

**A. INTRODUCTION**

This chapter assesses the potential impacts of the proposed project on land use, zoning, and public policy for the project site and the study area and evaluates changes that are expected to occur independent of the proposed project. It also examines the proposed project's compatibility and consistency with land use and development trends in the area, as well as public land use and zoning policies as compared with conditions without the proposed project.

As described in Chapter 1, "Project Description," the proposed project would redevelop the northern portion of the Bronx Psychiatric Center (BPC) campus with a mix of commercial and medical office, bio-tech/research, hotel, accessory, college/trade school, community facility, and retail uses along with open space and parking facilities. For the purposes of this Environmental Impact Statement (EIS), it is assumed that in the future without the proposed project (the "No-Action" condition), the three primary, existing buildings (Bronx Children's Psychiatric, Thompson, and Parker Buildings) would remain vacant. The powerhouse, two metal shelters, and small storage building on the project site would also be vacated and decommissioned, and the ballfields would remain as in the existing condition. The proposed project would be completed in two phases, with 2023 as the analysis year for Phase I completion, and 2028 as the year for Phase II full build-out, or "With-Action" condition.

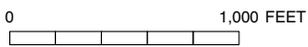
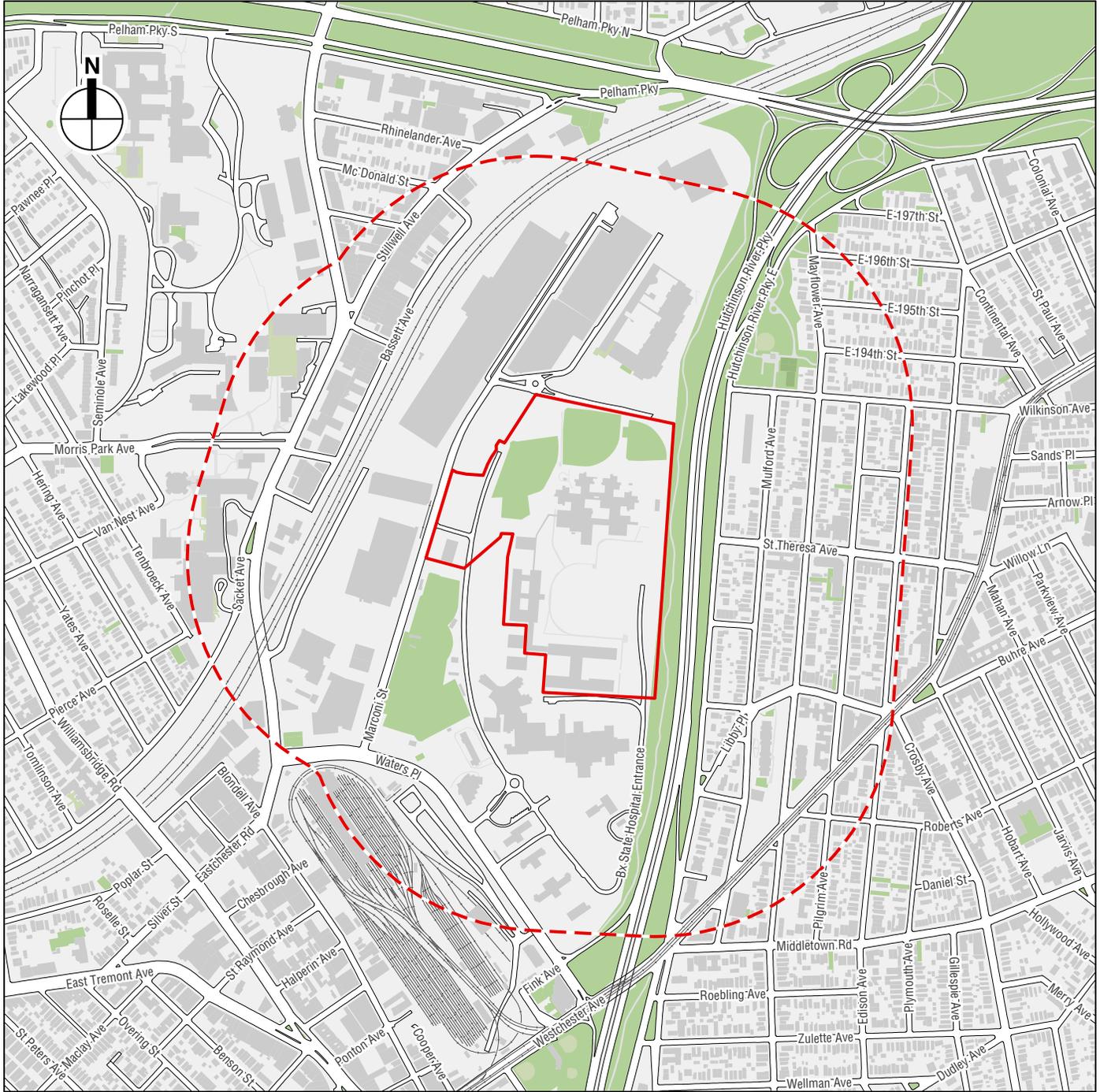
**PRINCIPAL CONCLUSIONS**

This analysis finds that both Phase I and Phase II of the proposed project would be compatible with existing uses in the surrounding area, and would not result in any significant adverse impacts to land use, zoning, or public policy.

**B. METHODOLOGY**

The approximately 34-acre project site is generally bounded by Hutchinson Metro Center to the north, the Hutchinson River Parkway (HRP) to the east, the remaining portion of the Bronx Psychiatric Campus and Waters Place to the south, and Marconi Street to the west. In accordance with the *CEQR Technical Manual*, an analysis of land use, zoning, and public policy should examine the area within ¼-mile of the project site, as this distance defines the area in which the proposed project could reasonably be expected to cause potential effects. Therefore, the land use study area is generally bounded by the Edison Avenue to the east, Eastchester Road and Stillwell Avenue to the West; Blondell Avenue to the south and Rhineland Avenue to the north (see **Figure 2-1**).

Construction of the proposed project is expected to occur in two phases over a period of approximately nine years. Phase I is expected to be complete in 2023, with the full build out of Phase II expected in 2028. This analysis begins by considering existing conditions related to land use, zoning, and public policy in the study area. The analysis then considers land use,



- Project Site
- Study Area (1/4-mile boundary)



Project Site Location  
Figure 2-1

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zoning, and public policy in the No-Action condition for the 2023 and 2028 analysis years by identifying developments and potential policy changes expected to occur. Probable impacts of the proposed project are then identified by comparing the With-Action condition and the No-Action condition.

### **C. EXISTING CONDITIONS**

#### **LAND USE**

##### *PROJECT SITE*

The project site is the northern portion of the BPC campus, and includes three primary existing buildings: the 2-story, approximately 146,600-gsf Bronx Children's Psychiatric building; the 13-story, approximately 377,100-gsf John W. Thompson building (the Thompson Building); and the 6-story, approximately 330,000-gsf Betty Parker building (the Parker Building). The project site also includes a steam-generating powerhouse, two metal shelters, a small storage building, and four baseball fields.

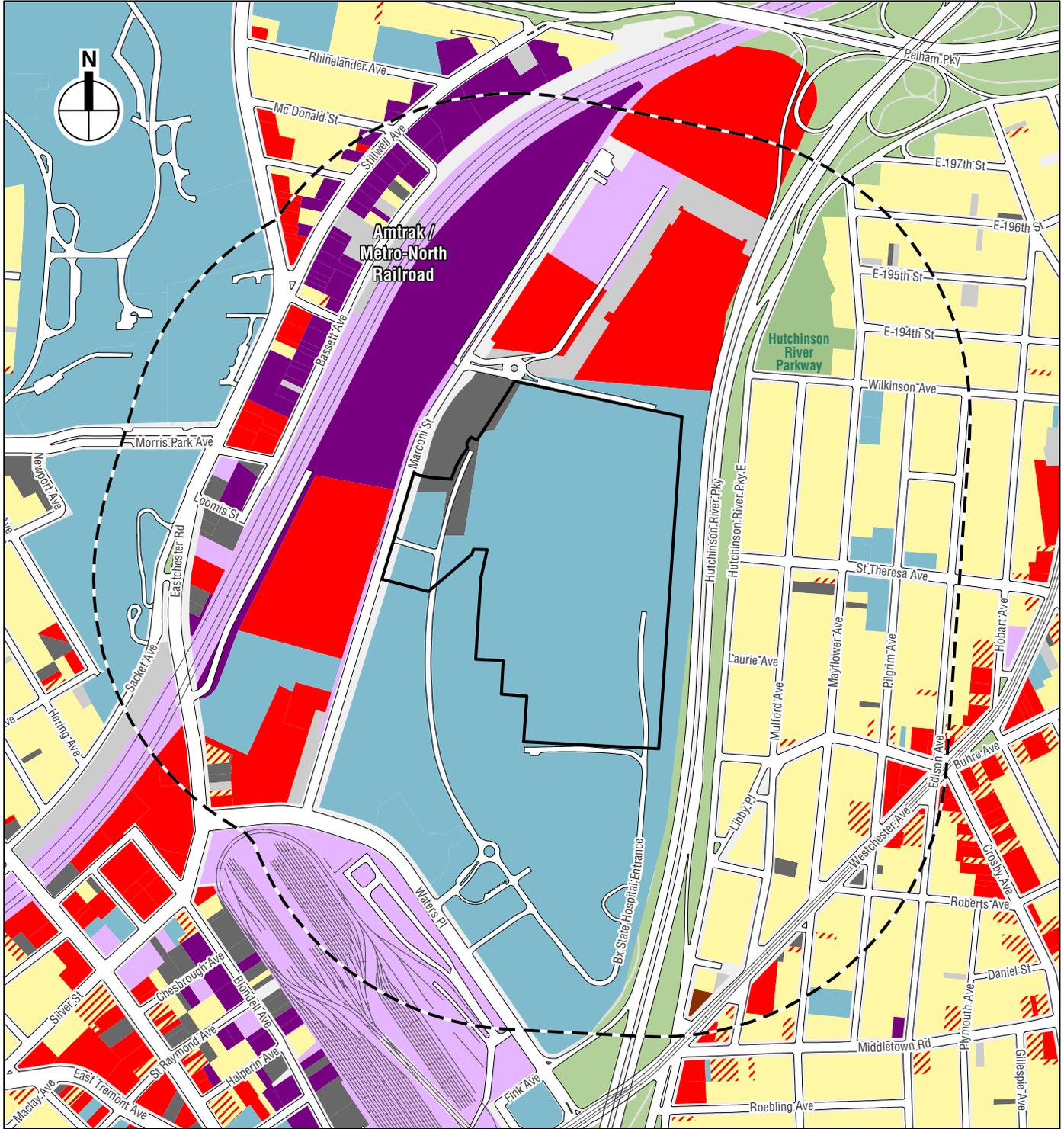
##### *STUDY AREA*

Predominant land uses within the ¼-mile study area include residential, commercial, community facilities, manufacturing, and transportation uses (see **Figure 2-2**). The western portion of the study area is comprised of large-scale institutional, commercial, and light manufacturing uses while the eastern portion is defined by residential development. The HRP roughly divides the study area into two sections. Smaller-scale retail establishments, community facilities, and open spaces are scattered throughout the study area.

The Public Safety Answering Center II (PSACII) and Hutchinson Metro Center, respectively, occupy an 8.75-acre and 42-acre site directly north of the project site. The PSACII facility is operated by the New York City Police Department (NYPD), the Fire Department of New York (FDNY), and the New York City Department of Information Technology and Telecommunications (NYCDOITT). The PSACII building, located at 350 Marconi Street, operates as an emergency 911 call response center. Hutchinson Metro Center, which formerly housed the Bronx Developmental Center, is comprised of three office buildings: 1200 Waters Place; Tower One, and Tower Two. Marconi Street, which runs along the western edge of the project site, provides gated access to Hutchinson Metro Center. The 10-story Tower One opened in 2008 and includes office space and an underground parking garage. Renovations to 1200 Waters Place, which currently houses medical offices, offices for the New York City Housing Authority (NYCHA), a branch of the Internal Revenue Service, and the Bronx campus of Mercy College, were completed in 2005. Hutchinson Metro Center also has an approximately 1,142-space parking lot and includes the Metro Center Atrium, which is located to the west of the project site. The Atrium is a 360,000-square-foot, mixed-use complex containing office uses, medical office space, and commercial uses such as the Residence Inn by Marriott, LA Fitness, Dunkin Donuts, and Applebee's restaurant. A distribution center is located just north of the Atrium.

The industrial, transportation, and manufacturing uses in the study area are concentrated in the southern and western portion of the study area. The distribution center is located along the western boundary of the project site and Hutchinson Metro Center. Amtrak's Hell Gate Line railroad tracks separate the uses along Bassett Avenue from the distribution center. Many of the

Data source: NYC Dept. of City Planning MapPLUTO v18v2 and AKRF study area survey



- Project Site
- Study Area (1/4-mile boundary)
- Commercial and Office Buildings
- Hotels
- Industrial and Manufacturing
- Open Space and Outdoor Recreation
- Parking Facilities
- Public Facilities and Institutions
- Residential
- Residential with Commercial Below
- Transportation and Utility
- Vacant Land

0 1,000 FEET



buildings along Bassett and Stillwell Avenues contain auto repair, auto detailing, or auto customization shops, as well as tow truck operations. The Logan Bus Company operates a large school bus facility on the eastern portion of Stillwell Avenue between McDonald Street and Rhinelander Avenue.

The Metropolitan Transportation Authority (MTA) New York City Transit (NYCT) Westchester Yard is the largest single transportation use in the study area. Bordering Waters Place and the project site, the Yard provides operations support to the Pelham Line (No. 6 train), which traverses the study area on an elevated track above Westchester Avenue. Westchester Yard stretches from Eastchester Road to Westchester Avenue between Waters Place and Blondell Avenue, and its six-story master tower is located on Waters Place at Fink Avenue. Manufacturing and industrial uses, which include automotive repair shops, salvage yards, and used car shops, are prevalent along Blondell Avenue just south of Westchester Yard.

There are a number of large institutions within the ¼-mile study area. The Resnick Campus of Yeshiva University's Albert Einstein College of Medicine (AECOM) is located on the southwest corner of Eastchester Road and Morris Park Avenue in the western portion of the study area. The AECOM campus consists of medical buildings, student residences, research and teaching facilities, office space, health education centers, an athletic facility, and dining facilities. In 2008, AECOM opened its Michael F. Price Center for Genetic and Translational Medicine/Harold and Muriel Block Research Pavilion on Morris Park Avenue within the New York City Health and Hospital Corporation's Jacobi Medical Center (JMC) campus. The five-story, \$220-million facility is the largest and most significant research building to be constructed in the Bronx in half a century and houses 40 research teams, with 400 scientists, dedicated to advancing a broad array of biomedical research.

The southeast corner of the JMC campus is located at Eastchester Road and Morris Park Avenue. Founded in 1955, JMC has grown into the largest public hospital in the Bronx with more than 500 beds and offers a complete range of acute, specialty, general and psychiatric services. Within the study area, uses on the JMC campus include AECOM's 28-story Eastchester residences, an athletic facility, and the staff housing parking garage.

Montefiore Medical Center (Montefiore), a top-ranked U.S. hospital known for its investments in medical innovation and cutting-edge technology, also has a strong presence in the study area. Montefiore's nine-story 356-bed Jack D. Weiler Hospital (Weiler Hospital) is located at 1825 Eastchester Road adjacent to AECOM and is the focal point of Montefiore's East Campus (the West Campus is located along East Gun Hill Road and Jerome Avenue in the Norwood section of the Bronx). The Montefiore Medical Park, a state-of-the-art ambulatory care facility housing major clinical departments and support services for Weiler Hospital, is comprised of several buildings along Eastchester Road; the most prominent of these buildings, the six-story Tower at Montefiore Medical Park that includes medical offices and a parking garage, is located on Eastchester Road at the intersection with Waters Place.

The six-story Calvary Hospital is located at 1740 Eastchester Road north of Waters Place and directly west of the project site. Calvary Hospital, a voluntary not-for-profit hospital operated in connection with the Archdiocese of New York, is the only fully accredited acute care specialty hospital exclusively providing palliative care for advanced-stage cancer consumers in the United States.

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Overall, residential land uses are concentrated in the eastern portion of the study area and separated from the project site by the HRP. Additional residential buildings are interspersed with manufacturing and transportation uses south of the Westchester Yard and in the northwest corner of the study area along McDonald and Seminole Streets. Most of the residential buildings are single-family, two- to three-story, attached and detached buildings. Larger residential developments in the study area include the 13-story, 158-unit Hutchinson Parkway Apartments at the southwest corner of Wilkinson and Mulford Avenues; the 18-story, 258-unit Hazel Tower development that occupies the entire block bounded by Buhre, Mayflower, Westchester, and Mulford Avenues; and the 12-story, 120-unit Mayflower Terrace building one block east of the Hazel Tower along Westchester Avenue.

With the exception of Hutchinson Metro Center, commercial uses are typically retail stores generally located along the major streets in the study area, including Williamsbridge Road, Eastchester Road, and Westchester Avenue. Local retail uses include delis, grocery stores, hair and tanning salons, carpet stores, bars, flower stores, clothing stores, and restaurants. The Castle Center shopping mall, which includes a Stop n Shop, Liquor Store, Subway, and a Starbucks coffee shop among other establishments, is located on the corner of Eastchester Road and Waters Place just west of the project site.

### **ZONING**

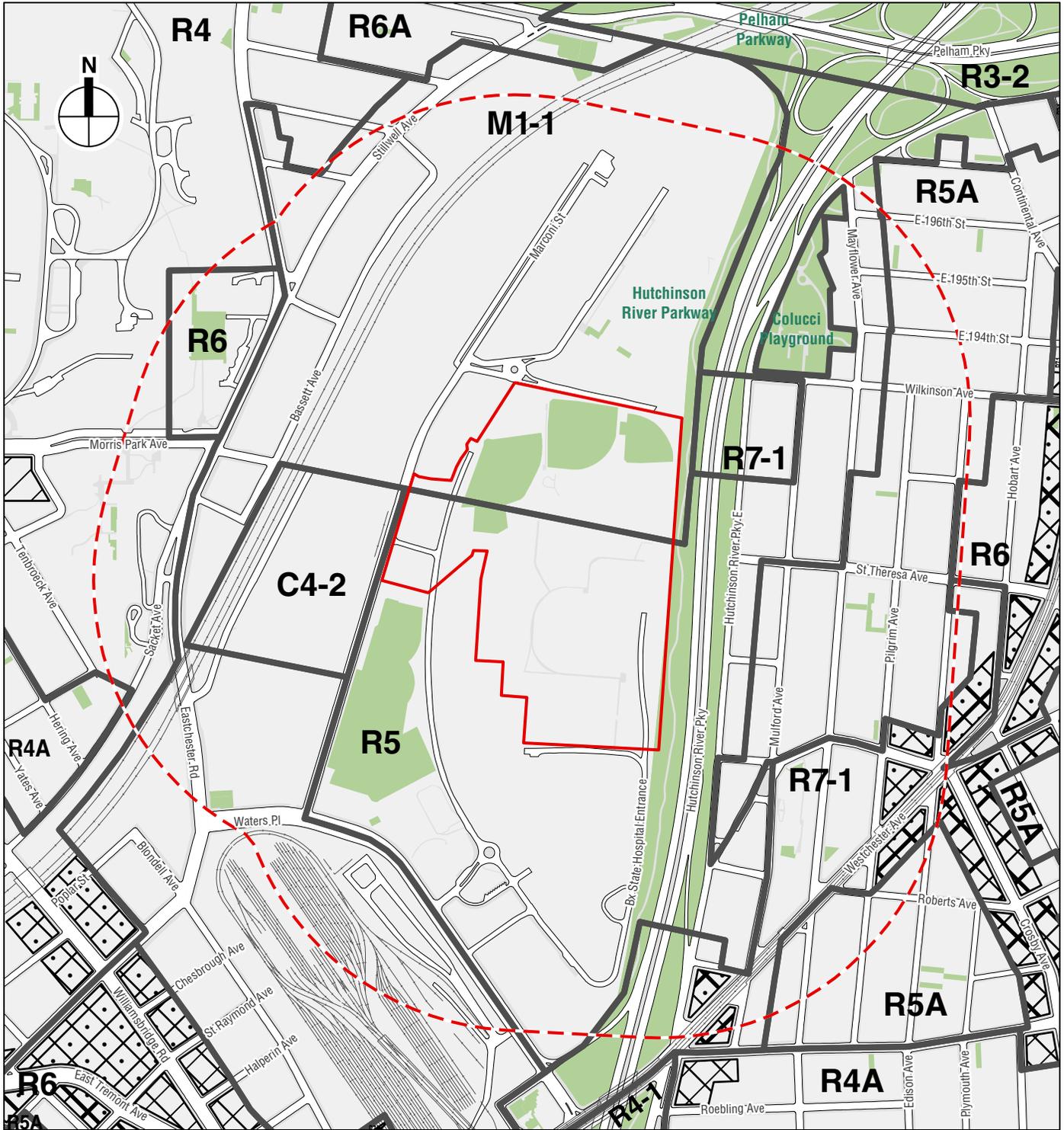
#### *PROJECT SITE*

As shown in **Figure 2-3**, the project site is zoned with both R5 (Lower-Density General Residence District) and M1-1 (Light Manufacturing District) districts. Most of the project site is zoned R5 residential, which permits a variety of housing types. The maximum residential floor area ratio (“FAR”) of 1.25 in this district typically results in three-story attached houses and small apartment houses; building height limits of 40 feet that serve as a transition between lower- and higher-density neighborhoods. Community facilities are permitted to a maximum of 2.0 FAR and hospitals are permitted as-of-right.

As noted above, portions of the project site are also located within an M1-1 manufacturing district. M1 districts often serve as a buffer between M2 or M3 districts and adjacent residential or commercial districts. M1 districts permit manufacturing uses within completely enclosed buildings that conform to strict performance standards for noise, vibration, smoke, and odors, limiting their impact on adjacent residential areas. Representative light industrial uses found in M1 districts include woodworking shops, auto storage and repair facilities, and wholesale service and storage facilities. M1-1 districts permit commercial and light manufacturing uses up to 1.0 FAR and limited community facility uses up to 2.4 FAR. Residential uses are not permitted in M1 districts.

#### *STUDY AREA*

**Table 2-1** shows the variety of zoning districts in the ¼-mile study area. Residential zoning districts, such as R4, R5, R5A, R6, R6A, and R7-1, are mapped throughout the study area. Much of the study area east of Eastchester Road is zoned R4 and R6, and R5, R5A, and R7-1 districts are generally mapped in the study area west of the Hutchinson River Parkway.



- Project Site
- Study Area (1/4-mile boundary)
- Zoning District Boundaries
- C1-1 Commercial Overlay District
- C1-2 Commercial Overlay District
- C1-4 Commercial Overlay District
- C2-2 Commercial Overlay District
- C2-4 Commercial Overlay District



**Table 2-1  
Zoning Districts Located in the Study Area**

Zoning District	Maximum FAR <sup>1</sup>	Uses/Zone Type
R4	0.75 residential <sup>2</sup>	Low-Density residential district
R4-1	0.75 residential <sup>2</sup>	Low-Density contextual district; permits detached and semi-detached houses
R4A	0.75 residential <sup>2</sup>	Low-Density contextual residential district; permits one and two family detached residences
R5	1.25 residential	Medium-Density residential district; transition between lower and higher density neighborhoods
R5A	1.10 residential	Low-Density contextual residential district; permits one and two family detached houses
R6	0.78-2.43 residential	Medium-Density residential district
R6A	3.0 residential	Medium-Density contextual residential district; produces six-or-seven story apartment buildings
R7-1	0.87-3.44 residential, 4.8 community facilities	Medium-Density residential district
C1-2	1.0 (in R1 to R5) commercial and 2.0 (in R6 to R10) commercial	Local commercial overlay; follows bulk residential and community facility regulations of mapped residential districts
C1-4	1.0 (in R1 to R5) commercial and 2.0 (in R6 to R10) commercial	Local commercial overlay; follows bulk residential and community facility regulations of mapped residential districts
C2-2	1.0 (in R1 to R5) commercial and 2.0 (in R6 to R10) commercial	Local commercial overlay; follows bulk residential and community facility regulations of mapped residential districts
C2-4	1.0 (in R1 to R5) commercial and 2.0 (in R6 to R10) commercial	Local commercial overlay; follows bulk residential and community facility regulations of mapped residential districts
C4-2	3.4 commercial (R6 residential district equivalent)	Mapped in regional commercial centers located outside of central business districts.
M1-1	1.0 commercial (limited)	Light manufacturing district with mostly commercial uses; adjacent to low-density areas
<b>Notes:</b>	<sup>1</sup> Floor area ratio (FAR) is a measure of density establishing the amount of development allowed in proportion to the lot area. For example, a lot of 10,000 square feet with an FAR of 1 has an allowable building area of 10,000 square feet. The same lot with an FAR of 10 has an allowable building area of 100,000 square feet.	
	<sup>2</sup> 20% FAR bonus with attic allowance.	
<b>Source:</b>	<i>New York City Zoning Resolution.</i>	

R4 and R4A districts permit various housing types; only one- and two-family detached and semi-detached houses are permitted in R4-1 districts. All three R4 districts found in the study area typically produce two- to three-story buildings with attics under pitched roofs. Residential uses in all three R4 districts are permitted to a maximum of 0.75 FAR (up to 0.90 FAR with attic bonus) and community facility uses are permitted to a maximum of 2.0 FAR.

With the exception of the project site, R5 and R5A districts are mapped to the east of the Hutchinson River Parkway in the Pelham Bay residential neighborhood north of Middletown Road. R5 districts allow a variety of housing types, permit residential development up to 1.25 FAR, and typically produce three-story houses and small apartment houses. R5A districts only allow one- to two-family detached residences, characterized by two-story houses with attics under pitched roofs, and permit residential development up to 1.1 FAR. Community facilities are permitted to 2.0 FAR in both R5 and R5A districts.

Several R6 districts are mapped throughout the study area, most notably along Williamsbridge Road and on the northwest corner of the Eastchester Road/Morris Park Avenue intersection. R6 districts are medium-density residential districts that permit a range of housing types, from row

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houses to “tower in the park” developments. The maximum residential FAR in R6 districts range from 0.78 to 2.43 and community facilities are permitted up to 4.8 FAR. A small R6A district is mapped along the Pelham Parkway South (service road) in the northwest corner of the study area. R6A districts are contextual districts that typically produce six- to seven-story apartment buildings with high lot coverage; maximum residential FAR ranges from 0.78 to 2.43 and community facilities are permitted up to 4.8 FAR.

R7-1 districts, which encourage shorter buildings on smaller lots and taller buildings with low lot coverage on larger lots, are located along Westchester Avenue and near the Hutchinson River Parkway just south of Wilkinson Avenue. The maximum residential FAR in R7-1 districts ranges from 0.87 to 3.44 and community facilities are permitted up to 4.8 FAR.

C1-2, C1-4, C2-2, and C2-4 commercial overlays are mapped along the major commercial corridors in the study area, including East Tremont Avenue, Williamsbridge Road, and Westchester Avenue. These commercial overlay districts permit local retail uses that service the surrounding residential neighborhoods, and are typically found in lower- and medium-density neighborhoods of the city. Representative uses in C1 districts include grocery stores, restaurants, and beauty parlors. C2 overlays permit a slightly wider range of local commercial uses such as funeral homes and repair services. In mixed-use residential/commercial buildings, commercial uses are limited to one or two floors and must always be located below the residential use. Maximum commercial development in commercial overlays is governed by the underlying zoning: in R1 through R5 districts, commercial uses are permitted up to 1.0 FAR; in R6 through R10 districts, commercial uses are permitted up to 2.0 FAR.

A C4-2 commercial overlay is mapped directly west of the project site generally over the Metro Center Atrium property between Marconi Street and Bassett Avenue. This commercial overlay district permit specialty and department stores, theatres and other commercial and office that serve a larger region and generate more traffic than neighborhood shopping areas. C4-2 districts are mapped in more densely built areas, have a residential district equivalent of R6 (a 2.43 maximum FAR), and a commercial FAR of 3.4.

A large M1-1 manufacturing district is mapped over a large center section of the study area, including portions on the project site. This district is generally bounded by Pelham Parkway to the north; Hutchinson River Parkway to the east; Blondell and East Tremont Avenues to the south; and Eastchester and Stillwell Avenues to the west. As discussed above, M1-1 districts permit commercial and light manufacturing uses up to 1.0 FAR and limited community facility uses up to 2.4 FAR; residential uses are not permitted.

### **PUBLIC POLICY**

The BPC is operated by the New York State Office of Mental Health (OMH), whose stated mission is to promote the mental health of all New Yorkers with a particular focus providing hope and recovery for adults with serious mental illness and children with serious emotional disturbances.<sup>1</sup> As such, development and activities on the project site and other OMH-operated facilities are governed by OMH’s comprehensive plan and various initiatives, all with the purpose of furthering this agency’s goal of enhancing the quality of the State’s public mental health system.

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<sup>1</sup> <https://omh.ny.gov/omhweb/planning/docs/507-plan.pdf>.

### *WATERFRONT REVITALIZATION PROGRAM*

Although it is not located along the waterfront, the project site is located approximately 3,000 feet north of the Westchester Creek and less than a mile and a half west of the Long Island Sound. The project site is mapped within the New York City Coastal Zone Boundary (see **Figure 2-4**). Due to the project's location, it is governed by the New York City Waterfront Revitalization Program (WRP) and subject to the Coastal Zone management policies of both the City and the State. The New York City WRP is the city's primary coastal zone management tool. The WRP contains 10 major policies, each with several objectives focused on improving public access to the waterfront, reducing damage from flooding and other water-related disasters; protecting water quality, sensitive habitats, such as wetlands, and the aquatic ecosystem; reusing abandoned waterfront structures, and promoting development with appropriate land uses.

The WRP is intended to proactively advance the long-term goals laid out in the New York City Department of City Planning (DCP)'s 2011 *Vision 2020 New York City Comprehensive Waterfront Plan* by promoting a range of ecological objectives and strategies, facilitating interagency review of permitting to preserve and enhance maritime infrastructure, and supporting a thriving, sustainable working waterfront.

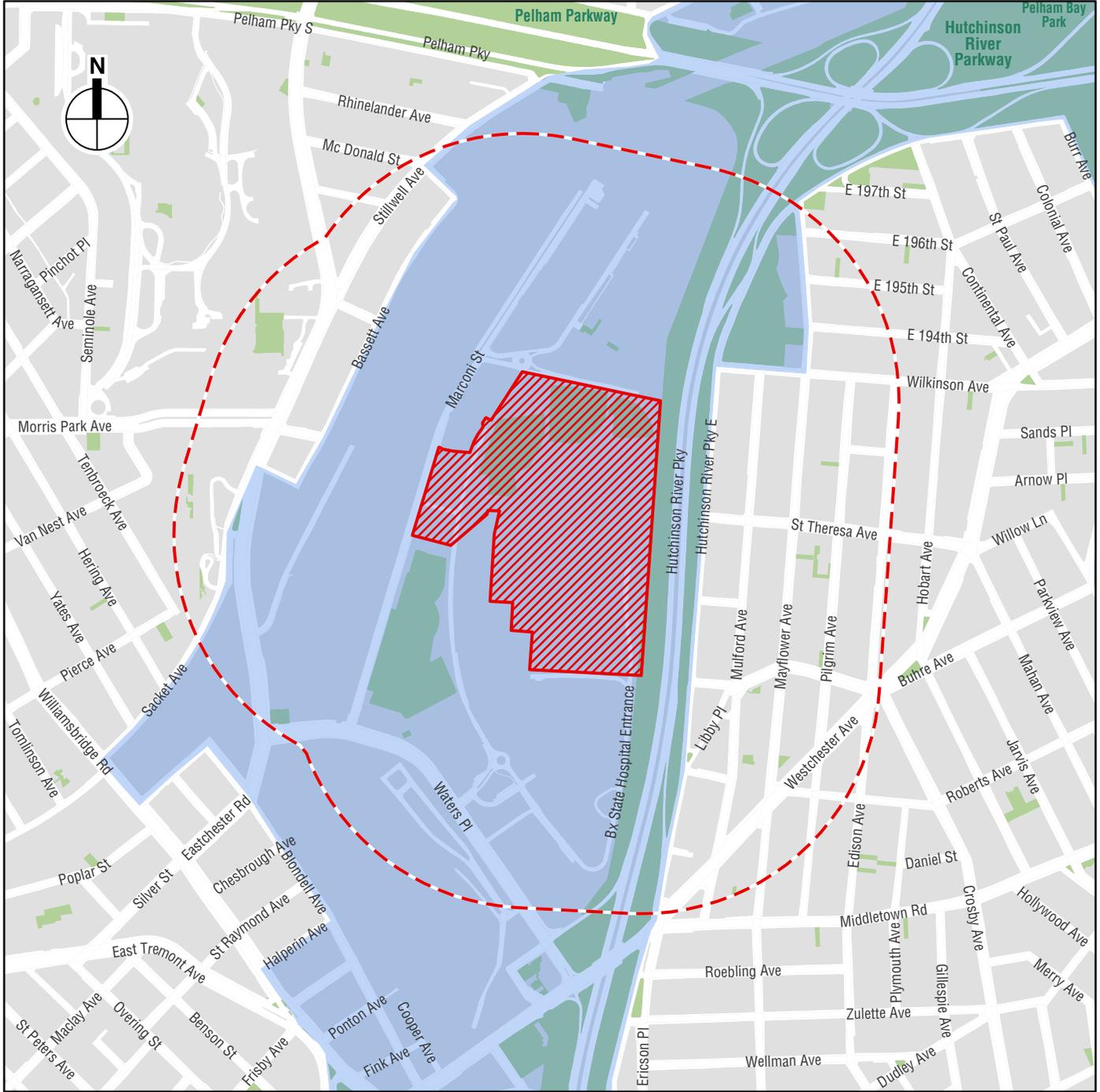
An assessment of the proposed project's consistency with the WRP is provided below, in Section H. In addition, an assessment of the proposed project's consistency with the New York State (NYS) Coastal Zone Management Program was also completed.

### *COMPREHENSIVE WATERFRONT PLAN*

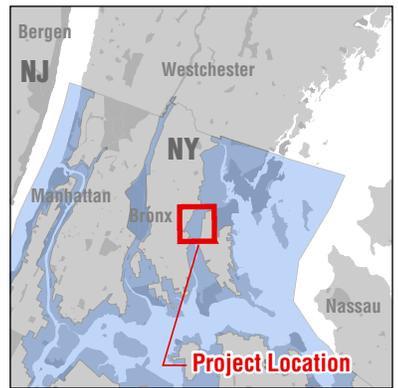
*Vision 2020: New York City Comprehensive Waterfront Plan* provides a framework aimed at reinforcing the connection between New Yorkers and the waterfront by increasing water transport, public access to the waterfront and economic development. The comprehensive waterfront plan outlines 10 goals for the 520 miles of New York City shoreline:

- Support and facilitate commercial and residential redevelopment in areas well suited to such development.
- Support water-dependent and industrial uses in New York City coastal areas that are well suited to their continued operation.
- Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.
- Protect and restore the quality and function of ecological systems within the New York City coastal area.
- Protect and improve water quality in the New York City coastal area.
- Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.
- Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.
- Provide public access to, from, and along New York City's coastal waters.

Data source: NYC Coastal Zone Boundary, NYC Dept. of City Planning, September 2016



-  Project Site
-  Study Area (1/4-mile boundary)
-  Coastal Zone Boundary



NYC Coastal Zone Boundary  
**Figure 2-4**

## **Bronx Psychiatric Center Land Use Improvement Project**

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- Protect scenic resources that contribute to the visual quality of the New York City coastal area.
- Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.

### *SMART GROWTH PUBLIC INFRASTRUCTURE POLICY ACT*

The New York State *Smart Growth Public Infrastructure Policy Act* (“the SG Act”) is an amendment to the Environmental Conservation Law intended to minimize the unnecessary cost of sprawl development. The policy became law in August of 2010 and took effect September 2010. The policy requires State infrastructure agencies, such as Empire State Development (ESD), to ensure public infrastructure projects undergo a consistency evaluation and attestation using the 11 Smart Growth criteria specified in the Act. The criteria are as follows:

- Advance projects for the use, maintenance or improvement of existing infrastructure;
- Advance projects located in municipal centers;
- Advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan;
- Protect, preserve and enhance the State’s resources, including agricultural land, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and significant historic and archeological resources;
- Foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income and age groups;
- Provide mobility through transportation choices including improved public transportation and reduced automobile dependency;
- Coordinate between state and local government and inter-municipal and regional planning;
- Participate in community based planning and collaboration;
- Ensure predictability in building and land use codes;
- Promote sustainability by strengthening existing and creating new communities that reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in development and implementing a community plan and encouraging the governance structure is adequate to sustain its implementation;
- Mitigate future physical climate risk due to sea level rise, and/or storm surges and/or flooding, based on available data predicting the likelihood of future extreme weather events, including hazard risk analysis data if applicable.

**D. THE FUTURE WITHOUT THE PROPOSED PROJECT—2023**

**LAND USE**

This section considers land use, zoning, and public policy conditions for the 2023 analysis year in the No-Action condition. These conditions are projected by considering the development that is likely or expected to occur within the ¼-mile study boundary of the project site.

*PROJECT SITE*

It is assumed that in the No-Action Condition, the Bronx Children’s Psychiatric, Thompson, and Parker Buildings would remain vacant and uses relocated to new BPC facilities located at the southern portion of the campus. It is also assumed that the powerhouse, two metal shelters, and small storage building on the project site would remain vacated and decommissioned. The ballfields would remain as in existing conditions.

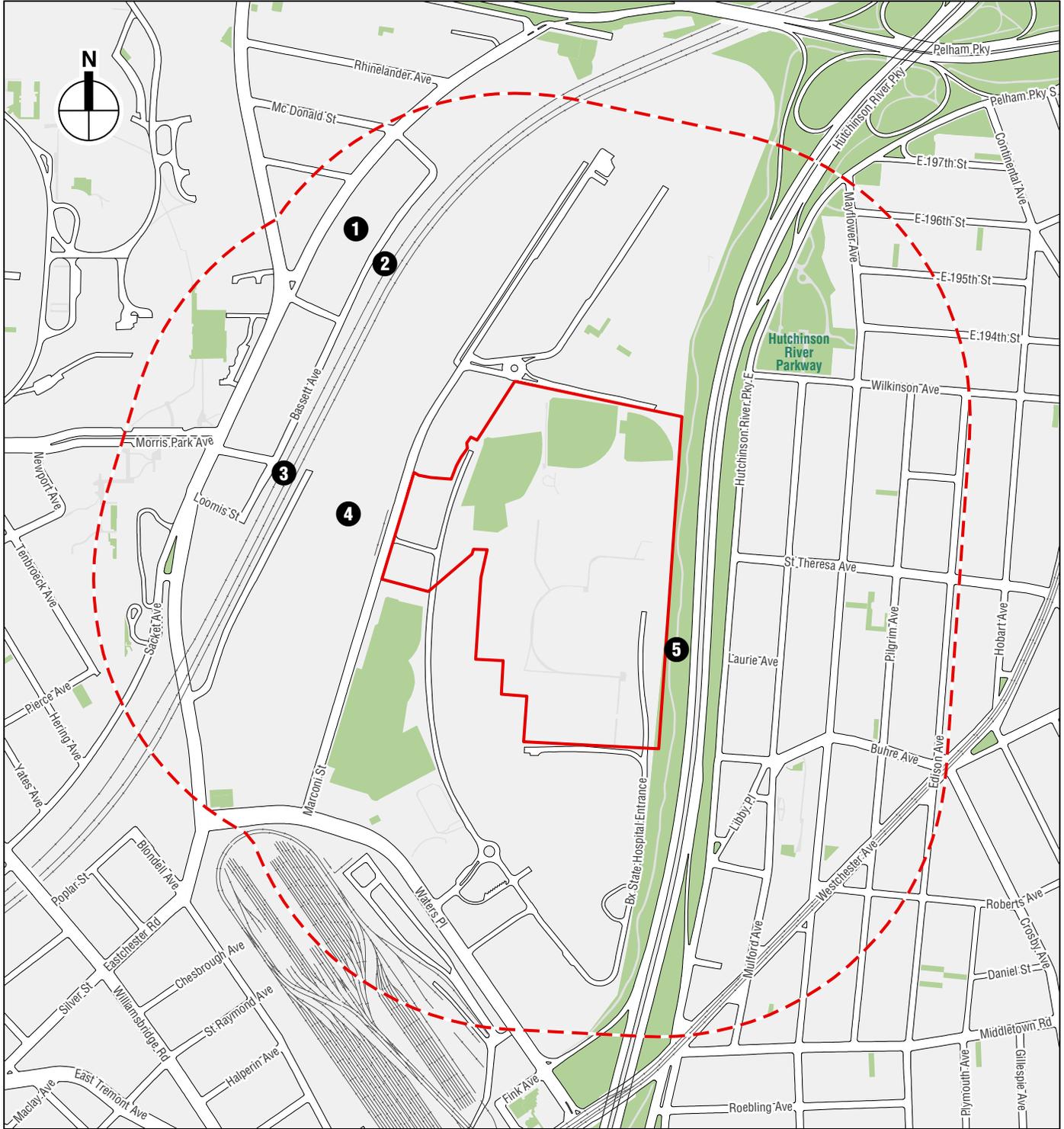
*STUDY AREA*

Within the ¼-mile study area, four projects are expected to be constructed by the 2023 analysis year (see **Table 2-2** and **Figure 2-5**). One project is located at 1538 Stillwell Avenue (Block 4219, Lot 16), and will be a three-story, approximately 22,258-square-foot commercial storage facility. A second, located at 1540 Bassett Avenue (Block 4226, Lot 290), will be a single-story, approximately 9,271-square-foot commercial building. A third, located at the Metro Center Atrium (Block 4226, Lot 7502), will be a residential building with 182 dwelling units for Montefiore and/or Albert Einstein staff and or students. These three development projects are in keeping with the existing land uses in the study area.

**Table 2-2  
2023 and 2028 No Build Projects**

Map No.	Project Name/Address	Description/Program
<b>2023 No Build Projects</b>		
1	1538 Stillwell Avenue	22,258 sf commercial storage facility
2	1540 Bassett Avenue	9,271 sf commercial building
3	Morris Park MNR station	New MNR station
4	Metro Center Atrium Housing	182 dwelling units for Montefiore and Albert Einstein School of Medicine staff and/or students
<b>2028 No Build Projects</b>		
5	HRP Access Improvements	Reconfigured HRP on- and off-ramps; new service road along southbound HRP
<b>Notes:</b> See <b>Figure 2-5</b> .		
<b>Sources:</b> New York City Department of Buildings, NYCDOT, MNR.		

In addition, as part of its Penn Station Access Study, the MTA has committed to initiating Metro-North Railroad (MNR) service to a proposed new Morris Park MNR station intended to serve New Haven Line trains along existing Amtrak tracks on the Hell Gate Line, adjacent to the Bronx Psychiatric Campus, into Penn Station. The MNR may result in a gradual shift away from auto-oriented transport to other modes of transit in the study area. It is expected to improve overall accessibility within the study area, and potentially improve connections between modes



- Project Site
- Study Area (1/4-mile boundary)
- 1 No Build

0 1,000 FEET

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of transit serving the project site and study area. The MNR station would complement the existing land uses in the study area and would potentially provide pedestrian improvements, thus adding to the level of pedestrian activity in the study area.

### **ZONING AND PUBLIC POLICY**

There are no changes to zoning or public policy expected on the project site or in the study area by the 2023 analysis year.

## **E. THE FUTURE WITH THE PROPOSED PROJECT—2023**

### **LAND USE**

#### *PROJECT SITE*

By 2023, the proposed project would result in the redevelopment of the Thompson and Parker Buildings and the development of two new buildings with accessory, office, community facility, and retail uses, and a new retail building. Phase I would include approximately 217,000 gsf of commercial office space and approximately 325,500 gsf of medical office; 100,000 gsf of biotech/research spaces; 100,000 gsf of accessory use (100 dwelling units); an approximately 124,300-gsf (133-room) hotel; an approximately 100,000-gsf college/trade school; approximately 33,500 gsf of retail; approximately 2,000 gsf of community facility space; approximately 2,509 parking spaces; and approximately 309,700 sf of open space.

The proposed project would remove the four existing baseball fields currently located on the project site, but would replace them with two new baseball diamonds. The proposed project would also provide publicly accessible walking/biking paths with benches. New roads would be constructed to provide access within the project site and connect to the existing street network.

#### *STUDY AREA*

The proposed project would activate and enliven an underutilized portion of the BPC campus and better connect the proposed uses to surrounding development at Hutchinson Metro Center. It would also be consistent with and complement existing land uses surrounding the study area by providing new, available, Class A office space to meet the future demand for such space in New York City, in addition to supporting hotel, college/educational space, and retail amenities. The new uses on the project site would also complement the future Morris Park MNR station to be developed in the future without the proposed project. The proposed project would also not alter existing land use conditions in the ¼-mile study area. The new commercial, retail, education, hotel, accessory use, and community facilities would be consistent with the character of the study area. Therefore, the proposed project would not adversely affect the land use character of the study area and would not result in significant adverse impacts on land use in the 2023 analysis year.

### **ZONING**

#### *PROJECT SITE*

The proposed project requires the adoption and affirmation of a General Project Plan (GPP) by ESD and approval of the Essential Terms of Transaction, including the acquisition and

subsequent disposition of real property. The GPP is required to facilitate the project development. It would be administered by ESD and would govern all development of the site, including site planning, land uses, and densities, and would establish design controls through Design Guidelines for the proposed project’s buildings, open space, and other features. As part of the GPP, the project would require the override of the New York City Zoning Resolution, as described in Chapter 1, “Project Description.” In particular, the zoning overrides would allow uses that would be compatible with existing and anticipated residential, hotel, commercial, retail, and community facility uses within the surrounding study area.

As discussed in the Chapter 1, “Project Description,” the zoning overrides are needed to facilitate development of the proposed project, which would provide public benefits such as elimination of blight from the project site, job creation, creation of office and other supporting space, and the enhancement of the tax base.

*STUDY AREA*

The proposed project will require discretionary approvals for the project site. However, the underlying zoning of the study area will remain unchanged from existing conditions. The proposed project would be compatible with the surrounding residential, hotel, commercial, retail, and community facility uses within the study area and would not result in any significant adverse zoning impacts in the 2023 analysis year.

**PUBLIC POLICY**

The proposed project would not include any changes to public policy on the project site or in the study area, and would be consistent with the public policies that currently govern the site and the surrounding area. An assessment of the proposed project’s consistency with the SG Act is provided below in Section G. An assessment of the proposed project’s consistency with the New York City WRP is provided below in Section H.

The assessment found that the proposed project would not result in any significant adverse impacts to public policy in the 2023 analysis year.

**F. THE FUTURE WITHOUT THE PROPOSED PROJECT—2028**

**LAND USE**

This section considers land use, zoning, and public policy conditions for the No-Action condition in the 2028 analysis year. These conditions are projected by considering the development that is likely or expected to occur within the ¼-mile study boundary of the proposed project.

*PROJECT SITE*

As in the No-Action condition for the 2023 analysis year, it is assumed that in the No-Action condition for the 2028 analysis year, the three primary buildings on the project site would remain vacant with uses relocated to new BPC facilities located at the southern portion of the campus. The powerhouse, two metal shelters, and small storage building on the project site would also be vacant and decommissioned. The ballfields would remain as in existing conditions.

## **Bronx Psychiatric Center Land Use Improvement Project**

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### *STUDY AREA*

In the 2028 analysis year, it is assumed that access improvements to the HRP in the study area would be completed (see **Table 2-2** and **Figure 2-5**). NYCDOT has conducted a preliminary study and developed conceptual designs for access improvements to the southbound HRP (HRP Improvements). The HRP improvements would include reconfiguring the HRP on- and off-ramps and introducing a new service road along the southbound HRP between Exit 2 (Westchester Avenue) and Exit 3 (Pelham Parkway). This service road would run along HRP adjacent to the project site. These potential connections would change vehicle-trip patterns near the project site. At this time, the timing and funding for any such HRP improvements is not known. However, for the purposes of analysis it is assumed the HRP improvements would be completed by the 2028 analysis year. Study area land use conditions would remain substantially the same with or without the HRP improvements and would continue to be a mix of residential, commercial, community facility, institutional, manufacturing, and transportation uses. The HRP improvements would improve access to the project site and study area and would complement the existing land uses in the study area.

The ongoing operation of the Morris Park MNR station in the 2028 No-Action condition would continue to support accessibility and connections between modes of transit serving the project site and study area. The station would continue to support pedestrian activity and pedestrian-oriented development in the study area.

### **ZONING AND PUBLIC POLICY**

There are no changes to zoning or public policy expected on the project site or in the study area by the 2028 analysis year.

## **G. THE FUTURE WITH THE PROPOSED PROJECT—2028**

### **LAND USE**

#### *PROJECT SITE*

Phase II would involve the construction of three new buildings for commercial office, medical office, retail, and accessory uses. Phase II would include approximately 250,000 gsf of commercial office space, approximately 375,000 gsf of medical office space, 150,000 gsf of accessory uses (150 dwelling units), 6,500 gsf of retail space, approximately 1,520 parking spaces, and approximately 71,100 sf of open space.

#### *STUDY AREA*

The proposed project would complement the existing land uses in the study area, including the existing Hutchinson Metro Center to the north and the Atrium. The full build out of the proposed project would activate and enliven the project site and complement the adjacent Morris Park MNR station. The proposed project would not alter existing land use conditions in the study area. The new commercial, retail, institutional, hotel, and community facilities would be consistent with the character of the study area. Therefore, the proposed project would not adversely affect the land use character of the study area and would not result in any significant adverse impacts on land use.

## ZONING

### *PROJECT SITE*

No additional actions or zoning overrides would be necessary for the proposed project in the 2028 analysis year, except for those described in Section E, “The Future With the Proposed Project—2023,” above. As noted above, the zoning overrides would allow uses that would be compatible with existing and anticipated residential, hotel, commercial, retail, and community facility uses within the surrounding study area.

### *STUDY AREA*

The proposed project will require discretionary approvals for the project site. However, the underlying zoning of the study area will remain unchanged from existing conditions. As noted above, the proposed project would be compatible with the surrounding residential, hotel, commercial, retail, and community facility uses within the study area and would not result in any significant adverse zoning impacts in the 2028 analysis year.

## PUBLIC POLICY

The proposed project would not include any changes to public policy on the project site or in the study area, and would be consistent with the public policies that currently govern the site and the surrounding area, as detailed by the assessment of the proposed project’s consistency with the New York City WRP (see Section H) and the NYS Coastal Zone Management Program.

In addition, the proposed project would be consistent with the SG Act. Pursuant to the requirements of the State SG Act, ESD’s Smart Growth Advisory Committee has reviewed a Smart Growth Impact Statement for the proposed project and found that the project is consistent with the State Smart Growth Public Infrastructure Criteria. The designee of the Chief Executive Officer of the Corporation has attested that the project, to the extent practicable, meets the relevant Smart Growth Criteria set forth in the SG Act, as discussed in the Smart Growth Impact Statement provided in **Appendix D**.

Overall, the proposed project would not result in any significant adverse impacts to public policy; therefore, the proposed project would be compatible with the *Comprehensive Waterfront Plan*.

## **H. CONSISTENCY WITH NYC WATERFRONT REVITALIZATION PROGRAM AND NYS COASTAL ZONE MANAGEMENT PROGRAM**

The project site is located within the City’s designated Coastal Zone Boundary. Therefore, in accordance with the guidelines of the *CEQR Technical Manual*, an evaluation of the proposed project’s consistency with the revised WRP policies was undertaken.

The consistency assessment is provided below for all questions that were answered “promote” or “hinder” in the CAF (see **Appendix A**). A consistency assessment with the NYS Coastal Zone Management Program was also completed and is provided in **Appendix A**.

**CONSISTENCY OF PROPOSED PROJECT WITH THE WATERFRONT REVITALIZATION PROGRAM POLICIES**

New York City's WRP includes 10 principal policies designed to maximize the benefits derived from economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives. The consistency assessment is provided below for policies 1, 1.1, 1.3, 1.5, 5, 5.1, 6, 6.2, 7, 7.2, 8, and 8.2.

**Policy 1:** Support and facilitate commercial and residential development in areas well suited to such development.

See response to Policy 1.1, below.

*Policy 1.1: Encourage commercial and residential redevelopment in appropriate coastal zone areas.*

The proposed project location is not within a Special Natural Waterfront Area or Significant Maritime and Industrial Area, and does not contain any unique or significant natural features. The project site is located northeast of the Westchester Square Medical Center and east of Yeshiva University's Albert Einstein College of Medicine. Just north of the project site, over 80 companies, medical practices, and healthcare organizations are located at Hutchinson Metro Center, which employs approximately 7,500 people and serves approximately 5,000 visitors every weekday. The proposed project's adjacency to the Center would fulfill the need for commercial space capable of supporting and addressing public health concerns by adding approximately 1.2 million square feet of complementary medical and professional offices to the currently vacated project site. A planned 133-room hotel would also create the opportunity for visitors to stay in the community, offering meeting space and other hospitality services. The proposed project would also include community facility space for members of Community District 11.

For these reasons, the proposed project would be appropriate for this location and is therefore consistent with this policy.

*Policy 1.3: Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.*

The proposed project would redevelop the project site, which is a portion of the larger BPC campus. The project site is served by existing public facilities and infrastructure, and would develop new infrastructure where necessary, including new roadways through the project site and new water supply, wastewater, and stormwater infrastructure. Therefore, the proposed project would be consistent with this policy.

*Policy 1.5: Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.*

See response to Policy 6.2, below.

**Policy 5:** Protect and improve water quality in the New York City coastal area.

See response to Policy 5.1, below.

*Policy 5.1 Manage direct or indirect discharges to waterbodies.*

The proposed project would be required to implement stormwater best management practices (BMPs) as part of the New York City Department of Environmental Protection (DEP) site connection approval process. These BMPs would bring the site into compliance with the required stormwater release rate, and may include on-site stormwater detention systems such as planted rooftop spaces (“green roofs”), subsurface vaults/tanks, stone beds, stormwater chambers, and/or perforated pipes. The incorporation of the appropriate stormwater source control BMPs that would be required as part of the site connection approval process, with the review and approval of DEP, would reduce the overall volume of stormwater runoff as well as the peak stormwater runoff rate from the project site. Additionally, a Stormwater Pollution Prevention Plan will be prepared as a part of the State Pollutant Discharge Elimination System permit, which will identify both temporary erosion and sediment controls and permanent water quality controls. Therefore, the proposed project would be consistent with this policy.

**Policy 6:** Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

See response to Policy 6.2, below.

*Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms) into the planning and design of projects in the city’s Coastal Zone.*

As indicated in Figure 9-1, on the basis of the Federal Emergency Management Agency (FEMA) Preliminary Flood Insurance Rate Map (FIRM), approximately half the area of the project site, specifically around the perimeter, is located within the 100-year floodplain (Zone AE; the area with a 1 percent probability of flooding each year) or the 500-year floodplain (Zone X; the area with a 0.2 percent probability of flooding each year). The 100-year flood elevation at the site is +13 feet North American Vertical Datum of 1988 (NAVD88).

The New York City Panel on Climate Change (NPCC) issued sea level rise projections in 2015 that have been incorporated in the City’s WRP Policy 6.2 guidance. These projections have been mapped by the New York City Department of City Planning. Based on these maps, it is expected that in the future, the project site would be within the 100-year floodplain by the year 2050 under the highest level of projected sea level rise and nearly the entirety of the site would be within the 100-year floodplain by the year 2080. The project site is not located within the current or future (projected with sea level rise) high-tide flood zones or elevations even under the worst-case sea level rise scenario. Therefore, future daily (semi-diurnal) tidal flooding would not be a risk factor for the project site.

As described in Chapter 16, “Climate Change,” the proposed project would be compliant with the required design flood elevation per the New York City Building Code. Additional measures have been incorporated into the planning and design of all buildings on the project site to ensure long-term resiliency to climate change and sea level rise in the City’s Coastal Zone. The conditions of the GPP would require that each building within the proposed project be designed to be resilient to flood elevations of up to the base flood elevation defined by FEMA at the time (currently 13 feet NAVD88) with 1 foot of freeboard plus sea-level rise projected by NPCC for at least 50 years beyond the construction date for the high end of the “Middle Range” scenario (currently 39 inches). Until FEMA floodplains and/or

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NPCC projections are updated, the applicable elevation for design purposes for the proposed project would be 17 feet NAVD88, including 1 foot of freeboard.

Please refer to the Flood Elevation Worksheets developed for the proposed project, attached in **Appendix A**, which provides details on the elevations of building elements and critical infrastructure with respect to current and projected future flood conditions.

The proposed project has considered climate change and sea level rise projections in its planning and design and would be consistent with this policy.

**Policy 7:** Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.

See response to Policy 7.2, below.

*Policy 7.2: Prevent and remediate discharge of petroleum products.*

Previous subsurface investigations and other studies have indicated the potential for hazardous materials related to petroleum storage tanks, including some with reported spills, to be present at the project site. Preparation for the proposed project would include a review of updated regulatory databases and the findings of a new site visit. Depending on the design and construction details of the redevelopment plan, measures to avoid the potential for adverse impacts from hazardous materials may include additional subsurface investigation and soil characterization and implementation of a Remedial Action Plan to address any identified and potential hazardous materials concerns. Any hazardous materials discovered at the project site would be handled and disposed of in accordance with the appropriate regulations.

Therefore, the proposed project would be consistent with this policy.

**Policy 8:** Provide public access to and along New York City's coastal waters.

See response to Policy 8.2, below.

*Policy 8.2: Incorporate public access into new public and private development where compatible with proposed land use and coastal location.*

The proposed project would remove four existing baseball fields currently located on the project site and replace them with two baseball diamonds. The proposed project would also provide publicly accessible walking/biking paths with benches, new open space amenities, and a private roof garden. In total, the proposed project would result in approximately 380,900 gsf (8.7 acres) of open space, of which approximately 3.9 acres would be publicly accessible. The project site is located near publicly accessible open spaces including the Hutchinson River Parkway, Colucci Playground, Samuel H. Young Park, Pelham Bay Little League, and Pelham Bay Park. Therefore, the proposed project would be consistent with this policy. \*