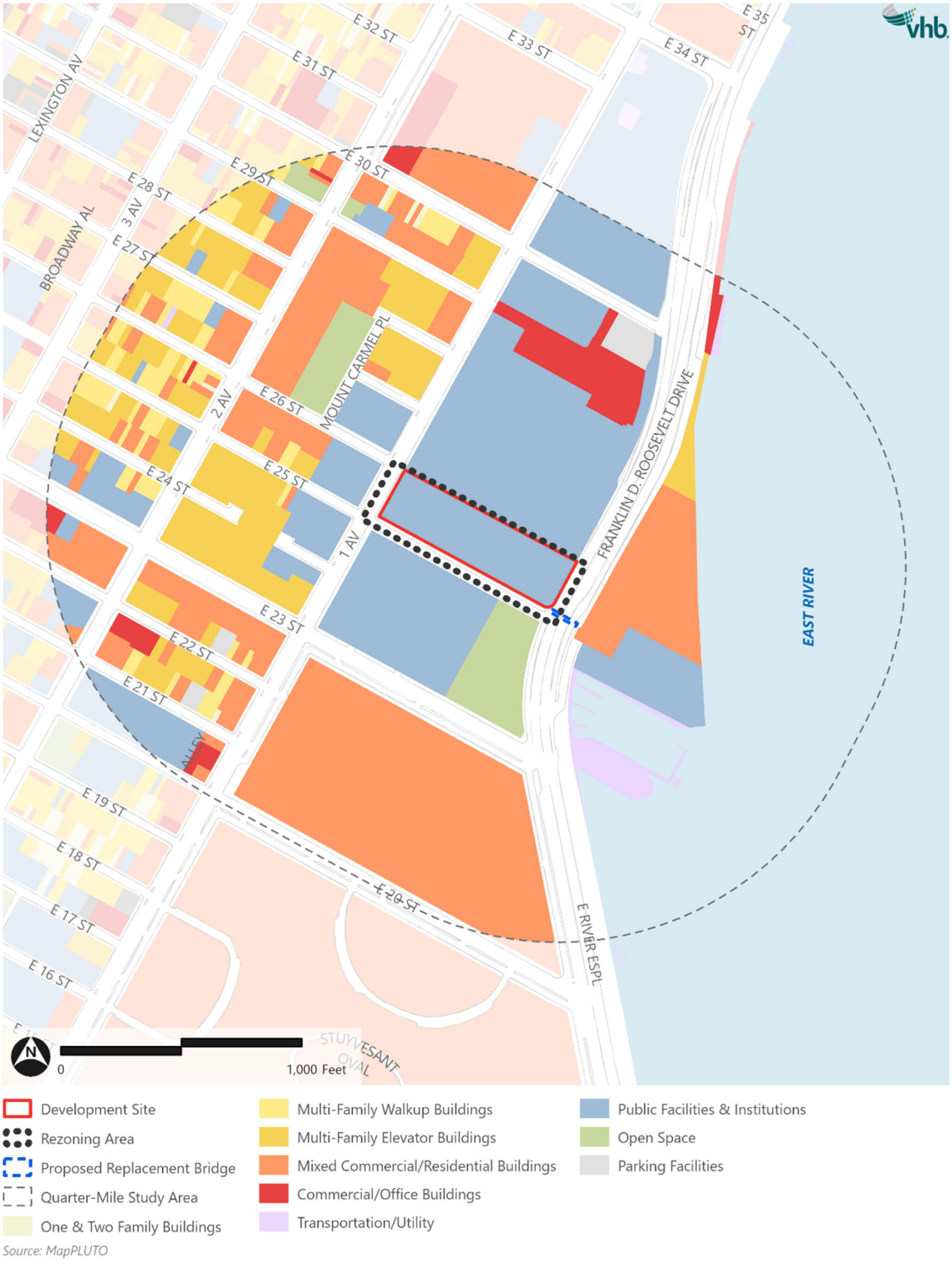
This chapter analyzes the potential impacts of the Proposed Actions on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*. A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project, describes the zoning controls and public policies that guide development, and determines whether a proposed project is compatible with an area's land use patterns and trends or may alter them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies, including the City's Waterfront Revitalization Plan (WRP).

The analysis of the project within the context of land use, zoning, and public policy chapter will provide information necessary for the analysis of the environmental impacts of the Proposed Actions under several technical areas within the EIS.

The land use study area will consist of the Rezoning Area, where the potential effects of the Proposed Actions would be directly experienced, as well as within neighboring areas within approximately a quarter-mile of the perimeter of the Rezoning Area, accounting for natural boundaries and land use patterns and trends (see **Figure 3**). The analysis will include the following subtasks:

- Provide a description of land use, zoning, and public policy in the study area under current conditions. Recent trends in the study area will be noted. Other public policies that apply to the study area will also be described.
- Based on field surveys and prior studies, identify, describe, and graphically portray current land use patterns in the study area. Describe the study area's development history and recent land use trends and identify major factors influencing the area's land use trends.
- Describe and map existing zoning (see **Figure 4**) and any recent zoning actions in the study area. Prepare a list of future development projects in the study area that are expected to be constructed by the build year. Also, identify pending or known proposed zoning actions or other public policies that could affect land use in the study area. Based on these planned projects and initiatives, assess future land use and zoning conditions in the future without the Proposed Actions (No-Action condition).
- Describe proposed land use changes that would occur with the Proposed Project based on the With-Action condition.
- Discuss the potential effects of the Proposed Actions related to issues of compatibility with surrounding land use, zoning, and other public policies, and the effect of the Proposed Project on ongoing development trends in the study area.

Figure 3 Land Use, Zoning and Public Policy Study Area



Source: MapPLUTO

Figure 4 Existing Zoning Map



Source: MapPLUTO

- Assess the Proposed Actions' conformity to City goals, including consistency with the City's sustainability goals as outlined in PlaNYC, Life Sci NYC, and any other relevant public policies.
- Evaluate the Proposed Actions' compliance with the WRP, including Policy 6.2, which requires consideration of the latest sea level rise (SLR) projections into the planning and design of projects in the coastal zone. Published SLR projections will be evaluated for various project life spans using the New York City Panel on Climate Change projections of climate change and sea level rise, published in January 2015, and mapping will be provided showing the estimated extents of future inundation during storm event scenarios. The WRP section will assess how the features of the proposed development would be consistent with the WRP policies.
- If significant adverse impacts are identified, identify feasible mitigation measures, if any, to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts.

Task 3: Socioeconomic Conditions

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area.

According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed project would result in significant impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on a specific industry.

As discussed in the Environmental Assessment Statement Part II: Supplemental Analysis, no residential uses are currently located or proposed on the Development Site; therefore, the Proposed Project would not result in direct or indirect residential displacement. In addition, no direct business or institutional displacement will result from the project as CUNY's existing operations on the site would be rehoused in the Proposed Project. As the project would not introduce more than 200,000 sf of retail, there is no potential for retail market saturation. Because the Proposed Project is not expected to adversely affect the economic and operational conditions of any specific industries in the City, an analysis of adverse effects on specific industries is not warranted. Therefore, the scope of work for the Socioeconomic Conditions analysis is described below.

Indirect Business and Institutional Displacement

The purpose of the indirect business and institutional displacement analysis is to determine whether the Proposed Project may introduce trends that make it difficult for those businesses and institutions that provide products or services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of the preliminary assessment is to determine whether a proposed action has potential to introduce such a trend. The Proposed Actions would result in a net increment of up to approximately 1 million gsf of new commercial Life Sciences uses, which is above the *CEQR Technical Manual*

threshold of 200,000 sf for "substantial" new commercial development warranting a preliminary assessment.[18] The preliminary assessment will entail the following subtasks:

- Identify and characterize conditions and trends in employment and businesses within the study area. This analysis will be based on field surveys, employment data from the New York State Department of Labor and/or Census and discussions with real estate brokers.
- Determine whether the Proposed Project would introduce different economic activity that would alter existing economic patterns.
- Determine whether the Proposed Project would add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns.
- Determine whether the Proposed Project would directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses.
- Determine whether the Proposed Project would directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment determines that the Proposed Project could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area, a detailed analysis will be conducted. The detailed analysis would determine whether the Proposed Project would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses, following the *CEQR Technical Manual* guidelines.

Task 4: Open Space Resources

According to the *CEQR Technical Manual*, a proposed project warrants an open space assessment if it would directly or indirectly affect open space on or surrounding a project site. A proposed project would directly affect open space conditions if it causes the loss of public open space, changes the use of an open space so that it no longer serves the same user population, limits public access to an open space, or results in increased noise or air pollutant emissions, odors, or shadows that would temporarily or permanently affect the usefulness of a public space. A project would have an indirect effect on open space through increasing worker or resident population size and therefore overtaxing existing open space access through an increase in population.

An assessment of indirect effects on open space is conducted if the Proposed Project would generate more than 200 residents or 500 non-residents. The Proposed Project would not introduce residents to the site, but new commercial and community facility uses would result in the introduction of over 500 workers. The Proposed Project is anticipated to result in approximately 4,622 workers at the Development Site, an increase of approximately 4,373 on-site workers compared to the No-Action condition. Therefore, an indirect non-residential open space assessment will be provided in the EIS. A detailed open space analysis is necessary if the project would introduce a large population in an area with a limited amount of open space available for public use. As such, a detailed analysis will be provided.

[18] The ~~life sciences~~Life Sciences use is classified as commercial for purposes of the CEQR analysis.

The open space analysis will consider passive open space resources. Passive open space ratios will be assessed in the non-residential study area (quarter-mile radius). The study area would generally comprise those census tracts that have 50 percent or more of their area located within the applicable radius of the Development Site, as recommended in the *CEQR Technical Manual*. The detailed analysis would consist of the following subtasks:

- Identify and describe study area open spaces through data collection and site visits to determine types of facilities, utilization levels, accessibility, and current conditions.
- Use the data gathered to assess the adequacy of the existing open space relative to the needs of study area users. This would include a quantitative and qualitative assessment that involves calculating passive open space ratios for non-residential populations; calculating the passive and active open space ratios for combined residential and non-residential populations within the quarter-mile non-residential study area; considering the effects of air quality, noise, shadows, wind, access, and safety issues on the usability of existing open spaces; and considering other data, including facility condition, utilization levels, and other factors that may encourage or deter park use.
- Assess the adequacy of open space for No-Action and With-Action conditions, taking into account expected future changes in non-residential and residential populations within the quarter-mile non-residential study area and open space (including the 0.60 acres open space to be provided by the Proposed Project).
- Assess the availability of particular types of open space for particular groups with a focus on the adequacy of open space for workers and visitors. In conducting this assessment, the analysis focuses on where shortfalls in open space exist now (or in the future), to identify whether the shortfalls are a result of the project.
- Describe the open space changes from the No-Action condition, both on-site and off-site, which would occur as a result of the Proposed Project. Describe the open space that would be eliminated, altered, created, and/or improved as a result of the project. For the With-Action condition, the analysis will also consider potentially significant project-related impacts such as shadow, air quality, and noise effects.

If the project would result in a significant adverse impact (e.g., would significantly increase shadows, noise, or air pollutant emissions or would reduce the open space ratio below 0.15 acres of passive space per 1,000 non-residential population), potential on- or off-site mitigation would be identified and assessed.

Task 5: Shadows

A shadows analysis assesses whether new building mass resulting from the Proposed Actions would cast shadows on sunlight-sensitive publicly accessible resources or other resources of concern, such as natural resources, and evaluates the significance of their impact. Generally, the potential for shadow impacts exists if a project would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or historic features that are dependent on sunlight.

The Proposed Project would result in several structures greater than 50 feet in height, with the tallest reaching approximately 500~~490~~ feet in height, and is located near the Parish of Our Lady of the Scapular and Saint Stephen's, Good Shepherd Episcopal Church, Asser Levy Playground, Bellevue South Park, Vincent F. Albano Jr. Playground, ~~and~~ Alexandria Center Open Space, Manhattan

Waterfront Greenway, Bellevue Sobriety Garden, Augustus Street. Gaudens Playground, Peter's Field, and the East River all sunlight-sensitive resources as defined by the *CEQR Technical Manual*. To analyze the potential for significant adverse shadow impacts, the EIS will include a detailed shadow analysis based on the building envelopes (including bulkheads) proposed to identify the worst-case shadowing effects of the Proposed Project on sunlight-sensitive resources. The EIS will disclose the range of shadow impacts, if any, which are likely to result from the Proposed Project. The shadows analysis will include a Tier 1 through Tier 3 screening assessment to identify whether shadows cast by the Proposed Project could reach sunlight-sensitive resources at any time of year and, if so, whether the incremental shadow would be likely to cause a significant adverse impact on the resource.

- A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the Proposed Project, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice). A base map will be developed that illustrates the location of the Development Site in relation to the sunlight-sensitive resources and displays topographic information.
- A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the areas that cannot be shaded by the Proposed Project, which in New York City is the area that lies beyond 108 degrees either side of true north from the southernmost portion of the Rezoning Area.
- If any portion of a sunlight-sensitive resource is within the area that could be potentially shadowed by the Proposed Project massing, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows from the Proposed Project can, in absence of intervening buildings, reach a sunlight-sensitive resource on December 21 (the winter solstice), March 21/September 21 (the spring/fall equinox), May 6 (halfway between the equinoxes and the summer solstice), or June 21 (the summer solstice). The projected shadow will be modeled with a three-dimensional computer modeling software with the capacity to accurately calculate sun angles and shadows that could be cast by the Proposed Project to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Project. A summary table would list the shadow entry and exit times for each sunlight sensitive resource on each representative analysis day that would occur on the representative analysis days in the absence of intervening buildings.

If the Tier 1 through Tier 3 analysis indicates the need for a detailed shadows analysis, the EIS will include an analysis that will take into account shadow from existing buildings. This analysis would include the following subtasks:

- The baseline condition (No-Action Condition) would be established through the use of a three-dimensional modeling program that accounts for the No-Action shadows condition. The No-Action shadows condition would be compared to the future shadows conditions that would result from the Proposed Project (With-Action condition). The analysis would illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow projected to be cast by the Proposed Project.
- The detailed analysis would be documented with graphics comparing No-Action and With-Action shadows on sunlight-sensitive resources that warrant detailed analysis. Graphics will illustrate the shadows that result in the No-Action condition and the shadows projected to result in the With-Action condition, with incremental shadow outlined in a contrasting color. A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource would be provided.

› The significance of any incremental shadow on sunlight-sensitive resources will be assessed. If any significant adverse shadow impacts are identified, mitigation strategies will be identified and assessed.

Task 6: Historic and Cultural Resources

Historic and cultural resources include both archaeological (below ground) and architectural (above ground) resources. Such resources are identified as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. Under Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation~~SHPO~~ standards, historic or cultural resources are New York City Landmarks (NYCLs) and Historic Districts; calendared for consideration as NYCLs by the New York City Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation (NYCL-eligible); listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR-eligible), or contained within a S/NR listed or eligible district; recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks (NHLs).

Archaeological Resources

Archaeological resources are physical remains, usually subsurface, of the prehistoric, Native American, and historic periods—such as burials, foundations, artifacts, wells, and privies. Archaeological resources are considered only for projected and potential development sites where new in-ground disturbance would occur compared to No-Action conditions. While construction of the Proposed Project would require new excavation and/or removal of fill at depths greater than currently exist on the site, a letter provided by the LPC on October 25, 2023 (refer to **Appendix 1**), confirmed that the Development Site does not have archaeological significance. As such, an assessment of archaeological resources is not warranted, and no significant adverse impacts related to archaeological resources would result from construction of the Proposed Project.

Architectural Resources

As the Proposed Actions would result in new construction, the Proposed Actions have the potential to result in impacts to architectural resources. Also included are potential historic resources (i.e., properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements).

Impacts on architectural resources are considered on the affected site and in the area surrounding identified development sites. The architectural resources study area is therefore defined as the directly affected area (i.e., the Development Site), plus a study area that reflects the area in which any resources may be affected by the project, as per the guidance provided in the *CEQR Technical Manual*. Architectural resources may be directly affected through demolition and construction activities and indirectly affected through visual and contextual changes.

Consistent with the *CEQR Technical Manual*, the historic and cultural resources analysis will include the following tasks:

› Provide an overview of the study area's history and land development.

› In consultation with LPC and consistent with the guidance of the *CEQR Technical Manual,* designated architectural resources will be identified in the study area and include: NYCLs, Interior

Landmarks, Scenic Landmarks, New York City Historic Districts (NYCHDs); resources calendared for consideration as one of the above by LPC; S/NR-listed or S/NR-eligible resources, or contained within a district listed on or formally determined eligible for listing on the S/NR; resources recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks.

- Conduct a field survey of the study area to identify any properties that may meet S/NR and/or NYCL eligibility criteria but have not been designated (potential architectural resources). The field survey will be supplemented with research at relevant repositories and online sources as warranted, and information will be provided to LPC for review and determinations of significance.
- Assess the potential impacts of the Proposed Project on any identified architectural resources, including visual and contextual changes as well as any direct physical impacts. Potential impacts will be evaluated through a comparison of the future No-Action condition and future With-Action condition, and a determination made as to whether any change would alter or eliminate the significant characteristics of the resource that make it important.
- If necessary, measures to avoid, minimize, or mitigate potential significant adverse impacts will be identified in consultation with LPC.

If the Proposed Project requires a federal action or federal approval, the Proposed Project will be subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR Part 800), which mandate that federal agencies consider the effects of their actions on any properties listed on or determined eligible for listing on the S/NRHP and afford the federal Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on such undertakings.

Task 7: Urban Design and Visual Resources

Urban design is the totality of components that may affect a pedestrian's experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. The Proposed Project would introduce several buildings ranging in height from up to approximately~~312~~ 370 to ~~450~~500 feet in an area currently occupied by the CUNY Hunter College Brookdale campus, representing an increase in building height as compared to the existing (and No-Action) building heights which range from approximately 93 feet (East Building) to approximately 180 feet (North Building). This change in building form and height would result in a physical change at the Development Site that could change the pedestrian experience. The Proposed Project would also result in changes to the existing street network (via the mapping action associated with the updated Pedestrian Bridge), development of buildings that are greater in bulk and height than in existing conditions, and introduction of new open space. Therefore, an assessment of urban design and visual resources will be provided in the EIS.

The preliminary assessment will determine whether the Proposed Project would create a change to the pedestrian experience that is sufficiently significant to require greater explanation and further study. Because of the amount and scale of development in the Proposed Project and the fact that it would make alterations to the streetscape by noticeably changing the scale of buildings and introducing a publicly accessible open space within the Development Site, it is anticipated that a detailed analysis will be warranted. This analysis will describe the Proposed Project in terms of how it

would affect the area's defining elements of urban design in the With-Action condition compared to the No-Action condition. The analysis will include massing diagrams of the three buildings to be constructed in the With-Action Condition, in addition to images of the improved pedestrian bridge. The significance of any impacts will be determined by considering the degree to which the project would change the built environment's arrangement, appearance, or functionality and whether the change would negatively affect a pedestrian's experience of the area. Consideration of the Proposed Project's effects on nearby visual resources that contribute to the pedestrian experience in the study area, including Asser Levy Playground, will be included in the analysis. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

Task 8: Hazardous Materials

A hazardous materials assessment determines whether a proposed project may increase the exposure of people or the environment to hazardous materials and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources. The presence or likely presence of any hazardous substance or petroleum products on a site under conditions that indicate an existing release, past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property is known as a Recognized Environmental Condition (REC), which must be disclosed under CEQR.

The EIS hazardous materials section will include a summary of a previous Phase I ~~E~~Environmental Site Assessment (ESA) ~~SA~~ for the Development Site conducted in March 2023 to be reviewed by the Department of Environmental Protection (DEP). The results of the Phase I ESA would determine if any conditions ~~are~~were present at the Development Site that may warrant further investigation. The chapter will include a discussion of the Proposed Project's potential to result in significant adverse hazardous materials impacts and, if necessary, will include a description of any additional testing, remediation, or other institutional measures that would be necessary to avoid impacts.

~~If further testing is recommended, an Investigation Work Plan will be provided to the lead agency detailing the proposed scope of work for any soil, groundwater and/or soil gas evaluation on the Development Site. Once approved, a Phase II ESA may be conducted to investigate the potential presence of hazardous materials on the Development Site. Results of the Phase II ESA will be provided in a separate Phase II ESA Report and summarized within the Hazardous Materials chapter. If applicable, the chapter will provide recommendations for next steps including remediation or institutional measures that would be necessary to avoid impacts.~~

Task 9: Water and Sewer Infrastructure

As outlined in the *CEQR Technical Manual*, this section of the EIS assesses whether the Proposed Project has the potential to adversely affect the City's water distribution or sewer system and, if so, whether those impacts are significant. As described in the EAS, based on average water consumption levels, the Proposed Project is not expected to exceed the threshold of 1 million gallons per day that

would warrant a preliminary infrastructure assessment of water supply. Therefore, an analysis of water supply will not be provided in the EIS. However, the EIS will disclose the water demand for the Proposed Project in terms of domestic water and air conditioning.

With regard to wastewater and stormwater conveyance, the Proposed Project is within the service area of the Newtown Creek Wastewater Resource Recovery Facility (WRRF), which is located approximately two miles east of the Development Site in Greenpoint, Brooklyn. The Development Site is served by sanitary sewers in a combined sewered area. The amount of commercial development resulting from the Proposed Project triggers a preliminary infrastructure assessment for wastewater and stormwater conveyance and treatment.

The preliminary infrastructure assessment will:

- Identify the existing wastewater and stormwater conveyance systems and treatment facilities in the study area.
- Determine existing and future wastewater flows from the site, using Table 13-2 in the *CEQR Technical Manual*, and evaluate the incremental effect of wastewater flows from the Proposed Project on the capacity of conveyance facilities and the WRRF. Any potential new sewer upgrades or installations required as a result of the Proposed Project will be identified.
- Evaluate stormwater drainage patterns, anticipated changes in volumes, and runoff rates using available data from DEP and considering future conditions. The Proposed Project will need to be in conformance with DEP requirements, including the unified stormwater rule. The analysis will identify best management practices (BMPs) to be incorporated into the Proposed Project to manage stormwater runoff.

If the preliminary infrastructure assessment indicates that discharges from the Proposed Project would impact sewer system capacity or increase pollutant loadings in stormwater, a detailed assessment may be required in accordance with Chapter 13 of the *CEQR Technical Manual*. If necessary, this assessment could include:

- Conducting a hydraulic analysis to determine whether the existing storm and sanitary sewer systems have capacity to serve the Proposed Project.
- If the lead agency with DEP's consultation determines that the project's increased combined sewer flows and volumes have the potential to exacerbate Combined Sewer Overflow (CSO) volumes or frequency, modeling discharge volumes and frequencies for each combined sewer outfall in the affected catchment area.
- Estimating pollutant types and loadings due to increased volumes of separate storm sewer discharges or CSOs.

If significant adverse impacts are identified, potential mitigation strategies would be assessed to reduce or eliminate, to the greatest extent practicable, the effects caused by the Proposed Project. Any sewer and water infrastructure utility relocations and/or new utility distribution systems on the Development Site resulting from the Proposed Project would occur in coordination with DEP and will be described in this section of the EIS.

Task 10: Transportation

The objective of a transportation analysis is to determine whether a proposed action may have a potential for significant impact (per the *CEQR Technical Manual* criteria) on traffic operations and

mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), on- and off-street parking, or goods movement, and evaluate the ability of transportation system improvements to mitigate those impacts. The Proposed Project would comprise a major development including community facility uses in the form of academic and health care uses, and commercial Life Sciences. The Proposed Project would generate additional vehicular travel, additional subway and bus riders, and pedestrian traffic. These new trips would have the potential to affect the area's transportation systems. Therefore, the transportation analyses of the EIS will include the subtasks outlined below.

Travel Demand Analysis

Trip generation projections will be developed by travel mode for each of the land uses associated with the Proposed Project using trip generation rates, temporal distributions, modal splits, average vehicle occupancies, and in/out splits that are published in the *CEQR Technical Manual*, previously approved EISs or EASs, U.S. Census data, NYCDOT travel demand surveys and other professional reference materials such as the *ITE Trip Generation* publication. The trip generation projections will be performed for the weekday AM, midday, and PM peak periods. Additional peak periods, if deemed necessary, would be determined in coordination with NYCDOT.

A Level 1 screening assessment will be prepared to determine whether the Proposed Project would generate vehicle, transit, and/or pedestrian trip levels that would exceed the thresholds outlined in the *CEQR Technical Manual*. The Level 1 screening assessment will disclose projected peak hour person trips, vehicle trips, transit and ferry trips, and pedestrian trips for the analysis periods.

A Level 2 screening assessment will be prepared for vehicular, transit, and pedestrian trips. This will include the distribution and assignment of trips through the study area's roadway and highway networks, subway and bus services, and pedestrian network, and the identification of the specific intersections, highway sections, and subway, bus and ferry lines that would require detailed quantitative analyses.

A Travel Demand Analysis (TDA) Technical Memorandum will be prepared that documents the planning assumptions providing the framework for the detailed analysis to be undertaken in the EIS and will be reviewed by and coordinated with NYCDOT and New York City Transit.

Traffic

A detailed traffic analysis may be warranted based on the results of the Travel Demand Analysis. The TDA Technical Memorandum will identify intersections along logical traffic routes to and from the Development Site that will be analyzed during the peak hours. The existing traffic conditions for lane groups and intersection approaches analyzed will be expressed as volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service. The analysis will be conducted using the latest approved Synchro software.

Future No-Action traffic volumes will be developed using the annual background traffic growth rate cited in the *CEQR Technical Manual* plus vehicle traffic expected to be generated by the reoccupied Development Site and by other significant development projects expected to be operational within the vicinity of the Development Site by the 2031 analysis year. Any proposed changes to the street network identified to occur by the analysis year will be incorporated into the traffic analyses. Future No-Action traffic conditions for the intersections being analyzed will be determined.

Future With-Action traffic volumes will be developed by adding project-generated vehicle traffic to the future No-Action traffic volumes. If any proposed changes to the street network are expected to occur in conjunction with the Proposed Project, they will be incorporated within the traffic analysis. Future With-Action traffic conditions for the intersections being analyzed will be determined and potential significant impacts will be identified.

Pedestrians

Pedestrian analyses will be conducted for the peak hours analyzed in the TDA Technical Memorandum along key walking routes between the Development Site and subway stations, bus stops and other potentially affected locations in the study area. The analysis will focus on sidewalks, corner areas and crosswalks where new pedestrian demand would be most concentrated during the peak analysis hours.

Future No-Action pedestrian volumes will be developed using the annual background pedestrian growth rate cited in the *CEQR Technical Manual* plus pedestrian trips to be generated by significant development projects expected to be operational near and at the Development Site by the Proposed Project's analysis year. Proposed changes to the street network identified to occur by the analysis year will be incorporated into the pedestrian analyses. Future No-Action pedestrian conditions for the elements analyzed will be determined.

Future With-Action pedestrian volumes will be developed by adding project-generated pedestrian increments to the future No-Action pedestrian volumes. Proposed changes to the street network as well as any sidewalk widening expected to occur in conjunction with the Proposed Project, if any, will be incorporated into the pedestrian analysis. Future With-Action pedestrian conditions for the elements analyzed will be determined and potential significant impacts will be identified.

Transit

Subways

The subway routes and station serving the Development Site will be identified and described in the EIS. The closest subway stations to the Development Site are the 23rd Street and 28th Street stations, which are both served by the No. 6 subway line during the daytime hours. As these stations are approximately one-half mile away from the Development Site, it is anticipated that a portion of the project-generated subway trips would use bus service to travel between the Development Site and subway stations. At subway stations that exceed the *CEQR Technical Manual* thresholds for analysis (i.e., an increase of 200 or more subway riders at one station), further analysis of the subway station elements (i.e., stairways, fare control areas, escalators, etc.) at these stations will be undertaken consistent with the *CEQR Technical Manua*l to determine the potential for significant adverse impacts. The anticipated scope of this analysis would include:

- Identifying the volume of patrons using the subway station, based on information obtained from MTA/New York City Transit, as well as line-haul ridership data.
- Conducting pedestrian counts at the subway station elements and determining the levels of service at station elements during the weekday AM and PM commuter periods.
- Determining future No-Action and With-Action station volumes and utilization of the station elements analyzed, and whether there would be significant station impacts at the analysis locations under the With-Action conditions.

If the CEQR thresholds for analysis are exceeded on any individual subway route (i.e., an increase of 200 or more passengers on a single subway line), a line haul analysis of that route will be undertaken consistent with CEQR methodologies to determine the potential for significant adverse impacts based on the changes to the subway line load levels.

Buses

Key bus routes serving the Development Site, which include the M9, M15, M15SBS, M23 SBS, and M34A SBS, will be assessed to determine their potential for significant bus impacts. The bus routes will be identified and described in the EIS, including the location of nearby bus stops, hours of operation, and frequency of service. If the *CEQR Technical Manual* thresholds for analysis are exceeded on any individual bus route (i.e., an increase of 50 or more bus passengers on a single bus line in one direction), further analysis of that route will be undertaken consistent with *CEQR Technical Manua*l to determine the potential for significant adverse impacts.

Parking

Based on the trip generation rates and modal split estimates in the TDA memorandum, project-generated parking demand will be projected for each land use on an hourly basis for a weekday for the existing, future No-Action, and future With-Action conditions. Since limited parking would be provided by the Proposed Project, the majority of project-generated auto trips would need to park in off-street parking facilities within the Development Site vicinity; the available off-street parking spaces within a quarter mile of the Development Site will be assessed to determine if there is sufficient parking to accommodate the project's demand.

Safety

This section of the EIS will include a review of vehicular and pedestrian crash data for the most recent three-year period for which such data are available, and a summary of the number and severity of crashes by year for each of the traffic study area intersections. Per NYCDOT's guidance, pre-COVID crash data will be assessed. The analysis will determine whether any of the analysis intersections are considered high crash locations based on *CEQR Technical Manual* criteria and will also assess whether traffic generated by the Proposed Project would contribute materially to safety risks at such locations. The EIS will identify potential safety improvements, if warranted.

Task 11: Air Quality

The potential effects from the Proposed Project mobile and stationary sources of air pollution on the surrounding sensitive land uses will be evaluated. Both mobile source and stationary source air quality analyses involve a multi-step process consisting of an initial screening, and then, if necessary, a detailed analysis.

Air Quality Analyses

Mobile Source Analysis

Microscale Intersection Analysis

Based on information from the traffic analysis, a mobile source screening to evaluate whether project-generated vehicle trips exceed applicable thresholds defined in the *CEQR Technical Manual* will be performed. Should the project-generated vehicle trips exceed CEQR thresholds, a detailed mobile source analysis will be conducted for one intersection that exceeds the screening criteria for both carbon monoxide (CO) and PM (particulate matter, PM_{10} and $PM_{2.5}$) pollutants using EPA's MOVES and AERMOD emissions and dispersion models. The intersection would be selected in consultation with the lead review agency.

Parking Analysis

An analysis of the impact from the most active of the proposed parking facilities will be conducted. It is assumed that the air quality impact of the "worst-case impact" parking would be higher than from any other parking facility and therefore be indicative of their impacts. The analysis will be conducted using the *CEQR Technical Manual* procedures for CO and PM.

Atypical Source Analysis: FDR Drive

An air quality impact will be assessed from FDR Drive on the Proposed Project buildings and public open space within 200 feet of FDR Drive. This analysis will utilize the latest available version of the EPA's MOVES emission model and AERMOD dispersion model. The analysis will assess the impacts of highway traffic CO and PM emissions on the Proposed Project.

Stationary Source Analyses

HVAC and Hot-Water Systems Analysis

The Proposed Project would not use fossil fuels for the heating/hot water, ventilation, and air conditioning (HVAC) or hot water systems; the Proposed Project would use ~~be all~~ electric and/or steam for the HVAC and hot water systems. Therefore, no local air quality stationary source impacts due to HVAC and hot water emissions would occur and no analysis is required.

Industrial and Large/Major Source Analyses

An assessment of potential impacts onto the Proposed Project from existing facilities will include the following analyses:

- Industrial Source Analysis. A preliminary screening will be conducted by examining nearby land uses and reviewing permit files from the DEP Bureau of Environmental Compliance (BEC) to identify manufacturing/ processing facilities within a 400-foot radius of the Development Site. A screening analysis will be conducted for any sources that are identified. Existing industrial sources in the surrounding area that would be demolished by the 2031 build year as a result of the No-Action projects will not be analyzed.
- Large/Major Source Analysis. A search will be conducted to identify any large and major sources within a 1,000-foot radius of the Development Site. A "large" source is a facility with a New York

State Department of Environmental Conservation (NYSDEC) State Facility Permit and a "major" source is a facility with a NYSDEC Title V permit. An initial permit search indicated that there is one large source and one major source within a 1,000-foot radius of the Proposed Project: Bellevue Hospital (462 First Avenue), which has a state facility permit, U.S. Corbin VA Facility~~and NY Harbor Healthcare System (the VA Hospital)~~, which has a Title V permit. Should further investigation of the permits indicate the need for a detailed air quality analysis, an analysis will be conducted using the AERMOD model to assess impact on the Proposed Project.

Laboratory Spill Analysis

As the Proposed Project is anticipated to include laboratories with fume hoods, a ~~qualitative~~ detailed analysis will be performed following the *CEQR Technical Manual* to evaluate the use of chemicals and the effect on air quality in the neighboring area in the case of a chemical spill.

Task 12: Greenhouse Gas Emissions and Climate Change

The Proposed Project exceeds the 350,000-square-foot threshold for greenhouse gas emissions assessment in the *CEQR Technical Manual*. Therefore, GHG emissions generated by project operations and project-related mobile sources will be quantified, and an assessment of the project's energy consumption and consistency with the City's established GHG reduction goal will be performed as part of the EIS. GHG emissions from construction will be assessed qualitatively. The chapter will discuss construction mitigation measures that reduce GHG emissions. Climate change resilience will be addressed as part of **Task 2: Land Use, Zoning and Public Policy** through an analysis of the Proposed Project's consistency with Policy 6.2 of the City's Waterfront Revitalization Program.

Task 13: Noise

Per the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Mobile sources include vehicular traffic; stationary sources include playgrounds, rooftop equipment, such as emergency generators, cooling towers, and other mechanical equipment.

The noise analysis will consist of several components, as described below.

Mobile Source Screening

A mobile source noise screening assessment will be conducted to determine if there is the potential for vehicular traffic generated by the Proposed Project to result in a significant noise impact. Noise passenger car equivalent (PCE) values will be calculated for the existing, No-Action, and With-Action conditions at selected intersections based on the Transportation analysis described above. The analysis will follow the requirements of Section 332.1 of the *CEQR Technical Manual*.

If the mobile source screening determines that existing noise PCE values would be increased by 100 percent or more due to the Proposed Project (which is equivalent to an increase of 3 dB[A] or more), a detailed analysis will be undertaken using the Federal Highway Administration's Traffic Noise Model or Cadna-A noise prediction software. The model results would be used to evaluate the potential for noise impacts and to analyze noise mitigation measures as appropriate.

Ambient Noise Monitoring (Existing Conditions)

Noise measurements will be taken at representative locations to characterize existing noise conditions in the study area. This will include locations representative of the new receptors that would be introduced by the Proposed Project and locations representative of receptors where the vehicle trips generated by the Proposed Project would have the greatest potential to significantly increase ambient sound levels. In accordance with the *CEQR Technical Manual*, ambient noise measurements will be conducted for 20 minutes for the area where the roadway noise is the predominant noise source. In conjunction with the transportation analysis, noise monitoring will be conducted during the weekday morning, midday and afternoon peak periods. Spot traffic counts will be conducted during the sound measurements to allow the prediction of sound levels associated with the existing, No-Action, and With-Action traffic conditions analyzed in the transportation analysis.

Stationary Source Screening

The Proposed Project may introduce stationary source noise generators, such as a central plant for infrastructure or ventilation equipment, truck loading docks, or other similar types of sources. A qualitative assessment will be conducted to identify the types of stationary sources that would be introduced by the Proposed Project, their general proximity to sensitive receptors, and the potential for noise impact. If specific stationary sources such as mechanical equipment are found to have the potential to cause noise impacts, a quantitative stationary source analysis will be conducted.

If the Proposed Project would introduce a stationary source (e.g., outdoor playground, basketball court), a detailed noise analysis would be performed using proper methodologies as indicated in *CEQR Technical Manual*.

Building Attenuation Analysis

Building sound attenuation requirements will be evaluated to maintain acceptable interior noise conditions based on the ambient noise monitoring and impact assessment results. A summary table of window-wall attenuation requirements will be developed for each building location within the Development Site in accordance with CEQR acceptable interior noise level requirements. As warranted, requirements will be established as part of the Proposed Project to ensure that appropriate measures are implemented to achieve the identified attenuation requirements.

Task 14: Public Health

According to the *CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects. According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. For the Proposed Project, a preliminary public health assessment will be conducted that will consist of a summary of the project's potential to result in unmitigated significant adverse impacts in the areas of air quality, water quality, hazardous materials, and noise. If unmitigated significant adverse impacts are identified in any of these technical areas and the lead

agency determines that a public health assessment is warranted, a detailed analysis will be provided for the specific technical area or areas.

Task 15: Neighborhood Character

The character of a neighborhood is the result of a combination of various contributing elements, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns and noise. This chapter of the EIS will use information from other EIS chapters to assess whether any identified significant adverse impacts in the areas of land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise would have the potential to affect neighborhood character.

Based on an evaluation of the Proposed Project's impacts, in accordance with the above-mentioned impact areas, an assessment of neighborhood character will be prepared following *CEQR Technical Manual* methodologies. This analysis will consist of describing the predominant factors that contribute to defining the character of the neighborhood within the study area for **Task 2: Land Use, Zoning and Public Policy**, summarizing changes in the character of the neighborhood that can be expected in the future No-Action condition, and evaluating the Proposed Project's potential to affect the defining features of the neighborhood. If it is determined that the potential exists for the project to affect such features, a detailed assessment would be conducted. This assessment would involve gathering information through field visits, photographs, and other methods and predicting how the project would affect the key elements that define the study area's character.

Task 16: Construction

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. The EIS will present the overall construction duration for the Proposed Project to determine the peak period for each phase of construction and provide information on the entities with governmental oversight for various aspects of construction. Information on how New York City regulates construction hours will be included in this chapter. Due to the size of the development, the construction of new buildings, and the length of the construction period (i.e., over two years), a detailed construction analysis will be required. Quantitative assessments will be prepared for transportation, air quality, and noise, as described below. Consistent with CEQR, the analysis will also assess the potential for construction-related activities to affect land use, neighborhood character, open space, historic and cultural resources, and hazardous materials.

Transportation

The construction transportation analysis assesses the potential for construction activities to result in significant adverse effects to traffic, transit (e.g., subway and bus), pedestrian elements (i.e., sidewalks, corners, and crosswalks), and parking conditions. The first step of the transportation assessment will be to develop the volume of traffic during peak hours that would be generated during the peak quarter (i.e., three-month period) of construction activity. This would include both construction worker trips made by auto and the volume of delivery trucks to and from the construction sites.

Once construction period trips are quantified, they will be assigned to the roadway network, and an assessment of their effects on the roadway network will be prepared. If the applicable CEQR

threshold levels are exceeded, a quantitative analysis of traffic conditions will be conducted. The Construction Traffic section will also describe whether curb parking lane closures or sidewalk closures are expected and estimate the number of construction workers likely to drive to the construction sites, the number of parking spaces needed, and the availability of on-site parking to accommodate the construction parking demand.

Air Quality

The construction air quality section will evaluate impacts from on-site construction emissions and off-site mobile source emissions that result from construction equipment, delivery trucks, fugitive dust, and worker vehicles.

Construction Air Quality Protocol

Construction air quality analysis procedures will be summarized in a construction air quality protocol, which will be reviewed by the lead agency. This protocol will include the emission intensity analysis as described below. The construction air quality analysis will be conducted using the approach approved by the lead agency.

Emission Intensity Analysis

An emission intensity analysis for on-site construction of the Proposed Project will be conducted. Information about construction logistics, schedule, equipment, deliveries, and fugitive dust sources will be obtained in order to estimate daily average $PM_{2.5}$ emissions for each month for the entire duration of construction by phase. This emission intensity analysis will be used to determine the construction phase and period (month and year) with the highest potential for air quality impacts. Based on the results of the emission intensity analysis and the locations of the closest sensitive receptors (including existing, no-build, and Proposed Project buildings), a detailed dispersion analysis of construction sources, as described below, may be undertaken following the *CEQR Technical Manual* if it is determined to be warranted through consultation with the lead agency.

Detailed Dispersion Analysis

Air quality pollutant (CO, PM_{10}, $PM_{2.5}$, and NO_2) concentrations from construction activities at the Development Site will be predicted for each analysis receptor for the representative worst-case construction phase. Air pollutant sources include combustion exhaust associated with non-road construction equipment engines, trucks operating on-site, construction-generated traffic on local roadways, and onsite activities that generate fugitive dust (e.g., excavation, demolition). ~~Best management practices (~~BMPs~~)~~ and best available technologies (BATs) for emission control, which would be implemented by the Proposed Project to reduce air pollutant emissions associated with the project's construction activities, will be described and evaluated. The potential for significant impacts will be determined by comparing predicted total concentrations to the NAAQS or applicable CEQR *de minimis* thresholds. Based on the results, possible mitigation strategies, including BMPs and BATs for emission control will be evaluated and described to reduce air pollutant emissions associated with the project's construction activities.

Off-Site Mobile Source Analysis

A CEQR mobile source screening analysis will be conducted to determine the need for an off-site microscale intersection analysis under construction. If such an analysis is needed, a detailed microscale analysis using the EPA MOVES and AERMOD emissions and dispersion models will be completed.

Noise

Qualitative Assessment

Based on the Proposed Project's construction scenario and phasing, the type of equipment and construction methods to be used, the number of construction vehicle trips and the proximity of noise and vibration-sensitive receptors, a qualitative assessment of the potential for elevated noise levels during each phase of construction will be developed, incorporating noise and vibration avoidance measures that are typically implemented to reduce the potential for adverse effects. If warranted by the qualitative analysis, a quantitative assessment will be performed. As described in Section 310 of the *CEQR Technical Manual,* the determination whether it is sufficient to conduct a qualitative analysis or whether a quantitative analysis is required cannot be made based solely on the duration of the construction period, and should take into account such factors as the location of the Development Site in relation to existing residential uses or other sensitive receptors, the intensity of the construction activity, and the extent to which the Proposed Project incorporates commitments to appropriate noise control measures.

Quantitative Assessment

Estimates will be made of construction noise from on-site stationary construction equipment and construction-related vehicles, including worker trips and material handling trips on adjacent roadways. Ambient sound monitoring would be conducted during the early morning period (6–7 AM) when there is the greatest potential for increases in noise due to mobile construction sources. If necessary, the Cadna-A model will be used to calculate the existing noise level at receptors**.**

Stationary and mobile construction noise levels would be predicted at nearby sensitive receptors and at the Development Site itself, including existing buildings that will continue to operate during construction, and new noise-sensitive uses that would be introduced before/during construction. Cadna-A sound prediction software, which accounts for the type of equipment used, the usage factors, and distances from source to receptor and acoustic shielding from intervening buildings, would be used for the analysis. Construction noise from stationary sources would be evaluated according to requirements outlined in the New York City Noise Control Code. Construction noise mitigation recommendations would be developed, as needed, in accordance with CEQR and New York City Noise Control Code requirements.

Construction vibration has the potential to result in damage to adjacent structures, cause annoyance to people in nearby buildings, and/or affect vibration-sensitive equipment and operations in hospital buildings. If required, a construction vibration assessment would be conducted based on typical construction equipment that can generate vibration (i.e., pile driving, demolition, jackhammers, etc.) and prediction methods outlined in the Federal Transit Administration guidance manual.

Task 17: Mitigation

If significant adverse project impacts are identified, measures to mitigate those impacts will be described where feasible. These measures will be developed and coordinated with the responsible City/State agencies as necessary. In the event that one or more significant adverse impacts cannot be mitigated, the reason that mitigation is not practicable will be discussed and these impacts will be described as unavoidable adverse impacts.

Task 18: Alternatives

SEQRA requires that alternatives to the Proposed Project be identified and evaluated in an EIS so that the decision-maker may consider whether alternatives exist that would minimize or avoid adverse environmental effects while achieving the goals and objectives of the Proposed Project. The selection of alternatives is determined by taking into account the nature of the specific project, its stated purpose and need, potential impacts, and the feasibility of potential alternatives. Consistent with SEQRA/CEQR, a No-Action Alternative will be considered. In addition, if any significant, unmitigated, adverse impacts are identified, a No Unmitigated Significant Adverse Impact Alternative will be considered, which includes an assessment of a project that would result in no unmitigated impacts. Additional alternatives to the Proposed Project may also be considered once the Proposed Project's impacts have been identified. The alternatives analysis will be qualitative, except where significant adverse impacts have been identified for the Proposed Project.

Task 19: EIS Summary Chapters

In accordance with CEQR guidelines, the EIS will include the following summary chapters, where appropriate to the Proposed Action:

- **Executive Summary**: The executive summary will use relevant material from the body of the EIS to describe the proposed action, its environmental impacts, measures to mitigate those impacts, and alternatives to the proposed action. As described in the *CEQR Technical Manual,* it will contain:
  - A brief project description;
  - A summary and list of each action;
  - The analysis areas examined in the EIS;
  - The analysis areas eliminated in the EIS for further study, and the reasons why;
  - A summary of the significant adverse impacts, if any;
  - A summary of the mitigation measures, if any, to reduce or eliminate any significant adverse impacts;
  - Any important trade-offs identified in the other summary chapters;
  - A summary of the unavoidable adverse impacts, if any; and
  - A short discussion of alternatives.
- **Unavoidable Adverse Impacts**: This chapter will summarize any significant adverse impacts that are unavoidable if the proposed action is implemented regardless of the mitigation employed (or if mitigation is not feasible).

- **Growth-Inducing Aspects of the Proposed Action**: This chapter will summarize the "secondary" impacts of a proposed action that trigger further development.
- **Irreversible and Irretrievable Commitments of Resources:** This chapter will summarize the Proposed Actions, Proposed Project, and potential impacts in terms of the loss of environmental resources (use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

Science Park and Research Campus (SPARC) Kips Bay

Response to Comments on the Draft Scope of Work

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Introduction

This document summarizes and responds to comments on the Draft Scope of Work (DSOW) for the Science Park and Research Campus (SPARC) Kips Bay project, published on January 30, 2024.

City Environmental Quality Review (CEQR) requires a public scoping meeting as part of the environmental review process. Oral and written comments were received during the public hearing held by the New York City Office of the Deputy Mayor for Housing, Economic Development and Workforce (DMHEDW) on March 18, 2024. Written comments were accepted from issuance of the DSOW through the close of the public comment period, which ended at 5:00 PM on March 28, 2024. **Appendix A** contains the written comments received on the DSOW.

Section 2 lists the elected officials, organizations, and individuals that provided relevant comments on the DSOW. **Section 3** contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the DSOW. Where more than one commenter expressed similar views, those comments have been grouped and addressed together.

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List of Elected Officials, Organizations, and Individuals who Commented on the DSOW

Elected Officials

1. State Assembly Member Harvey Epstein, oral testimony dated March 18, 2024 (Epstein_001)
2. Manhattan Borough President Mark Levine, written statement dated March 27, 2024 (Levine_002)
3. City Council Member Keith Powers, written statement dated March 27, 2024 (Powers_003)

Community Board

4. Manhattan Community Board 6, Chair of the Land Use and Waterfront Committee Majed Abdulsamad, oral testimony dated March 18, 2024 (Abdulsamad_CB6_004)
5. Manhattan Community Board 6, member of the Land Use and Waterfront Committee Lawrence Scheyer, oral testimony dated March 18, 2024 (Scheyer_CB6_005)
6. Manhattan Community Board 6, Resolution received via email from Brendan Birth on March 19, 2024, attached Resolution dated February 15, 2024 from Jesus Perez, District Manager (Perez _CB6_006)

Organizations and Interested Public

7. Michael Baran, Pfizer, oral testimony and written statement dated March 18, 2024 (Baran_007)
8. Marta Concherio-Guidan, John Jay College of Criminal Justice, oral testimony and written statement dated March 18, 2024 (Concherio-Guidan_008)
9. Sergio Costa, CUNY Graduate School of Public Health and Health Policy, written statement dated March 18, 2024 (Costa_009)

10. Sara D'Alessandro, member of Back Brookdale Coalition, oral testimony and written statement dated March 18, 2024 (D'Alessandro_010)
11. Colleen Denmon, member of Hunter College Undergraduate Student Government, oral testimony dated March 18, 2024 (Denmon_011)
12. Ann Greenberg, member of the public, oral testimony and written statement dated March 28, 2024 (Greenberg_012)
13. Bashir Juwara, member of Hunter College Undergraduate Student Government, oral testimony dated March 18, 2024 (Juwara_013)

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Comments and Responses on the DSOW

General Comments in Support of the Project

The development of the Kips Bay SPARC project could help bring numerous benefits to the city and its residents. The project fits nicely geographically into a growing life science Kips Bay footprint consisting of the Alexandria Center, NYU Langone, Bellevue Hospital, and the Deerfield Cure's Center. A Kips Bay scientific hub, paired with the broader NYC university and hospital network, as well as the world's epicenter for finance will help position NYC to become a leader in biotech innovation. A life sciences cluster in Kips Bay has strong potential to bring numerous benefits, including advancements in public health, new employment opportunities, the development of the next generation of talent, and increased diversity and inclusion. The Kips Bay SPARC project serves as another puzzle piece on our board here in NYC and with it we can together envision a tomorrow where New York City emerges as the #1 epicenter of bio innovation. (Baran_007)

Response: Comment noted.

I am writing to express my enthusiasm for this project. This campus will bring together CUNY institutions closely aligned with the mission of improving health in NYC and beyond. It will be a laboratory to experiment with innovative learning solutions. SPARC Kips Bay will provide a welcome solution to our students, staff, faculty: a new, attractive, vibrant and well-designed space to encourage all kinds of interactions that nurture learning and growth and be a place where they can be happy, productive and healthy in so many ways. (Costa_009)

Response: Comment noted.

I endorse the SPARC Kips Bay initiative, particularly the forthcoming Office of Chief Medical Examiner (OCME)-Forensic Pathology Center and the toxicology and pathology laboratories. Students at this institution have had experiences that have significantly enriched our program and profoundly impacted our students' educational journeys, and the OCME toxicology laboratory has emerged as a vital component in our students' education. John Jay College, as a Minority Serving Institution, is dedicated to enhancing diversity in STEM fields, with a

particular focus on forensic sciences. The unparalleled benefits our students derive from our collaboration with OCME laboratories are unmatched nationwide. Many John Jay alumni are currently employed at OCME, fostering a welcoming and supportive environment for our students. The building of a new toxicology laboratories will further strengthen and perpetuate this collaboration, offering an advanced educational environment equipped with state-of the-art facilities. Education in forensic sciences within such enhanced facilities is paramount to ensuring students receive top-tier training, have access to cutting-edge technologies and methodologies, and are thoroughly prepared for successful careers in forensic science. The SPARC Kips Bay project will undoubtedly have an unparalleled impact on the field of forensic sciences, which is imperative for the advancement of this crucial discipline, not only in New York City but throughout the entire nation. (Concheiro-Guisan_008).

Response: Comment noted.

Comments on the Proposed Actions and Project Description

Loss/Relocation of Dorms and Provision of Affordable Housing

C.1 **The project should include dorms or housing to help address the housing affordability crisis. (Epstein_001) Without Brookdale, some out-of-state students would not be able to afford CUNY or afford to live in the city. This project should provide affordable housing to Hunter students, including students that need religious accommodations. (Juwara_013)**

Manhattan Community Board Six strongly encourages the inclusion of affordable housing into the SPARC proposal (Perez _CB6_006)

Short-term tenants in Stuyvesant Town and Peter Cooper Village have contributed to the quick rise of rents here, most of which can no longer be categorized as truly affordable. Institutions of higher learning should provide their own housing, not take over units intended for those looking to establish roots in our community. (Greenberg_012)

SPARC should include student housing identical in units and cost to Brookdale (D'Alessandro_009, Denmon_010), or a commitment to a budget housing option for students should be made by New York State, City and CUNY governance. All housing replacements, temporary or permanent, should be operational by commencement of SPARC construction to ensure uninterrupted support to students in need. New York State must invest in CUNY student housing in a manner equitable to its investment in SUNY student housing. (D'Alessandro_010)

The proposal should include a college dormitory. It is imperative to keep this campus active and operating and lively 24 hours a day seven days a week, so that it can operate at its full potential and be the kind of learning environment that is only possible with a residency school (Scheyer _CB6_005)

I support student housing at SPARC Kips Bay – as well as hoteling/corporate style housing for temporary visitors such as guest speakers and lecturers. Accommodating special guests in

short-term housing will be important and strategically smart for CUNY's aspirational growth and visibility (Costa_009)

Response: Although the SPARC Kips Bay project will not include on-site student housing, CUNY will ensure that all students who wish to reside in CUNY dorms will be accommodated in other CUNY dorms located elsewhere in Manhattan. Students who have been living in the Brookdale dorms since 2022, before the project was announced, will be guaranteed student housing at the same rate that they currently pay. Through the City of Yes for Housing Opportunity, the City remains committed to identifying opportunities for housing across the city to increase the supply of housing across a range of affordability options to serve all New Yorkers.

C.2 **This is a major investment of public funds. We are excited about this project, and strongly encourage the inclusion of affordable housing. We hope that the scarcity of affordable housing options in the district is put front and center in this proposal. (Abdulsaman_CB6_004)**

Response: The project site was identified as an opportune location to fulfill the goals of the City's LifeSci NYC initiative by becoming a first-of-its-kind jobs and education hub with a mix of academic, health care, and life science facilities. While housing does not fulfill the project goals for the Development Site, the City is committed to identifying housing opportunities where feasible.

Research has shown that forming a physical cluster and network of life sciences companies is essential for the success of this industry, and Kips Bay is one of the key nodes of the life science industry in New York City. The neighborhood surrounding the project site includes rich transit access and premier institutions for education, healthcare, and life sciences. Over 44,000 people work in the healthcare and life sciences industry in the neighborhood, and there are three major medical institutions, and six higher educational institutions. The proposed project will capitalize on these assets and help to support the growth of the life science industry, in turn helping to fulfill the goals of the City's LifeSci NYC initiative.

Sources of Funding

C.3 **The NYC H&H and OCME facilities would be located in buildings that will need private funding. This means it could take years to put shovels in the ground for these projects, making public necessity dependent on private funds. Will the OCME and NYC H&H parts of the project languish or be subject to less-than-ideal concessions to private interests? (Greenberg_012)**

Response: The environmental review anticipates that the entire project will be completed by the 2031 build year. For conservative analysis purposes, the EIS assumes that the entire project will be completed and open by 2031.

Design, Site Plan, and Proposed Uses

C.4 **We support the proposal for much-needed improvements to the 25th Street pedestrian bridge, to upgrade the aging infrastructure and provide much needed ADA accessibility. We know the Applicants will adhere to all required standards for modern and accessible pedestrian bridges, but we hope that they will go above and beyond to hear from bridge users about any particular needs that could be addressed in the final design. (Levine_002 and Powers_003)**

Response: Comment noted.

C.5 The vehicular drop-off area for people visiting the campus ought to be under the cover of a garden roof, providing additional area that could be utilized for passive recreation. (Scheyer_CB6_005)

Response: Comment noted.

C.6 Service vehicles should be hidden from view and should be able to move in and out of the campus efficiently. (Scheyer_CB6_005)

Response: Comment noted.

C.7 We have heard consistently from local stakeholders about the need for additional space for the surrounding community's many active organizations. There are many groups in need of space to utilize for their programming, meetings, and community events. We ask for the final design of the project to address this need. (Levine_002 and Powers_003) Manhattan Community Board Six requests a space for the Community Board and other community events to be included in the proposal (Perez _CB6_006)

Response: Comment noted.

C.8 Manhattan Community Board Six encourages a comprehensive urban design approach that includes transparent and diverse ground floor uses, widened sidewalks, street beautification, intersection improvement, traffic calming for the FDR Drive exit on 25th Street, and an accessible, bikeable, and pedestrian friendly new 25th Street Bridge over the FDR (Perez _CB6_006)

Response: Comment noted. The Proposed Project would provide transparent and activated ground floor space throughout the Development Site. Specific transportation programming, such as sidewalk and intersection improvements, will be further advanced and finalized during the design process.

Comments on Specific EIS Technical Areas

Land Use, Zoning, and Public Policy

C.9 I am concerned about climate change. While there are plans to mitigate expected rise in the water and the impact of that on city infrastructure, I think all measures should be taken to ensure that the space is maximally operative in case there is failure in those plans. Elevating and diversifying entry to the building, reducing the need for classroom, halls, galleries, library, archives and public spaces at the ground level will ensure that the building can function in case there is water breach or similar climate change related adverse events. (Costa_009)

Response: Comment noted. The project design will account for future flood projections. Further, the Waterfront Revitalization Program (WRP) Assessment in the DEIS evaluates the Proposed Actions' compliance with the City's WRP policies, including Policy 6.2, which requires consideration of the latest sea level rise (SLR) projections into the planning and design of projects in the coastal zone. SPARC will also include a flood wall tie-in to the larger Kips Bay Coastal Resiliency project, which will provide a flood barrier around the Bellevue Hospital campus, providing neighborhood-wide protection during flood events.

C.10 Manhattan Community Board Six encourages SPARC's flood mitigation plan to be tied into larger neighborhood flood mitigation plans to avoid inflicting unintentional harm during severe storm events (Perez _CB6_006)

Response: Comment noted. The proposed plans are being coordinated with the Kips Bay Coastal Resiliency project's planned floodwall, and the aim is to provide a continuous and coordinated flood mitigation strategy to protect the eastern side of Manhattan.

Socioeconomic Conditions

C.11 While there is no direct or indirect residential displacement that would result from the SPARC project, the project would replace 711 dorm beds (575 of which currently utilized). Dormitory housing provides critical, affordable housing for students and ensures that they do not have to navigate and further strain our rental housing market. We urge the applicants to study the impact of this project on students who use this housing, and work with CUNY to identify replacement dorm space or otherwise provide affordable housing within Community District 6. (Levine_002 and Powers_003)

Response: Comment noted. As discussed in DSOW, no permanent residential uses are currently located or proposed on the Development Site; therefore, the Proposed Project would not result in direct or indirect residential displacement pursuant to CEQR.

Although the SPARC Kips Bay project will not include on-site student housing, CUNY will ensure that all students who wish to reside in CUNY dorms will be accommodated in other CUNY dorms located elsewhere in Manhattan. Students who have been living in the Brookdale dorms since 2022, before the project was announced, will be guaranteed student housing at the same rate that they currently pay.

Open Space

C.12 We commend the project for the inclusion of 0.75 acres of open space on the site, and we encourage the inclusion of any additional passive recreation space as possible, whether on site or in the surrounding area such as the waterfront. (Levine_002 and Powers_003)

Response: Comment noted.

Shadows

C.13 Manhattan Community Board Six encourages thorough public safety and shade studies that consider adjacencies and impact on neighboring properties and community assets such as the Bellevue Sobriety Garden (Abdulsamad_CB6_004, Perez _CB6_006)

Response: Comment noted. The Shadows assessment in the DEIS will assess whether proposed building massing resulting from the Proposed Actions would cast shadows on sunlight-sensitive publicly accessible resources or other resources of concern, such as natural resources, and evaluates the significance of their impact. While the Bellevue Sobriety Garden is on Bellevue Hospital property, which is private, it will be analyzed as a publicly accessible resource in the study area as access is not currently restricted.

Urban Design and Visual Resources

C.14 The urban design and visual resources analysis of the pedestrian experience should include looking at potential mitigations, particularly in making the open space inviting and accessible from the street level, and transparency when possible given building uses. (Levine_002 and Powers_003)

Response: Comment noted. The DEIS will include a study of changes anticipated from the pedestrian experience given the introduction of the new buildings at the Project Site. In the DEIS, particular attention will be given to street-level facades and open spaces. The Proposed Project is committed to creating inviting, transparent spaces for all pedestrians—both campus users and passersby.

C.15 The committee would like to know the approach about the urban design, specifically the ground floor use and studies for public safety. (Abdulsamad_CB6_004)

Response: The analysis includes up to 15,000 sf of ground floor retail use and the ground floor will be subject to transparency requirements under the Zoning Resolution. Processes outside of CEQR are not analyzed in the EIS.

Transportation

Vehicular Traffic

C.16 This project would be situated next to the FDR Drive and First Avenue, both of which get a lot of vehicular traffic. This context, paired with the types of vehicles that would be entering and leaving the SPARC campus, poses various challenges for the campus. We therefore ask that the traffic analysis include a careful analysis of the drop off locations at the Health and Hospitals (H+H) ambulatory facility, the impacts of traffic on East 26th Street as a two-way access drive, and any other loading needs for the Office of the Chief Medical Examiner (OCME), along with other campus uses. (Levine_002 and Powers_003)

Response: The DEIS will analyze the potential impacts of vehicle traffic generated by the Proposed Project uses, including vehicle traffic generated by pick-up/drop-off and loading operations, and the effects of the conversion of former East 26th Street to a two-way street. The DEIS analysis will also include an assessment of vehicular and pedestrian safety at the traffic and pedestrian analysis locations.

Pedestrians

C.17 We urge the Applicants to prioritize the safety and ease of pedestrian circulation in and around the SPARC campus. The construction of this facility should be accompanied by significant pedestrian safety improvements, including around the FDR Drive exit on East 25th Street and in locations where pedestrians may interact with vehicles, including the potential drop off lane for H+H. Similarly, pedestrian improvements between the campus and the subway, including sidewalk widenings around the campus, should be considered. (Levine_002 and Powers_003)

Response: The Transportation assessment in the DEIS provides an analysis of the anticipated pedestrian conditions with and without the Proposed Project to determine the potential for significant pedestrian impacts and the assessed pedestrian safety. Proposed changes to the street

network, as well as any sidewalk widening expected to occur in conjunction with the Proposed Project, are incorporated into the pedestrian analysis. The location of the crosswalk on 25th St will be considered as part of the pedestrian design which has not been finalized at this time.

C.18 **We ask the applicants to ensure there is adequate bicycle infrastructure on and around the campus, including the Citibike station on East 25th Street and First Avenue, parking for personal bikes, and bike access to the waterfront. (Levine_002 and Powers_003)**

Response: Comment noted. The Applicant will look to relocate the Citibike station in the area.

C.19 **With regard to the traffic pattern at FDR Drive on East 25th Street, this is exit seven southbound from the FDR Drive, and it is quite dangerous. The implication for people crossing 25th Street is that they take a real risk in going to Asser Levy Recreation area from this campus. When you are designing the pedestrian bridge from Waterside Plaza, consider having this bridge land at Asser Levy Recreation area on the south side of 25th Street, and also have it go directly into the building around the area of the elementary school or the public school at the second floor. This would provide safe crossing for pedestrians and bicyclists. (Scheyer_CB6_005)**

Response: Comment noted. The design of the pedestrian bridge has not been finalized at this time. Pedestrian and bicyclist safety is a top priority and will drive the design of the replacement bridge.

Construction

C.20 **This project is anticipated to take five years of construction. We ask the applicants to ensure that proper notice on phasing and updates are given to surrounding residents, particularly related to the pedestrian bridge and access to the river. (Levine_002 and Powers_003)**

Response: Comment noted. Notice on phasing and updates of the proposed construction will be provided to the surrounding community prior to construction commencement.