

Bronx Psychiatric Center Redevelopment Environmental Impact Statement Final Scope of Work

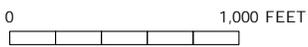
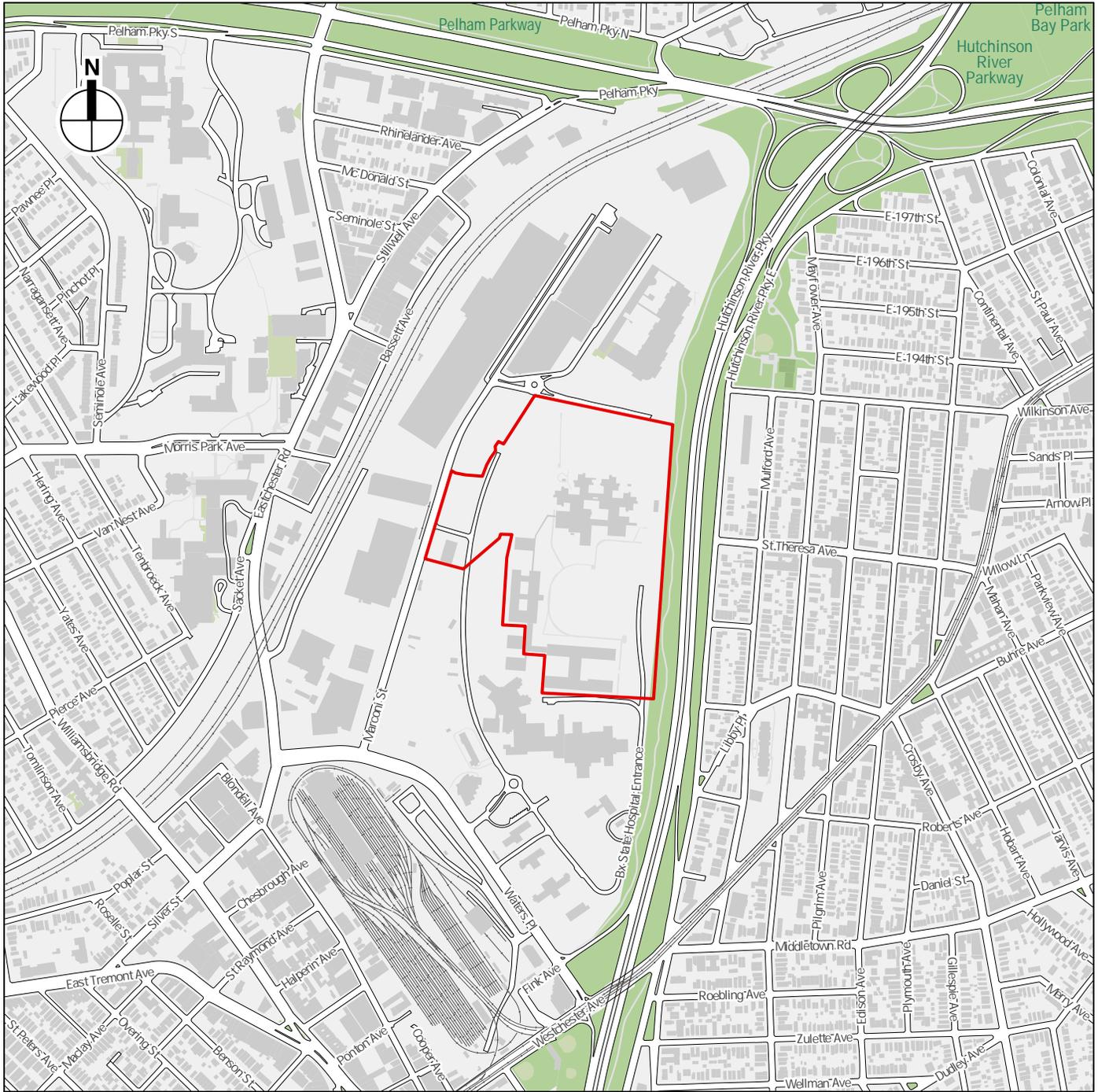
A. INTRODUCTION

This scope of work is for an Environmental Impact Statement (EIS) to inform the public approvals process for the redevelopment of the northern portion of the New York State Office of Mental Health (OMH) Bronx Psychiatric Center (BPC) campus located at 1500 Waters Place in the Morris Park section of the Bronx (the project site). 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 (see **Figure 1**). The environmental review process will be led by the New York State Urban Development Corporation d/b/a Empire State Development (ESD).

Simone Development Companies, which has been conditionally selected as the developer for the project site, would redevelop the project site with approximately 1.2 million gross square feet (gsf) of commercial office space for business, professional, or medical facilities (the proposed project). The proposed project would also include 100,000 gsf of bio-tech/research space; 250,000 gsf of accessory use; 124,300 gsf of hotel use; 100,000 gsf of college/trade school space; 40,000 gsf of retail space; 2,000 gsf of community facility space; 8,100 gsf of accessory amenity space; 8.7 acres of open space, including two baseball diamonds with a 2,000 gsf support building and supporting amenities; and approximately 4,029 accessory parking spaces. Independent of the proposed project, three primary existing BPC buildings on the project site—(1) the Bronx Children’s Psychiatric, (2) the John W. Thompson, and (3) the Betty Parker Buildings—have been vacated and the uses were relocated to new BPC facilities located at the southern portion of the campus. With the proposed project, the two-story, approximately 146,600-gsf Bronx Children’s Psychiatric Building would be demolished. 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”) would be renovated and are proposed to contain a mix of educational, hotel, office, community facility, bio-tech/research and retail uses. The proposed project would include a new retail building and five new buildings for office, community facility, accessory, and retail uses. The proposed project would remove the four existing private ball fields currently located on the project site, but would replace them with the new recreational uses described above and would result in an increase in the amount of publicly accessible open space on the project site.

The proposed project is subject to environmental review under the State Environmental Quality Review Act (SEQRA). ESD is the SEQRA lead agency for this proposal. The proposed project requires the sale of the property to the developer, and the adoption and affirmation of a General Project Plan (GPP) by ESD, including overrides of any applicable section of the *New York City Zoning Resolution* necessary to facilitate the project. These are discretionary actions subject to SEQRA.

12.20.18



Project Site



Project Site Location
Figure 1

Bronx Psychiatric Center Redevelopment

Development of the proposed project may potentially result in significant adverse environmental impacts, requiring that an EIS be prepared. Scoping is the first step in the EIS preparation and provides an early opportunity for the public and other agencies to be involved in the EIS process. It is intended to determine the range of issues and considerations to be evaluated in the EIS. This final EIS scope has been prepared to describe the proposed project, present the proposed framework for the EIS analysis, and discuss the procedures to be followed in the preparation of the Draft EIS (DEIS). Consistent with ESD practices, the EIS analyses will be undertaken pursuant to SEQRA, and the 2014 *New York City Environmental Quality Review (CEQR) Technical Manual* will generally serve as a guide with respect to environmental analysis methodologies and impact criteria for evaluating the effects of the proposed project.

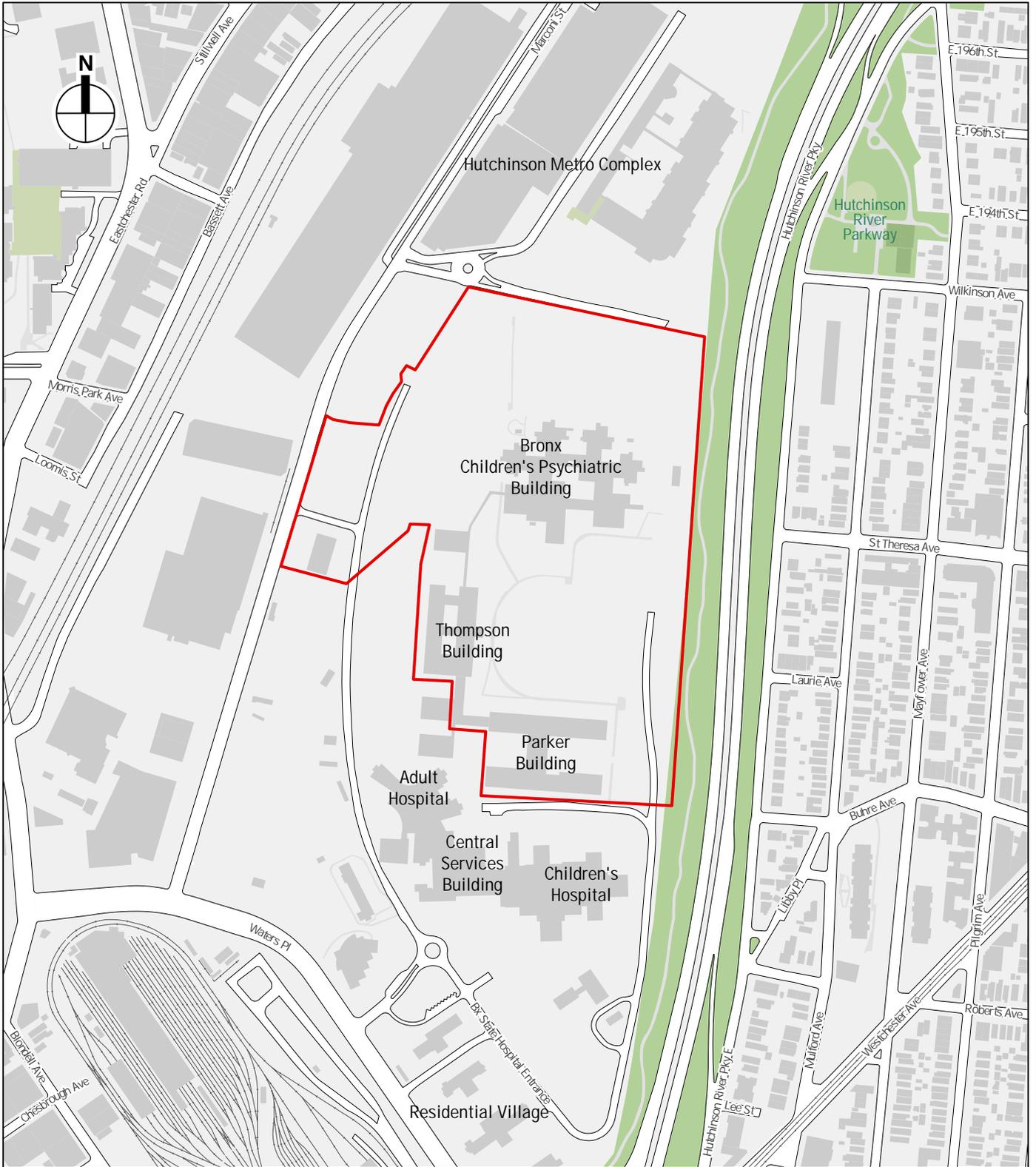
B. PROJECT DESCRIPTION AND PURPOSE AND NEED

SITE CONDITIONS AND HISTORY

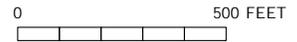
The project site is a portion of the larger BPC campus, which is bounded by the Hutchinson Metro Center to the north, the HRP to the east, the remaining portion of the BPC campus and Waters Place to the south, and Marconi Street to the west (see **Figure 2**). In addition to the three existing, primary buildings previously mentioned, the project site contains a steam-generating powerhouse, two metal shelters, and a small storage building. OMH has vacated all of the buildings on the project site and consolidated its services on the newly redeveloped 45-acre southern portion of the BPC campus. The project site is mapped with an R5 zoning district and an M1-1 zoning district.

In 2008 OMH proposed to renovate a portion of the BPC campus to optimize service provision, reflecting OMH's renewed focus on quality, evidence-based treatments and practices as the foundation of structural and clinical work. The 2008 project also aimed to reflect the shift in focus of psychiatric care, due to new medicines and treatments, from institutionalized to transitional or community-based settings. The project was the subject of the 2008 SEQRA *Bronx Mental Health Redevelopment Project Environmental Impact Analysis Report* (EIAR), for which the Dormitory Authority of the State of New York (DASNY) as lead agency issued a Negative Declaration Notice of Determination of Nonsignificance on August 18, 2008. DASNY issued a Technical Memorandum for a revised redevelopment plan in 2011. The 2011 project included the construction of new residential and treatment facilities for the BPC campus, including new adult and children's facilities; campus-wide utility projects for the new facilities; and the relocation of the existing baseball fields.

Now complete, the 2008 project reduced the total number of beds on the BPC campus from 538 to 430 (a decrease of 108 beds). This project is now known as the OMH Bronx Behavioral Health Center. The new buildings in the OMH Bronx Behavioral Health Center include a 156-bed Adult Hospital and an 86-bed Children's Hospital. South of these buildings, a Residential Village was constructed, which provides assistance to patients transitioning from an inpatient to an outpatient environment. The Residential Village consists of a 96-bed Transitional Living Residence (TLR) building, a 48-bed Studio Apartment building, and a 44-bed Safe Horizon-Haven House building, as well as the existing Ginsberg Outpatient Clinic. The 2011 project also included a new, approximately 48,800 gsf Central Service Building (CSB) for administrative and support functions for the Adult and Children's Hospitals with a 298-space parking lot. As part of that project, new gas services, electrical lines, underground telecommunications pathways, sanitary sewer lines, pump stations, water lines, and emergency generators were also constructed; the existing power



Project Site



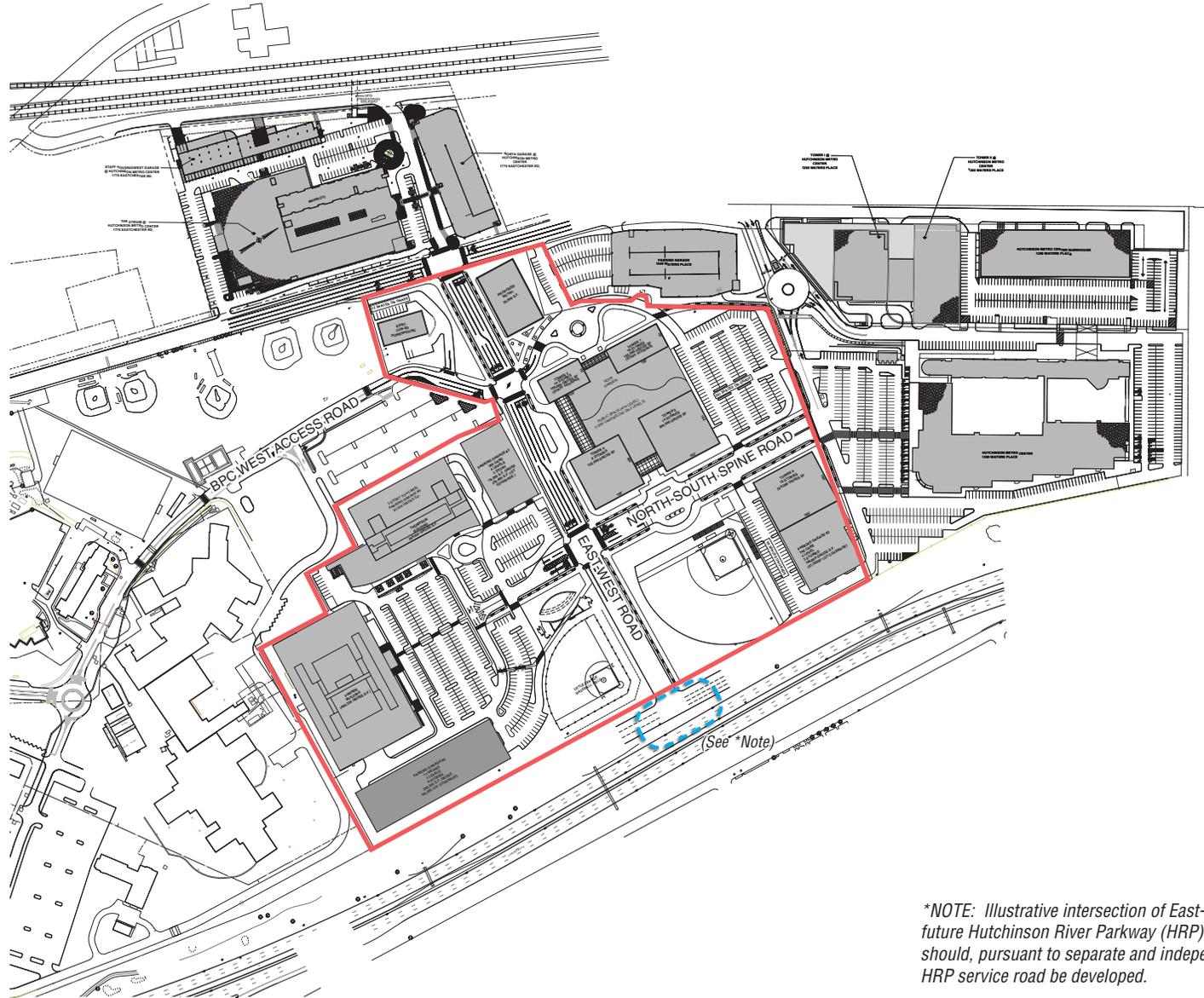
plant is being decommissioned and emergency generators and HVAC systems were installed in the new buildings.

PROJECT DESCRIPTION

The proposed project would redevelop the northern portion of the BPC campus with approximately 1.2 million gross square feet (gsf) of commercial office space for business, professional, or medical facilities; it would also include 100,000 gsf of bio-tech/research space; 250,000 gsf of accessory use (250 residential units); 124,300 gsf of hotel use including approximately 133 rooms and a 11,200 gsf conference space; 100,000 gsf of college/trade school space; 40,000 gsf of retail space to support campus employees and visitors; 2,000 gsf of community facility space; 8,100 gsf of accessory amenity space; 8.7 acres of open space (of which approximately 3.9 acres would be publicly accessible), including two baseball diamonds with a 2,000 gsf support building and supporting amenities; and approximately 4,029 accessory parking spaces (see **Table 1** and **Figure 3**).

Independent of the proposed project, the Bronx Children’s Psychiatric Building, the Thompson Building, and the Parker Building have been vacated, and their uses were relocated to new BPC facilities located at the southern portion of the campus. As stated above, the Bronx Children’s Psychiatric Building would be demolished under the proposed project. The Thompson Building and Parker Building (also known as Building 1 and Building 2, respectively) would be renovated and expanded with new additions. Portions of the existing first and second floor of the Thompson Building would be infilled and converted to a two-story parking garage (Parking Garage 4). At the Parker Building, the open ends of the existing H-plan structure would be enclosed. The Thompson Building is proposed to be renovated for educational, hotel, and office use and the Parker Building is proposed to be renovated for office, community facility, bio-tech/research, and retail uses, although these buildings could contain other uses within the envelope of the overall proposed project. A new three-story parking garage (Parking Garage 3) would be located north of the Thompson Building and a new six-story parking garage (Parking Garage 5) would be located east of the Parker Building. The existing surface parking lot between the Thompson Building and Parker Building would be reconfigured and expanded.

The proposed project would include five new buildings—Buildings 3, 4, 5, 6, and 7—for office, accessory, community facility, and retail uses, and a new retail building. Buildings 3, 4, 5, 6, and 7 would be located on the north portion of the project site, approximately in the location of the existing Children’s Hospital Building and existing ballfields. These new buildings would be 8 to 16 stories and range in size from 106,000 gsf to 330,000 gsf. Buildings 3, 4, 5, and 7 would be connected by a new, shared, four-story parking garage with a private roof garden (Building 3/4 Garage and Building 5/7 Garage). Building 6 would be located northeast of Building 5 and would be connected to a new, three-story parking garage (Parking Garage 2). Surface parking lots would be located north of Buildings 5 and 7 and south of Building 6. All of the proposed project structures would be similar in appearance to existing buildings in the Hutchinson Metro Center.



**NOTE: Illustrative intersection of East-West Road and future Hutchinson River Parkway (HRP) service road should, pursuant to separate and independent project, HRP service road be developed.*

 Project Site Boundary

Bronx Psychiatric Center Redevelopment

**Table 1
Proposed Program**

Proposed Use	Phase I (gsf)	Phase II (gsf)	Total (gsf)
Commercial Office ¹	217,000	250,000	467,000
Medical Office ¹	325,500	375,000	700,500
Bio-tech / Research	100,000	--	100,000
Accessory Use	100,000 (100 units)	150,000 (150 units)	250,000 (250 units)
Hotel ²	124,300 (133 rooms)	--	124,300 (133 rooms)
College/Trade School	100,000	--	100,000
Retail	33,500	6,500	40,000
Community Facility	2,000	--	2,000
Little League Field Support Building	2,000	--	2,000
Amenities (accessory)	8,100	--	8,100
Total, excluding parking³	1,012,500	781,500	1,794,000
Parking (accessory, surface and garage)	641,100 (2,509 spaces)	396,000 (1,520 spaces)	1,037,100 (4,029 spaces)
Open Space (Public and Private)	304,400 (7.0 acres)	76,500 (1.7 acres)	380,900 (8.7 acres) ⁴
Notes:			
1) The commercial and medical office space may include up to 20,000 gsf of pharmaceutical manufacturing floor area.			
2) Includes approximately 11,200 gsf of conference space.			
3) Totals may not sum due to rounding.			
4) Approximately 3.9 acres of the proposed open space would be publicly accessible.			
Source: Simone Development Companies.			

The new retail building would be constructed along Marconi Street. The existing powerhouse on Marconi Street would remain and would be repurposed to provide accessory amenity space for the proposed project. New surface parking lots would be constructed adjacent to the powerhouse and proposed retail building.

The proposed project would remove the four existing baseball fields currently located on the project site, but would replace them with two baseball diamonds. One baseball diamond would be regulation size and one would be little league size. Programming for the proposed replacement fields would be coordinated with local community athletic organizations and therefore the proposed fields would not be considered public open space. The proposed project would also provide publicly accessible walking/biking paths with benches and new open space amenities in the vicinity of the proposed little league baseball field and landscaped passive recreation space. The proposed project would also include a private roof garden for project tenants on the shared parking structure connecting Buildings 3, 4, 5, and 7.

As noted above, the proposed project would include “accessory uses.” For the purposes of the proposed project, “accessory use” shall mean accessory housing located within the proposed project and reserved for those working or studying within the Hutchinson Metro Center or the proposed project (and their families), including (i) students, faculty and staff (and their families) of any university, college or trade school within the proposed project or the Hutchinson Metro Center, (ii) professionals, researchers, scientists and/or employees (and their families) working for and at any medical biotechnical, healthcare or research and development institution within the proposed project or the Hutchinson Metro Center, and (iii) employees (and their families) working

for any other industry reasonably approved by ESD that occupies a portion of the proposed project or the Hutchinson Metro Center.

Figure 4 presents an illustrative axonometric view of the proposed project.

SITE ACCESS AND EGRESS

New roads would be constructed to provide access within the project site and connect to the existing street network. A new access drive (East-West Road) would be constructed through the project site. Building entrances would be distributed adjacent to interior parking lots accessible by the East-West Road and other interior streets connected to Marconi Street, a public roadway. Access and egress to the project site would primarily be through the East-West Road at Marconi Street, located across from the Hutchinson Metro Center Atrium driveway. The proposed project would also introduce one new driveway north of the East-West Road along Marconi Street to provide an additional access point for project-generated vehicle trips.

It is anticipated that OMH will agree to permit use of the BPC west access road by the developer's future newly tenanted building employees and accessory use residents for vehicle access/egress to and from the proposed project. The BPC west access road would provide a secondary access and egress point (at the intersection of Waters Place and BPC Driveway) for the future proposed project vehicular traffic demands (it would not be available for use by project-related pedestrian trips). This would be in addition to the main access point at the intersection of Waters Place and Marconi Street. The East-West Road would terminate within the project site in Phase I and in Phase II would potentially connect with a service road along the southbound Hutchinson River Parkway if new access improvements to the HRP are constructed. Another internal access road (North-South Spine Road) would be constructed from approximately the Parker Building to the existing Hutchinson Metro Center roadway on the northern boundary of the project site. The East-West Road, North-South Spine Road, and BPC west access road are shown on **Figure 3.**

PHASING

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.

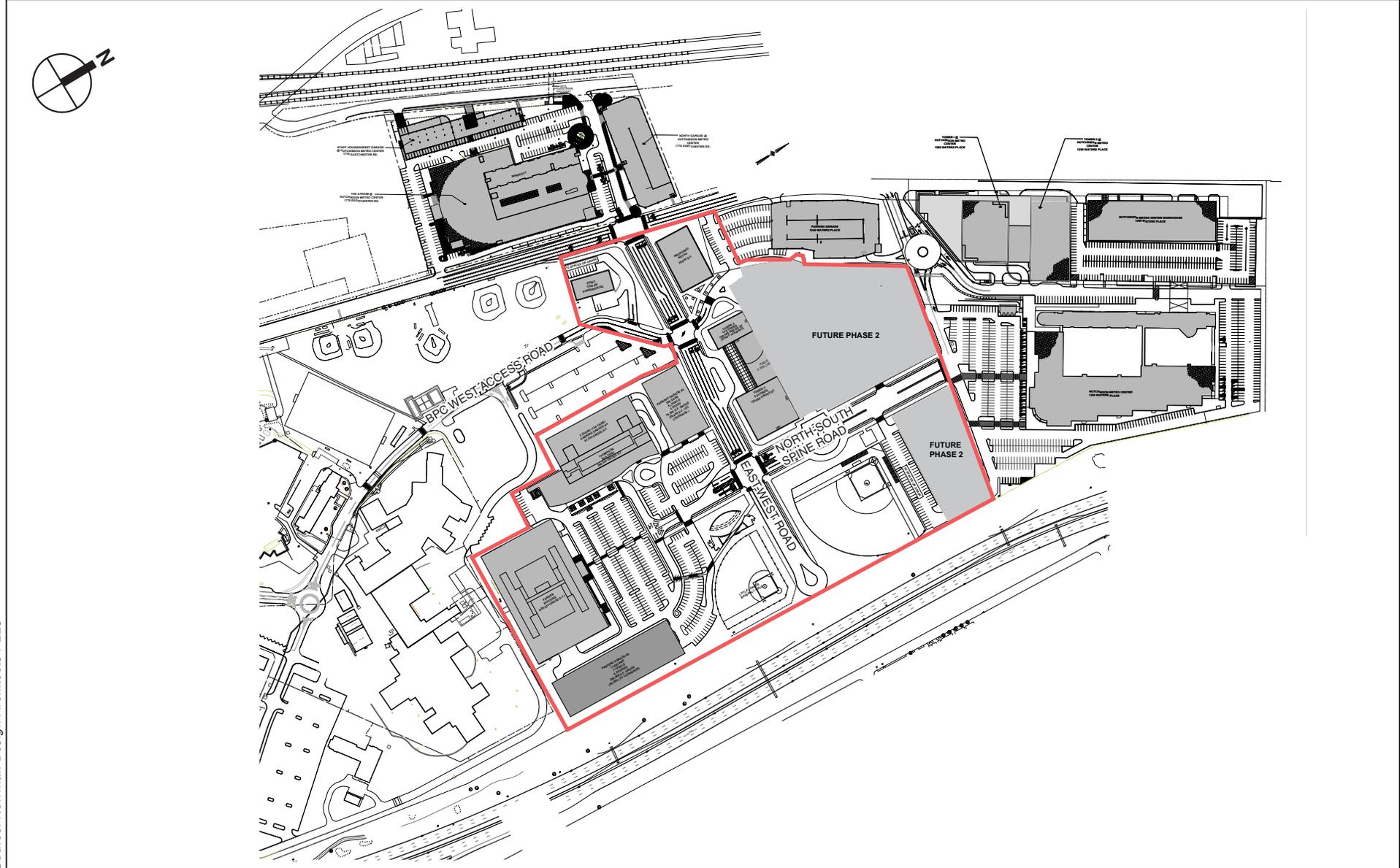
Phase I would include the redevelopment of the Thompson and Parker Buildings and the development of a new retail building. Phase I would also include the construction of two new buildings (Buildings 3 and 4) for commercial and medical office use, community facility, accessory, and retail use. As shown in **Table 1**, Phase I would include approximately 217,000 gsf of commercial office space and approximately 325,500 gsf of medical office; 100,000 gsf of bio-tech/research use; 100,000 gsf of accessory use (100 residential units); an approximately 124,300-gsf (approximately 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; 8,100 gsf of accessory amenity space; approximately 2,509 parking spaces; and approximately 304,400 sf (7.0 acres) of open space (of which approximately 3.3 acres would be publicly accessible), including two new baseball fields. **Figure 5** presents the site plan for Phase I of the proposed project.

Phase II would involve the construction of three new buildings (Buildings 5, 6, and 7) for commercial office, medical office, community facility, accessory, and retail uses. As shown in **Table 1**, Phase II would include approximately 250,000 gsf of commercial office space,



**NOTE: Illustrative intersection of East-West Road and future Hutchinson River Parkway (HRP) service road should, pursuant to separate and independent project, HRP service road be developed.*

Source: Simone Development Companies



Source: Newman Design Architects PLLC

 Project Site Boundary

Bronx Psychiatric Center Redevelopment

approximately 375,000 gsf of medical office space, 150,000 gsf of accessory use (150 dwelling units), 6,500 gsf of retail space; approximately 1,520 parking spaces, and approximately 76,500 sf (1.7 acres) of open space (of which approximately 0.6 acres would be publicly accessible).

Table 2 provides a summary of the proposed project buildings, uses, and anticipated phasing. The height and number of stories presented in **Table 2** reflect the project as currently proposed. In order to provide flexibility as the proposed project is developed, the GPP would allow approximately 25 feet in height (two stories) and associated floor area to be shifted among buildings within each phase. Any increases in height and floor area for one building would be accompanied by a commensurate decrease in height and floor area for another building in the same phase. Within Phase I, the shifts in height and floor area would be permitted between the Parker Building, Building 3, and Building 4. Within Phase II, the shifts in height and floor area would be permitted between Buildings 5, 6, and 7. Therefore, the maximum height for these buildings could be up to approximately 25 feet taller than shown in this table (and another building would be shorter than shown). The total overall floor area within each phase of the proposed project would not change as a result of these reallocations. Where appropriate, the EIS will assess potential impacts based on the reallocated building heights.

Table 2
Summary of Proposed Project Buildings

Building Name	Type	Phase	Proposed Uses¹	Height / Stories	Gross SF	Parking Spaces
<u>Thompson Building (Building 1)</u>	<u>Renovation and Addition</u>	<u>1</u>	<u>College/trade school and hotel</u>	<u>180 ft / 15 stories</u>	<u>269,500</u>	<u>0</u>
<u>Parker Building (Building 2)²</u>	<u>Renovation and Addition</u>	<u>1</u>	<u>Office, community facility, bio-tech/research, and retail</u>	<u>84 ft / 6 stories</u>	<u>480,000</u>	<u>0</u>
<u>Building 3²</u>	<u>New Construction</u>	<u>1</u>	<u>Accessory use and retail</u>	<u>231 ft / 14 stories</u>	<u>106,000</u>	<u>0</u>
<u>Building 4²</u>	<u>New Construction</u>	<u>1</u>	<u>Office, community facility, and retail</u>	<u>150 ft / 8 stories</u>	<u>126,500</u>	<u>0</u>
<u>Building 5²</u>	<u>New Construction</u>	<u>2</u>	<u>Office, community facility, and retail</u>	<u>231 ft / 14 stories</u>	<u>301,500</u>	<u>0</u>
<u>Building 6²</u>	<u>New Construction</u>	<u>2</u>	<u>Office, community facility, and retail</u>	<u>245 ft / 15 stories</u>	<u>330,000</u>	<u>0</u>
<u>Building 7²</u>	<u>New Construction</u>	<u>2</u>	<u>Accessory use</u>	<u>258 ft / 16 stories</u>	<u>150,000</u>	<u>0</u>
<u>Retail Building</u>	<u>New Construction</u>	<u>1</u>	<u>Retail</u>	<u>20 ft / 1 story</u>	<u>20,000</u>	<u>0</u>
<u>Powerhouse Building</u>	<u>Renovation</u>	<u>1</u>	<u>Accessory amenity space</u>	<u>20 ft / 1 story</u>	<u>8,100</u>	<u>0</u>
<u>Little League Field Support Building</u>	<u>New Construction</u>	<u>1</u>	<u>Support building</u>	<u>1 story</u>	<u>2,000</u>	<u>0</u>
<u>Building 3/4 Garage³</u>	<u>New Construction</u>	<u>1</u>	<u>Parking and private roof garden</u>	<u>42 ft / 4 stories</u>	<u>199,200</u>	<u>500</u>
<u>Building 5/7 Garage³</u>	<u>New Construction</u>	<u>2</u>	<u>Parking and private roof garden</u>	<u>42 ft / 4 stories</u>	<u>199,200</u>	<u>500</u>
<u>Parking Garage 2</u>	<u>New Construction</u>	<u>2</u>	<u>Parking</u>	<u>55 ft / 4 stories</u>	<u>196,800</u>	<u>748</u>
<u>Parking Garage 3</u>	<u>New Construction</u>	<u>1</u>	<u>Parking</u>	<u>42 ft / 3 stories</u>	<u>79,200</u>	<u>350</u>
<u>Parking Garage 4</u>	<u>New Construction</u>	<u>1</u>	<u>Parking</u>	<u>24 ft / 2 stories</u>	<u>67,500</u>	<u>124</u>
<u>Parking Garage 5</u>	<u>New Construction</u>	<u>1</u>	<u>Parking</u>	<u>83 ft / 6 stories</u>	<u>295,200</u>	<u>1,148</u>
Total⁴					2,831,000	3,370

Notes:

- 1) Proposed uses may be shifted among buildings in the proposed project provided total floor area remains within the overall program. Office use includes commercial office, medical office, and bio-tech/research use.
- 2) The maximum height for these buildings could be up to approximately 25 feet taller than shown in this table. Where appropriate, the EIS will assess potential impacts based on the reallocated building heights.
- 3) The Building 3/4 Garage and Building 5/7 Garage comprise the shared parking structure between Buildings 3, 4, 5, and 7.
- 4) Totals may not sum due to rounding. Parking space total does not include 659 surface parking spaces.

Sources: Simone Development Companies, Newman Design.

PURPOSE AND NEED

As described above, in an effort to reduce its facilities footprint and optimize its service provision shifting from institutionalized to transitional/community-based settings, OMH has consolidated its operations and created a smaller, 45-acre campus of newly constructed buildings adjacent to the project site. With this consolidation, OMH has vacated the 34-acre site occupied by three primary and four smaller vacant buildings, and made it available for development. Building on this consolidation, the proposed project would activate and enliven an underutilized portion of the

Bronx Psychiatric Center Redevelopment

BPC campus and better connect the proposed uses to surrounding development at Hutchinson Metro Center.

The project site is located northeast of the Westchester Square Medical Center and east of Albert Einstein College of Medicine. Just north of the project site, over 80 companies, medical practices, and healthcare organizations are located at the Hutchinson Metro Center, which employs approximately 7,500 people and serves approximately 5,000 visitors every weekday. The Center includes Montefiore Health System, other community hospitals, ambulatory subspecialty organizations, and the Montefiore Ambulatory Surgical Center. Within the Hutchinson Metro Center, the Metro Center Atrium includes approximately 360,000 gsf of office and medical space, as well as retail and restaurants and a recently completed hotel.

The Hutchinson Metro Center's success demonstrates the importance of public health issues to community, business, and healthcare leaders both in the Morris Park neighborhood of the Bronx and in New York City as a whole, and has highlighted the need for commercial space capable of supporting and addressing these concerns. The proposed project's adjacency to the Hutchinson Metro Center would fulfill this need by providing proximate, high-quality, available development space capable of supporting a range of healthcare needs, from training to treatment to research to administration.

The proposed project would build on this economic activity, adding approximately 1.2 million gsf of complementary medical and professional office space, bio-tech/research space, and accessory uses to the vacated project site. The proposed college/trade school would be focused on training entry through mid-level technical and management professionals serving industries including healthcare, life sciences, engineering, nursing, research sciences and other emerging uses related to, or supportive of, healthcare and biotechnology industries, who could then be placed in jobs at the surrounding businesses and organizations. The proposed project is also anticipated to include a bio-tech incubator dedicated to emerging technologies and research in urban health care issues, encouraging additional participation in these fields.

In addition, the proposed project would include community facility space for members of Community District 11. The developer intends to explore partnerships that promote cultural and entertainment events, and other community activities on the project site and in coordination with the Hutchinson Metro Center. The developer would also work with the community and healthcare partners such as Montefiore Health System to incorporate programs designed to promote and encourage public health.

The proposed project would also include recreational amenities for the community and nearby schools. The proposed baseball diamonds would replace the four existing baseball fields on the site. The new fields would use state-of-the-art technology for drainage and turf, making them available for the majority of the year. Programming for the fields would be coordinated with local community athletic organizations.

The proposed project would incorporate sustainable building practices in both the renovated Parker and Thompson buildings as well as the new buildings on the project site. The developer is committed to achieving LEED certification at the LEED-certified level and Energy Star rating, including incorporating the use of LED light fixtures, high solar reflective index (SRI) rating on roofing materials designed to lower the heat island effect, low flow plumbing fixtures, and electric vehicle charging stations. The project would also include a bike path to connect to the HRP bike path and to Marconi Street, with parking and resting stations at key locations.

The proposed project would provide multiple public benefits, including but not limited to:

- *Elimination of blight.* The project site has been deemed surplus property by OMH, and has been vacated by OMH in favor of new facilities constructed as part of the OMH consolidation project at the remaining OMH property. Absent a project to use the property, the project site would remain vacant, underutilized, subject to deterioration, and would continue to be a burdensome carrying cost to OMH. Such conditions would hamper or impede sound economic growth and development and impair or arrest the sound growth of the project area. The proposed project would eliminate substandard and insanitary conditions on the project site.
- *Job creation.* The proposed project would accommodate, in a concentrated location, the unique space needs of major health care institutions, entrepreneurs, and jobs; encourage and facilitate with the completion of Phase I of the project creation of approximately 1,900 construction jobs and 4,700 full-time permanent jobs, many of which will be in highly paid management, clinical, and technical positions. Phase II of the project would generate up to an additional approximately 700 construction jobs and 3,300 full time permanent jobs.
- *Creation of office and other supporting space.* As noted above, the proposed project would provide a total of approximately 1.2 million square feet of 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.
- *Enhancement of tax bases.* The proposed project would restore a formerly state-owned and tax exempt property to the project site to New York State and New York City tax rolls as a direct result of improved physical structure, which would house substantially increased employment levels. This would substantially increase all forms of tax revenue from the project site, including real property taxes, sales taxes, and employee income taxes.

DISCRETIONARY APPROVALS

The proposed project requires the sale of the property to the developer, and the adoption and affirmation of a GPP by ESD, including overrides of certain aspects of the *New York City Zoning Resolution*.

At this time, it is expected that the proposed project will require the following actions:

- ESD adoption of a General Project Plan, including overrides of any applicable section of the New York City Zoning Resolution necessary to facilitate the proposed project, including requirements related to use, bulk, signage, parking, and loading.
- ESD approval of Essential Terms of Transaction.
- ESD acquisition and subsequent disposition of real property. Specifically, DASNY would convey the property to ESD, and then ESD would sell and convey the property to the developer. The proposed project would involve the subdivision of existing Bronx Block 4226 Lot 35, which is currently improved with a parking structure and surface parking. The portion of Lot 35 that would be subdivided into a new tax lot and conveyed to ESD and back to the developer acquiring the remainder of the Bronx Psychiatric Center property contains only surface parking. The portion of lot 35 included in the proposed project would be improved with a portion of the proposed retail building and a portion of the East-West Road.

The proposed project will require an action to map private land to achieve the proposed roadway geometry for the intersection of Marconi Street and the East-West Road. This mapping action would be undertaken by the developer in the future.

ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

As noted above, the *CEQR Technical Review Manual* will serve as a general guide on the methodologies and impact criteria for evaluating the project's potential effects on the various environmental areas of analysis. In disclosing impacts, the EIS considers the proposed project's potential significant adverse impacts on the environmental setting. Construction of the proposed project is expected to occur in two phases over a period of approximately nine years. Consequently, the environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives first assess existing conditions and then forecast these conditions to the future for the purposes of determining potential significant adverse impacts in the future with the proposed project. The EIS will analyze a two-phase development, with 2023 as the analysis year for Phase I completion, and 2028 as the analysis year for Phase II full build-out.

THE FUTURE WITHOUT THE PROPOSED PROJECT

Independent of the proposed project, the Bronx Children's Psychiatric, Thompson, and Parker Buildings have been vacated and their uses relocated to new BPC facilities located at the southern portion of the campus. For the purposes of the EIS, it is assumed that in the future without the proposed project (the "No-Action" condition), these existing buildings would remain vacant. The steam generating powerhouse, two metal shelters, and small storage building on the project site would also remain vacated and decommissioned. The ball fields would remain as in existing conditions.

For each technical analysis in the EIS, the No-Action condition will also incorporate approved or planned development projects within the appropriate study area that are likely to be completed by the respective analysis years. Two notable No-Action projects in the area are discussed below.

The New York City Department of Transportation (NYCDOT) has conducted a preliminary study and developed conceptual designs for access improvements to the southbound HRP (HRP Improvements); these 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). These potential connections would change vehicle-trip patterns in the vicinity of the project site. Although there is currently no funding or plan to construct these potential HRP improvements by NYCDOT, these access improvements to the southbound HRP are assumed to be completed by 2028. For the purposes of the EIS analyses, No-Action conditions will be analyzed without the new HRP improvements for the 2023 Phase I analysis year and with the new HRP improvements for the 2028 Phase II analysis year.

In addition, as part of its Penn Station Access Study, the Metropolitan Transit Authority (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, adjacent to the Bronx Psychiatric Campus, into Penn Station.¹ The completion date for the study and the project are unknown at this time. The proposed Morris Park MNR station is qualitatively assessed in the Phase I 2023 No-Action condition in the EIS.

¹ <http://web.mta.info/mta/planning/psas/>.

THE FUTURE WITH THE PROPOSED PROJECT

For each of the technical areas of analysis identified in the *CEQR Technical Manual*, conditions with the proposed project, or With-Action condition, will be compared with the No-Action condition. As described above, the EIS will analyze a two-phase development, with 2023 as the analysis year for Phase I completion, and 2028 as the analysis year for Phase II full build-out. With-Action conditions will be analyzed without the new HRP connections for the 2023 Phase I analysis year and with the new HRP connections for the 2028 Phase II analysis year.

The HRP improvements are not funded in NYCDOT's capital plan and the City has no current or future plans to construct the ramps. The second phase of the proposed project is contingent on the construction of the HRP improvements and assumes that the improvements will be constructed by 2028. Because there is no funding or plan by NYCDOT to construct the HRP improvements by 2028, without some other means of addressing traffic expected to be generated by the second phase, the second phase of the proposed project cannot proceed.

ENVIRONMENTAL REVIEW PROCESS

The proposed project is subject to environmental review under SEQRA. ESD is the SEQRA lead agency for this proposal. The proposed project requires the sale of the property to the developer, and the adoption and affirmation of a GPP by ESD that will implement required zoning overrides, which are discretionary actions subject to SEQRA. Consistent with ESD practices, unless ESD determines use of other more appropriate SEQRA guidance, the EIS will be prepared using the guidelines set forth in the 2014 *CEQR Technical Manual*, where applicable, as these are considered to be appropriate methodologies and guidelines for environmental impact assessment in New York City. The environmental review process allows decision-makers to systematically consider environmental effects of the proposed project, to evaluate reasonable alternatives, and to identify measures to mitigate significant adverse environmental effects. The SEQRA process facilitates public involvement in the process by providing the opportunity for public comment on the DEIS.

The lead agency's first charge is to determine whether the proposed project might have a significant adverse impact on the environment. To make this determination, an environmental assessment form (EAF) was prepared. Based on the information contained in the EAF and the Draft Scope of Work for the EIS, ESD determined that the proposed project could have the potential to result in significant adverse environmental impacts. The EAF and Draft Scope of Work were made available to the general public, public agencies, and other interested groups, and a public scoping meeting was held on December 7, 2015 from 4:00 PM to 7:00 PM at the Herbert H. Lehman High School Auditorium, 3000 East Tremont Avenue, Bronx, New York 10461. Written comments on the Draft Scope of Work were accepted until 5:00 PM on December 22, 2015. Comments were submitted on the Draft Scope of Work by the Metropolitan Transportation Authority (MTA) and NYCDOT. The lead agency considered these comments in the development of this final scope of work and provided responses to NYCDOT and MTA. No other oral or written public comments were submitted on the Draft Scope of Work.

A DEIS will be prepared for review by the lead agency. Upon its determination that the DEIS document is complete and sufficiently analyzes the environmental effects of the proposed project pursuant to this Final Scope of Work, ESD will issue a Notice of Completion. Publication of the DEIS and issuance of the Notice of Completion signal the beginning of the public review period. During this time, the public may review and comment on the DEIS, either in writing or at a public hearing convened for the purpose of receiving such comments. A public hearing will be held to consider: (1) the DEIS, (2) the GPP for the Bronx Psychiatric Center Land Use Improvement

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Project, and (3) the essential terms of the disposition of property and other transactions for the proposed project with the developer or its affiliates. After the close of the public comment period on the DEIS, a Final EIS (FEIS) will be prepared. All substantive comments received on the DEIS, at the hearing or during the comment period, become part of the SEQRA record and are summarized and responded to in a new chapter of the FEIS.

The lead agency and each involved agency must adopt a formal set of written findings based on the FEIS. In consideration of these findings, ESD can then approve the project with an affirmation of the GPP. The approval process for the GPP is set forth in the *New York State Urban Development Corporation Act, Chapter 174 of the Laws of 1968* (the “UDC Act”). The procedure under the UDC Act is generally as follows: ESD initially adopts a GPP and makes it available for public review and comment, including a public hearing. After the hearing, the ESD Board may affirm, reject, or modify the GPP. ESD must make its SEQRA findings before it can take its final action regarding the GPP.

C. SCOPE OF WORK

The EIS will contain:

- A description of the proposed actions and project and its environmental setting;
- A statement of the potential significant adverse environmental impacts of the proposed project, including their short- and long-term effects, typical associated environmental effects, and cumulative effects when considered with other planned developments in the area;
- A description of mitigation measures proposed to eliminate or minimize significant adverse environmental impacts;
- An identification of any significant adverse environmental impacts that cannot be avoided if the proposed project is implemented;
- A discussion of alternatives to the proposed actions and project; and
- A discussion of any irreversible and irretrievable commitments of resources to develop the project.

As noted previously, the analyses of the proposed project will be performed for two years of project occupancy: 2023 (Phase I) and 2028 (Phase II). In addition, NYCDOT has conducted a preliminary study and developed conceptual designs for access improvements to the southbound HRP. These improvements would change vehicle-trip patterns in the vicinity of the project site. These access improvements to the southbound HRP are assumed to be completed by 2028. The analysis of Phase I will assess conditions without the new HRP connections, and the analysis of Phase II will assess conditions with the new HRP connections.

Based on the preliminary screening assessments outlined in the *CEQR Technical Manual* and as explained below, the proposed project is not expected to exceed the *CEQR Technical Manual* thresholds requiring detailed analysis of energy.

All of the specific areas to be included in the EIS, as well as their respective tasks, are described below.

TASK 1. PROJECT DESCRIPTION

The Project Description introduces the reader to the proposed project and provides the project data from which impacts are assessed. The chapter will contain a brief history of the project site; the proposed development and its purpose and need; a description of the design of the proposed

buildings; figures to depict the proposed project; and a discussion of the approvals required, procedures to be followed, and a description of the No-Action condition. The role of the lead agency for SEQRA will also be described as well as the environmental review process to aid in decision-making. This chapter is key to understanding the proposed project and its potential significant adverse impacts, and provides the public and decision-makers a framework from which to evaluate the proposed project against the No-Action condition.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

The proposed project includes the adoption of a GPP, which will include various zoning overrides. Therefore, the EIS will include an assessment of the proposed project's consistency with land use, zoning, and public policy, in accordance with the *CEQR Technical Manual*. The assessment will begin with a preliminary analysis, and if necessary, a detailed assessment will be conducted. The analysis will include information on existing land use now and in the future without the proposed project to set the context in which many of the other technical tasks may be understood.

The assessment of land use, zoning, and public policy will consist of the following tasks:

- Provide a brief development history of the project site and ¼-mile study area.
- Describe conditions in the project site and study area, including existing uses and the current zoning.
- Describe predominant land use patterns in the study area, including recent development trends.
- Provide a clear zoning map and discuss existing zoning and recent zoning actions in the study area.
- Summarize other public policies that may apply to the project site and study area, including any formal neighborhood or community plans.
- Provide a list of other projects expected to be built in the study area that would be completed before or concurrent with the project's two analysis years. Describe the effects of these projects on land use patterns and development trends. Also, describe any pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area. The No-Action analysis will assume that, absent the proposed project, the project site will continue to be occupied by the existing uses.
- Describe the proposed actions and provide an assessment of the impacts of the proposed actions and projected development on land use and land use trends, zoning, and public policy. Consider the effects related to issues of compatibility with surrounding land use, consistency with zoning and other public policy initiatives, and the effect of the project on development trends and conditions in the area.

Since the project site is located in the City's Coastal Zone, an assessment of the project's consistency with the New York City Waterfront Revitalization Program (WRP) and the New York State Coastal Zone Management Program will also be provided. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 3. SOCIOECONOMIC CONDITIONS

This chapter will examine the effects of the proposed project on socioeconomic character of the study area, including its population characteristics, housing, and economic activity. Although socioeconomic changes may not result in significant adverse impacts under CEQR, they are

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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 an area.

According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement; and (5) adverse effects on a specific industry. The proposed project would not directly displace any residents, nor would it result in the direct displacement of businesses. However, as described below, the proposed project would exceed the CEQR thresholds requiring assessment of indirect business displacement due to increased rents and indirect residential displacement. The following describes the anticipated scope of analysis.

INDIRECT BUSINESS DISPLACEMENT

According to the *CEQR Technical Manual*, commercial developments of 200,000 square feet or less would typically not result in significant adverse indirect impacts. As the proposed project would introduce over 200,000 sf of commercial development, an indirect business displacement analysis will be conducted to determine if the proposed action would introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area. Following *CEQR Technical Manual* guidelines, the analysis will describe and characterize conditions and trends in employment and businesses within an approximately ½-mile study area using the most recent available data from public and private sources such as New York State Department of Labor, the U.S. Census Bureau, and ESRI Business Analyst, as well as discussions with local real estate brokers, as necessary. This information will be used in a preliminary assessment to consider:

- Whether the proposed project would introduce enough of a new economic activity to alter existing economic patterns;
- Whether the proposed project would add to the concentration of a particular sector of the local economy enough to alter or accelerate existing economic patterns; and
- Whether the proposed project would indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment finds that the proposed action 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 follow the *CEQR Technical Manual* guidelines to determine whether the proposed action would increase property values and thus increase rents for a potentially vulnerable category of businesses and whether relocation opportunities exist for those businesses.

INDIRECT RESIDENTIAL DISPLACEMENT

According to the *CEQR Technical Manual*, residential development of 200 units or less would typically not result in significant adverse indirect impacts. As the proposed project would introduce 250 accessory use residential units (more than 200 residential units, the CEQR threshold), an indirect residential displacement analysis will be conducted to determine if the proposed action would introduce trends that would potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change.

The analysis will begin with a preliminary assessment that presents demographic and residential market trends and conditions for the study area using U.S. Census data, American Community Survey data, New York City Department of Finance Real Property Assessment Data (RPAD) data, as well as current real estate market data. Following *CEQR Technical Manual* guidelines, the preliminary assessment will perform the following step-by-step evaluation:

- Step 1: Determine if the proposed project would add new population with higher average incomes compared to the incomes of the study area population and any new population expected to reside in the study area in the future without the project. If the expected average incomes of the new population would be similar to the average incomes of the study area populations and the population added by any planned development projects in the future, no further analysis is necessary. According to CEQR methodology, if the project would introduce a more costly type of housing compared to existing housing such that the expected average incomes of the new population would exceed the average incomes of the study area population, then Step 2 of the analysis will be conducted. Because it is anticipated that the proposed project's residents would have higher average incomes than the future study area population as a whole, Step 2 of the analysis may be necessary.
- Step 2: Determine if the proposed project population is large enough to affect real estate market conditions in the study area. If the population increase is greater than 5 percent in the study area as a whole or within any identified subareas, then Step 3 will be conducted. If the population increase is greater than 10 percent in the study area as a whole or within any identified subarea, a detailed analysis may be necessary.
- Step 3: Consider whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends.

A detailed analysis may be necessary if the population increase as a result of the proposed project is greater than 10 percent in the study area as a whole or within any identified subareas, or if no applicable trends are identified in Step 3.

TASK 4. COMMUNITY FACILITIES AND SERVICES

The demand for community facilities and services is directly related to the type and size of the new population generated by a proposed project. New workers tend to create limited demands for community facilities and services, while new residents create more substantial and permanent demands. This chapter of the EIS will evaluate the effects on community services due to the proposed project, including effects on police and fire protection, public schools, outpatient and emergency health care facilities, libraries, and publicly funded child care facilities.

According to the *CEQR Technical Manual*, preliminary thresholds indicating the need for detailed analyses are as follows:

- Public Schools: More than 50 new elementary/middle school or 150 high school students. For the Bronx, this is equivalent to an increase of 193 and 1,000 residential units, respectively, based on new New York City School Construction Authority (SCA) student multipliers that were released November 2018.
- Libraries: A greater than 5 percent increase in the ratio of residential units to libraries in the borough. For the Bronx, this is equivalent to an increase of 682 residential units.
- Health Care Facilities (outpatient): The ability of health care facilities to provide services for a new project usually does not warrant a detailed assessment under CEQR. Generally, a

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detailed assessment of health care facilities is included only if a proposed action would directly affect the physical operations of, or access to and from, a hospital or public health clinic, or if a proposed action would create a sizeable new neighborhood where none existed before.

- Child Care Facilities (publicly funded): More than 20 eligible children based on the number of new low/moderate-income residential units by borough. For the Bronx, an increase of 141 low/moderate-income residential units exceeds this threshold.
- Fire Protection: The ability of the fire department to provide fire protection services for a new project usually does not warrant a detailed assessment under CEQR. Generally, a detailed assessment of fire protection services is included only if a proposed action would directly affect the physical operations of, or access to and from, a fire station house, or if a proposed action would create a sizeable new neighborhood where none existed before.
- Police Protection: The ability of the police department to provide public safety for a new project usually does not warrant a detailed assessment under CEQR. Generally, a detailed assessment of police protective services is included only if a proposed action would directly affect the physical operations of, or access to and from, a precinct house, or if a proposed action would create a sizeable new neighborhood where none existed before.

Based on these thresholds, the proposed project is not expected to warrant detailed analyses of public high schools, libraries, health care facilities, child care facilities, or fire or police protection. However, the proposed project will require analysis of public elementary and middle schools.

The analysis of public elementary and middle schools will include the following tasks:

- Identify schools serving the project site and discuss the most current information on enrollment, capacity, and utilization from the Department of Education. The primary study area for the analysis of elementary and middle schools should be the school districts' "sub-district" in which the project is located.
- Based on the data provided from the Department of Education, the School Construction Authority, and DCP, future conditions in the area without the proposed project will be determined.
- Based on methodology presented in the CEQR Technical Manual, the potential impact of students generated by the proposed actions on public elementary and middle schools will be assessed.

If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 5. OPEN SPACE

The *CEQR Technical Manual* defines open space as publicly or privately owned land that is publicly accessible and operates, functions, or is available for leisure, play, or sport, or set aside for the protection and/or enhancement of the natural environment. An analysis of open space is conducted to determine whether or not a proposed project would have direct effects resulting from the elimination or alteration of open space, and/or an indirect effects resulting from overtaxing available open space.

DIRECT EFFECTS

According to the *CEQR Technical Manual*, an assessment of a project's potential direct effects may be appropriate if the project would result in a physical loss of publicly accessible open space

(by encroaching on an open space or displacing an open space); change the use of an open space so that it no longer serves the same user population (e.g., elimination of playground equipment); limit public access to an open space; or cause increased noise or air pollutant emissions, odors, or shadows on public open space that would affect its usefulness, whether on a permanent or temporary basis.

The proposed project would remove the four existing baseball fields currently located on the project site. However, the proposed project intends to enhance public recreational opportunities on the project site by providing new baseball diamonds with supporting amenities.

A detailed assessment of the proposed project's direct effects on open space will be provided that considers the types, quantities, and quality of displaced publicly accessible open spaces as compared with the new publicly accessible open spaces that would result from the proposed project. As detailed under Task 20, below, the construction analysis will consider the anticipated timing over the two phases of project build-out of open space displacement as compared with the provision of new open spaces.

INDIRECT EFFECTS

Indirect effects may occur when the population generated by a project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. The project site is located in an area that is neither well-served nor underserved by open space, as defined by the *CEQR Technical Manual*; for such spaces, the *CEQR Technical Manual* thresholds for an assessment of indirect effects on open space are 200 residents or 500 employees.

The proposed project would introduce residential and worker populations that would exceed the *CEQR* thresholds requiring an assessment of open space. In addition, the project would remove existing ball fields used by the community, and include two new baseball diamonds with supporting amenities on the project site. Therefore, an open space indirect effects analysis will be prepared for the EIS. The open space analysis will consider both passive and active open space resources. Passive open space ratios will be assessed within a nonresidential (¼-mile radius) study area and a residential (½-mile radius) study area. Active open space ratios will be assessed for the ½-mile residential study area. Both study areas will generally comprise those census tracts that have 50 percent or more of their area located within the ¼-mile radius and the ½-mile radius of the project site.

The open space assessment will begin with a preliminary assessment to determine the need for further analysis. If warranted, a detailed assessment will be prepared.

Tasks for the open space analysis will include:

- Inventory existing open space and recreational facilities within the open space study areas. Tally open space acreage for passive and active, publicly accessible open space.
- Estimate the worker population of the ¼-mile nonresidential study area, based on data from ESRI Business Analyst. Estimate the resident population of the ½-mile residential study area using census data.
- In conformance with *CEQR Technical Manual* methodologies, assess the adequacy of existing publicly accessible open space facilities. The assessment of adequacy is based on a comparison of the ratio of open space per 1,000 people to City guidelines.
- Assess expected changes in future levels of open space supply and demand in the Build years, based on other planned development projects in the study areas. Develop open space ratios

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for future conditions and compare them with existing ratios to determine changes in future levels of adequacy.

- Based on the project's estimated worker and resident population and the proposed open space that would be created, assess the proposed project's effects on open space supply and demand. This assessment will be based on a comparison of open space ratios with the project to open space ratios without the project.
- In coordination with other tasks, identify any potential direct impacts on nearby open space from shadows, air quality, or noise generated by the proposed project.

If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 6. SHADOWS

This chapter will examine the proposed project's potential shadow effects pursuant to *CEQR Technical Manual* criteria. Generally, shadow impacts could occur if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on sunlight-sensitive natural features, publicly accessible open space, or on historic features that are dependent on sunlight.

The proposed project would include the construction of structures over 50 feet in height in proximity to some sunlight-sensitive publicly accessible open spaces, including several baseball fields, and the HRP. Thus, an analysis of shadows is appropriate. The shadows analysis will account for the tallest potential height for each building in the proposed project. The shadows assessment will begin with a screening analysis to determine whether new shadows from the proposed structures could be cast on any nearby sunlight sensitive resources. The preliminary assessment will include the following tasks:

- Develop a base map illustrating the project site in relation to publicly accessible open spaces, historic resources with sunlight-dependent features, and natural features in the area.
- Determine the area of longest possible shadow that could result from the proposed project to determine whether it includes any sunlight-sensitive resources.

If shadows could reach any such resources, a detailed shadow analysis will be performed, including the following:

- Develop a three-dimensional computer model of the elements of the base map developed in the preliminary assessment.
- Develop a three-dimensional representation of the proposed project.
- Using three-dimensional computer modeling software, determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the proposed actions on four representative days of the year.
- Document the analysis with graphics comparing shadows resulting from the No=Action condition with shadows resulting from the proposed project, with incremental shadow highlighted in a contrasting color. Include a summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource.
- Assess the significance of any shadow impacts on sunlight-sensitive resources.

If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 7. HISTORIC AND CULTURAL RESOURCES

This chapter will examine the proposed project's potential to affect either archaeological or architectural resources. The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. Historic resources include designated New York City Landmarks (NYCLs) and Historic Districts; properties calendared for consideration as NYCLs by New York City Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation; properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing, or properties contained within a S/NR listed or eligible district; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks (NHLs); and potential historic resources (i.e., properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements).

OPRHP and LPC determined in 2008 as part of the *Bronx Mental Health Redevelopment Project EIAR* that they have no archaeological concerns for the project site. Therefore, the proposed project would not result in any significant adverse impacts to archaeological resources, and no further assessment is required.

As the project requires review in accordance with SEQRA, consultation with the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) will be required pursuant to Section 14.09 of the New York State Historic Preservation Act (SHPA). The historic resource analysis will include the following tasks.

- Initiate project consultation with OPRHP via the agency's Cultural Resource Information System. Information to be provided will include a description of the project, maps and photographs of the project site and surrounding area, and a description of any adjacent properties that are more than 50 years old.
- Map and briefly describe any designated architectural resources within a 400-foot study area around the project site, consistent with the *CEQR Technical Manual* definition of historic resources described above. For the 2008 EIAR analysis, OPRHP evaluated the Bronx Psychiatric Hospital and determined that it did not meet the criteria for listing on the Registers; in addition, in a letter dated July 15, 2008, LPC determined that the project site does not have any architectural significance.
- Based on other planned development projects, qualitatively discuss any impacts on architectural and archaeological resources that are expected in the future without the proposed action.
- Assess any direct physical impacts of the proposed project on architectural resources and archaeological resource. Assess the proposed project's potential to result in any visual and contextual impacts on architectural resources.

If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 8. URBAN DESIGN AND VISUAL RESOURCES

This chapter of the EIS considers the potential of the proposed project to affect the pedestrian's experience of the built environment. The built environment, or its urban design, is created by a number of components. These include streets, buildings, open space, natural features, and visual resources, which make up the arrangement, appearance, and functionality of the urban design of a given area. According to the methodologies of the *CEQR Technical Manual*, an assessment of urban design and visual resources should be prepared if a project requires actions that would result in physical changes to a project site beyond those allowable by existing zoning and which could be observed by a pedestrian from street level. Since the proposed project may involve zoning overrides, a preliminary assessment of urban design and visual resources will be prepared. The assessment will begin with a preliminary analysis, and if necessary, a detailed assessment will be conducted.

The analysis will include the following tasks:

- Define the study area for urban design and visual resources. The study area for the preliminary assessment of urban design and visual resources will be consistent with that of the study area for the analysis of land use, zoning and public policy.
- Prepare a concise narrative of the project site and the study area. The narrative will address the components of urban design as defined in the *CEQR Technical Manual*: streets, buildings, visual resources, open space, natural resources, and wind. The narrative will be supported with photographs, area maps showing existing view corridors and access to visual resources; and information on building massing, floor area, lot and tower coverage, building heights, open area, building setbacks, and average floor plate sizes, etc.
- Based on planned and proposed development projects and using the information gathered above for existing conditions, assess whether and how urban design conditions are expected to change in the future without the proposed project. This will include other planned projects in the area.
- Present program information for the proposed project, including site plans, zoning calculations, floor area calculations, lot and tower coverage, building heights and setbacks, and street wall heights, as such information is developed and becomes available. Program information may also include, as appropriate, sketches or renderings of the future with the proposed project for existing views, elevations along street fronts, and sections through street and other pedestrian areas, and proposed program and use distribution.
- Assess how the proposed project would affect the pedestrian's experience of the built environment relative to the future without the proposed project and determine the significance of those changes.

If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 9. NATURAL RESOURCES

This chapter of the EIS will assess the potential for the proposed project to affect natural resources. The project site is largely developed with buildings, surface parking, athletic fields, and landscaped areas comprising primarily grass with shade trees that offer limited wildlife habitat. The project site does not contain nor is it adjacent to surface waters or wetlands but portions of

the site are within the 100- and 500-year floodplains as indicated on the Preliminary Flood Insurance Rate Maps (Preliminary FIRM).

Existing terrestrial natural resources (floodplains, plants and wildlife) within or in the vicinity of the proposed action area will be characterized. The proposed project's potential impacts to natural resources will be assessed, including short-term construction effects and long-term effects such as potential improvements in wildlife habitat from landscaping and any implementation of green infrastructure (e.g., bioswales) that would be implemented as a result of the proposed project. A discussion of any related permits that may be required will be provided.

The analysis will include the following tasks:

- On the basis of a site reconnaissance and existing information on terrestrial resources in the vicinity of the project site, including threatened or endangered species from resource agencies such as the U.S. Fish and Wildlife Service (USFWS) and New York State Department of Environmental Conservation, and Federal Emergency Management Agency (FEMA) Preliminary FIRM(s), characterize the existing natural resources (floodplains, terrestrial plants and wildlife, and threatened or endangered species) within the project site.
- Assess potential effects to natural resources in the future without the proposed project, accounting for any changes in the study area that may alter natural resources in the vicinity of the project site.
- Assess potential impacts to natural resources from the proposed project, considering tree removal and other vegetation disturbance, visual and noise disturbances to wildlife, risk of bird collisions with the proposed project's buildings, and benefits of landscaping and green infrastructure that would be implemented as part of the proposed project. The need for any state or federal approvals will be identified.

If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 10. HAZARDOUS MATERIALS

This chapter of the EIS will primarily examine the potential for significant adverse impacts related to subsurface contamination, including an evaluation of the existing soil and groundwater conditions in areas that would be affected by the proposed project. It will also address the potential for hazardous materials to be present within existing site structures.

Prior to the construction of the Bronx Psychiatric Center, the project site was occupied by a freight rail yard from before 1919 to sometime after 1947. By the 1950s the project site was identified as an industrial center. Previous subsurface investigations and other studies have indicated that hazardous materials are present: in the subsurface, related to petroleum storage tanks (some with reported spills), polychlorinated biphenyl (PCB) transformers (some with known spills), and historical fill material that has resulted in soil with somewhat elevated levels of metals and semivolatile organic compounds. Existing structures are also known to include asbestos containing materials (ACM) and likely include lead-based paint (LBP).

The spills from the PCB transformers resulted in the New York State Department of Environmental Conservation (NYSDEC) placing the site on its list of Inactive Hazardous Waste Disposal Sites (IHWDS). OMH has conducted interim remedial measures (IRMs) at the site since 1993 and has replaced the leaking PCB transformers with non-PCB transformers allowing the site to be classified as Class 3, i.e., "it does not present a significant threat to the environment or public

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health—action may be deferred.” A new Order on Consent and Administrative Settlement (Index # R2-0668-06-11) was issued to OMH by the NYSDEC on March 4, 2012 and required OMH to prepare a Focused Feasibility Study (FFS) in light of OMH’s plan to discontinue occupancy and potential comprehensive renovation of the site’s structures. Based on the FFS, in March 2019, NYSDEC issued a Record of Decision (ROD) for the IHWDS, i.e., the selected remedy.

The hazardous materials chapter will summarize the existing studies of the project site and will also include a review of recent regulatory databases. The chapter will also outline measures that would be needed to precede or be incorporated into the redevelopment to avoid the potential for significant adverse impacts. Depending on the details of the redevelopment plan, this could include additional subsurface investigation and soil characterization, additional testing within buildings (e.g., for ACM and LBP), remedial and health and safety procedures during construction (i.e., implementation of the NYSDEC ROD, to safely address the IHWDS issues and other identified and potential hazardous materials concerns) and any needed measures (such as vapor controls for new buildings and capping of landscaped areas) for the redeveloped project site.

TASK 11. WATER AND SEWER INFRASTRUCTURE

The *CEQR Technical Manual* outlines thresholds for analysis of a project’s water demand and its generation of wastewater and stormwater. A preliminary water supply and projected water demand analysis is warranted if a project would result in an exceptionally large demand for water (greater than one million gallons), or would be located in an area that experiences low water pressure (e.g., Rockaway Peninsula or Coney Island). A preliminary wastewater and stormwater infrastructure analysis is warranted if a proposed project exceeds the thresholds outlined in Section 220, “Wastewater and Stormwater Conveyance and Treatment.” These thresholds include location of the proposed project, cumulative rezonings and/or development in the project area, proposed increase in density, and proposed increase in impervious surfaces. For the proposed project, an analysis of water supply is likely not warranted since the project is not expected to result in a demand of more than 1 million gallons per day nor is it located in an area that experiences low water pressure.

An analysis of the project’s effects on wastewater and stormwater infrastructure is warranted, however, since the project would result in more than 150,000 square feet of development, which is the CEQR Technical Manual threshold for combined sewer areas in the Bronx. Therefore, this chapter will include an analysis of the proposed project’s potential effects on wastewater and stormwater infrastructure.

The analysis will include the following tasks to describe existing conditions and conditions in the future without the project:

- The existing stormwater drainage system and surfaces (pervious or impervious) on the project site will be described. The amount of stormwater currently draining from the site will be estimated for each drainage area using the New York City Department of Environmental Protection’s (DEP) volume calculation worksheet.
- The existing sewer system serving the project site will be described using information obtained from DEP. The existing flows to the wastewater treatment plant (WWTP) that serves the project site will be obtained for the latest 12-month period, and the average dry weather monthly flow will be presented.
- Any changes to the site’s stormwater drainage system and surface area expected in the future without the proposed project will be described.

- Any changes to the sewer system expected to occur in the future without the proposed project will be described based on information provided by the project team and by DEP.

The analysis of project impacts will identify and assess the effects of the incremental sanitary and stormwater flows on the capacity of the sewer infrastructure for both analysis years, as follows:

- Future stormwater generation from the proposed project will be estimated. Any changes to the site's proposed surface area (pervious or impervious) will be described, and runoff coefficients and runoff volumes for each surface type/area will be presented. Volume and peak discharge rates of stormwater from the site will be determined based on the DEP volume calculation worksheet.
- Sanitary sewage generation for the project will be estimated. The effects of the incremental demand on the system will be assessed to determine the impact on operations of the WWTP that serves the project site.
- Based on the analyses of future stormwater and wastewater generation, the change in flows and volumes to the sewer system and/or waterbodies due to the proposed project will be determined, and any improvements necessary to support the proposed action will be disclosed.
- The assessment will discuss any planned sustainability elements that are intended to reduce storm water runoff and/or to reduce water consumption and sanitary sewage generation.

The chapter will also describe any necessary project-related improvements. Based on the results of the preliminary analysis, a detailed assessment may be conducted if warranted. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 12. SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether a project has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. The City's solid waste system includes waste minimization at the point of generation, collection, treatment, recycling, composting, transfer, processing, energy recovery, and disposal.

According to the *CEQR Technical Manual*, if a project has the potential to generate substantial amounts of solid waste (50 tons per week or more) further analysis should be conducted. Based on Citywide solid waste generation rates identified in Table 14-1 of the *CEQR Technical Manual*, the proposed project at full build out would generate more than 50 tons per week of solid waste. Therefore, the EIS will assess the proposed project's increase in solid waste production and determine whether it may overburden available waste management capacity or otherwise be inconsistent with the City's SWMP.

TASK 13. ENERGY

As described in the *CEQR Technical Manual*, all new structures requiring heating and cooling are subject to the New York City Energy Conservation Code. Therefore, the need for a detailed assessment of energy impacts is limited to projects that may significantly affect the transmission or generation of energy. According to the *CEQR Technical Manual*, a detailed assessment of energy impacts is only required for projects that would significantly affect the transmission or generation of energy or that would result in substantial consumption of energy. The proposed project would not affect the transmission or generation of energy. It is expected that the proposed

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project, upon completion of Phase II, would consume approximately 3.7×10^8 million British Thermal Units (“MBTUs”) per year. This would not be considered a significant demand for energy. Therefore, the proposed project would not result in significant adverse impacts to energy supply or consumption, and no further analysis is warranted.

TASK 14. TRANSPORTATION

The *CEQR Technical Manual* states that quantified transportation analyses may be warranted if a proposed project results in 50 or more vehicle-trips and/or 200 or more transit/pedestrian trips during a given peak hour. The framework assumptions and specific scope of services are described below.

TRAVEL DEMAND PROJECTIONS AND SCREENING ASSESSMENTS

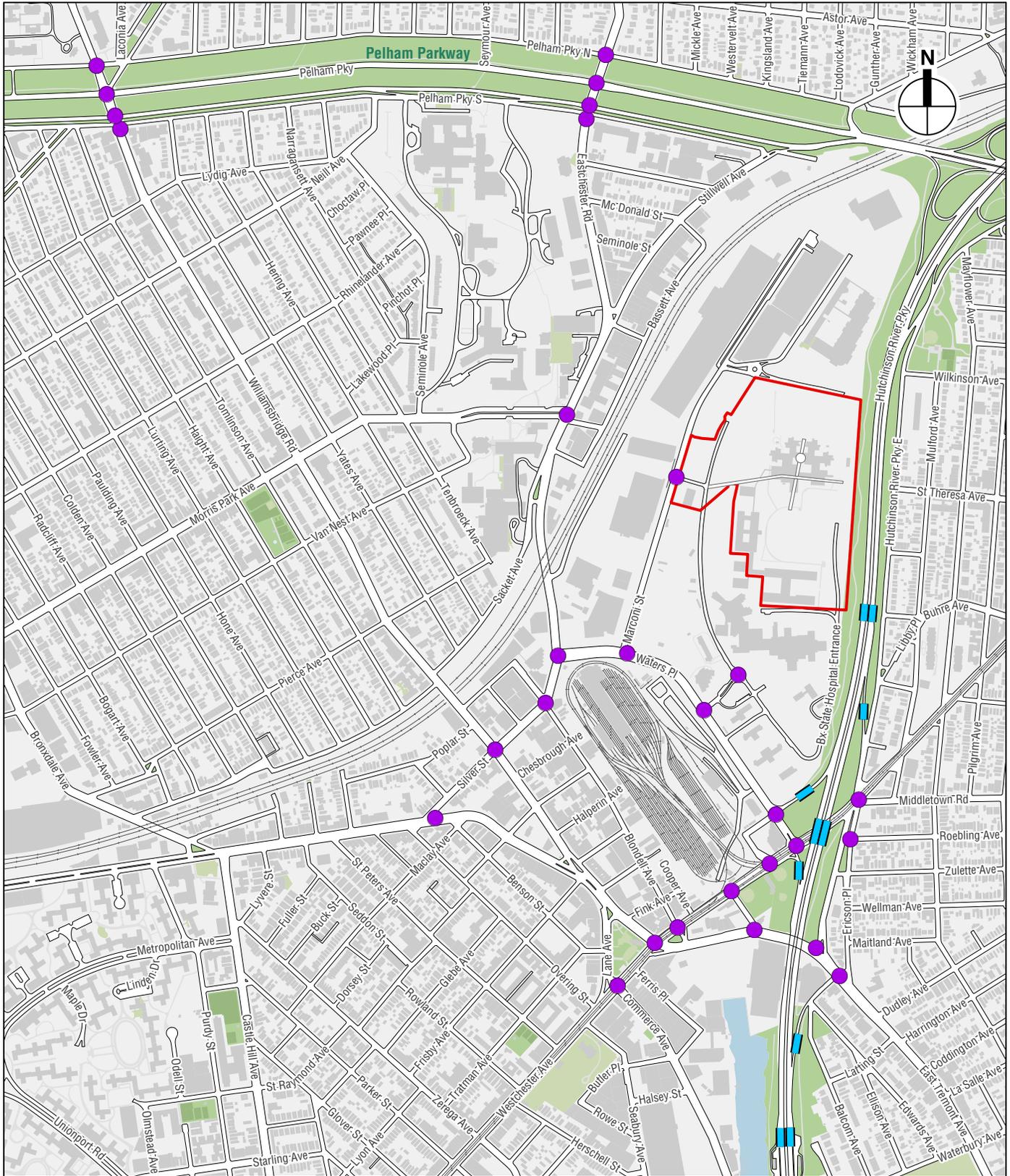
The evaluation of potential transportation-related impacts will begin with the preparation of travel demand estimates and transportation analysis screening assessments. Detailed trip estimates will be prepared using standard sources, including the *CEQR Technical Manual*, U.S. census data, approved studies, and other references, as well as factors developed from original surveys performed at the Hutchinson Metro Center. The trip estimates (Level-1 screening assessment) will be summarized by peak hour (weekday AM, midday, and PM peak hours), mode of travel, and person vs. vehicle trips for the project’s Phase I and Phase II build-outs. Based on trip-making characteristics of the anticipated uses, a weekend peak period analysis is not expected to be warranted. The trip estimates will also identify the number of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area’s sidewalks, corner reservoirs, and crosswalks. The results of these estimates will be summarized in a Travel Demand Factors memorandum for review by the lead agency, NYCDOT, and New York City Transit (NYCT).

In addition to the trip estimates, detailed vehicle, transit, and pedestrian trip assignments (Level-2 screening assessment) will be prepared, to determine the study areas requiring quantified operational analyses. For the proposed development site, it is assumed that on-site accessory parking would be provided, such that all vehicle trips would be assigned to the project site.

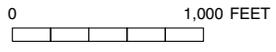
TRAFFIC

The project site is situated just west of the HRP and south of Pelham Parkway, which are two major arterials in the Bronx that are expected to provide primary access to the development site. Other key feeder routes include Westchester Avenue, Eastchester Road, and Williamsbridge Road. Project-generated vehicle trips would traverse intersections along these roadways, Waters Place, and Marconi Street to access the project site. Based on the screening assessments described above, a traffic study area consisting of 29 intersections, as listed below and shown in **Figure 6**, has been identified for analysis of potential impacts.

- 1) Pelham Parkway North and Williamsbridge Road;
- 2) Pelham Parkway and Williamsbridge Road;
- 3) Pelham Parkway (Mainline) and Williamsbridge Road;
- 4) Pelham Parkway (Service Road) and Williamsbridge Road;
- 5) Pelham Parkway North and Eastchester Road;
- 6) Pelham Parkway and Eastchester Road;
- 7) Pelham Parkway (Mainline) and Eastchester Road;
- 8) Pelham Parkway (Service Road) and Eastchester Road;



- Project Site
- Traffic Analysis Location
- Highway Element



Traffic Analysis Locations
Figure 6

- 9) Williamsbridge Road and Eastchester Road;
- 10) Morris Park Avenue and Eastchester Road;
- 11) Project Driveway and Marconi Street;
- 12) Waters Place and Eastchester Road;
- 13) Waters Place and Marconi Street;
- 14) Waters Place and BPC Driveway;
- 15) Waters Place and HRP (SB) Off-Ramp;
- 16) Waters Place/HRP (SB) On-Ramp and Westchester Avenue;
- 17) Waters Place and Westchester Avenue;
- 18) Middletown Road/Ericson Place and Westchester Avenue;
- 19) Roebling Avenue and Ericson Place;
- 20) Tan Place and Westchester Avenue;
- 21) Blondell Avenue and Eastchester Road;
- 22) Blondell Avenue and Westchester Avenue;
- 23) East Tremont Avenue and Silver Street;
- 24) East Tremont Avenue and Westchester Avenue;
- 25) East Tremont Avenue and Tan Place;
- 26) East Tremont Avenue and HRP East;
- 27) East Tremont Avenue and HRP (NB) Off-Ramp;
- 28) Commerce Avenue and Westchester Avenue; and
- 29) BPC Roundabout.

In addition, several highway elements along the HRP (also shown in **Figure 6**) will be studied. This analysis, to be undertaken for the weekday AM, midday, and PM peak periods, will begin with the development of an existing baseline against which future conditions would be compared. For the two Build years, quantitative studies of the No-Action and With-Action conditions pursuant to CEQR guidelines will be prepared to assess potential significant adverse traffic impacts. Where appropriate, feasible improvement measures will be explored to alleviate or mitigate these impacts.

For Phase II, the analyses will assume certain access improvements to be in place along the southbound HRP. These connections would change vehicle-trip patterns in the vicinity of the project site. However, these improvements, which had been contemplated to include a direct ramp connection to a new roadway constructed as part of the proposed project (i.e., East-West Road), are not funded in NYCDOT's capital plan and the City has no current or future plans to construct them. The second phase of the proposed project is contingent on the construction of these HRP improvements and assumes they will be constructed by 2028. Because there is no funding or plan by NYCDOT to construct the HRP improvements by 2028, without some other means of addressing traffic expected to be generated by the second phase, the second phase of the proposed project cannot proceed. As noted above, for the purposes of the EIS analyses, No-Action and With-Action conditions will be analyzed without the new HRP connections for the 2023 Phase I analysis year and with the new HRP connections for the 2028 Phase II analysis year.

Key locations along the roadway connections to the project site will be included in the analysis including Marconi Street, which will serve as the primary road to/from the project site. In addition, the BPC west access road that would be connected to the new East-West Road and expected to

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function as a supplemental access/egress to/from the project site will be analyzed. Geometric and operational features along the East-West Road will also be developed.

PARKING

As stated above, the proposed project is expected to provide on-site accessory parking to accommodate motorists traveling to its future uses. A parking demand estimate will be developed for the proposed uses to determine if there would be a potential for an on-site parking shortfall.

TRANSIT

The project site is situated near the No. 6 subway at the Middletown Road Station and the Westchester Square stations, and several local bus routes, including most prominently the Bx21 along Waters Place and the Bx24 along Marconi Street. In addition, the Hutchinson Metro Center provides free shuttle service along Marconi Street to transport employees and visitors to/from the Westchester Square subway station. Based on the results of the Level 1 and Level 2 screening assessments, the incremental subway trips would be further distributed to the Middletown Road and Westchester Square-East Tremont Avenue subway stations such that no subway station would incur 200 or more new peak hour subway riders per station to warrant a detailed analysis of subway facilities. In addition, fewer than 200 incremental new peak hour subway trips are expected to pass through the peak load points (located at 125th Street and 59th Street) in the peak direction. As such, in consultation with NYCT, a subway line-haul analysis would also not be warranted. For buses, quantified line-haul analysis would be warranted for the Bx21 and Bx24 bus routes (routes that are expected to incur 50 or more peak hour riders in one direction from the proposed project) during the weekday morning and evening commuter peak periods.

PEDESTRIANS

Project-generated pedestrian trips will concentrate at pedestrian elements bordering the development site and adjacent to key transit access locations. Based on results of the Level 2 pedestrian assignments, quantified analysis of potential pedestrian impacts will be conducted at pedestrian elements (sidewalks, corner reservoirs, and crosswalks) projected to incur 200 or more incremental trips and at other elements selected in consultation with NYCDOT during the weekday AM, midday, and PM peak periods. These pedestrian elements are expected to be located primarily along Marconi Street, Waters Place, Eastchester Road, Westchester Avenue, Middletown Road, and East Tremont Avenue. This analysis will begin with the development of an existing baseline against which future conditions are compared. For the two future analysis years, quantitative studies of the No-Action and With-Action conditions pursuant to CEQR guidelines will be prepared to assess potential significant adverse pedestrian impacts. Where appropriate, feasible improvement measures will be explored to alleviate or mitigate these significant adverse impacts.

VEHICULAR AND PEDESTRIAN SAFETY

Examine vehicular and pedestrian safety issues. Crash data for the study area intersections and other nearby sensitive locations from the most recent three-year period will be obtained from NYCDOT. These data will be analyzed to determine if any of the studied locations may be classified (using CEQR criteria) as high vehicle crash or high pedestrian/bike accident locations and whether trips and changes resulting from the proposed project would adversely affect vehicular and pedestrian safety in the area. If any high-accident locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

TASK 15. AIR QUALITY

The proposed project will generate emissions from both direct and indirect sources. Direct sources of emissions will primarily be from fossil fuel-fired HVAC systems associated with the proposed project. Potential indirect air quality impacts of the proposed project will stem from increases in vehicular traffic.

The number of project-generated trips will likely exceed the *CEQR Technical Manual* carbon monoxide (CO) analysis screening threshold of 170 vehicles in the peak hour at a number of locations within the study area. In addition, the projected number of heavy-duty trucks or equivalent vehicles will likely exceed the applicable fine particulate matter (PM_{2.5}) screening thresholds in the 2014 *CEQR Technical Manual*. Therefore, a microscale analysis of CO and PM_{2.5} mobile source emissions at affected intersections is necessary. The proposed project would also provide new parking facilities; therefore, the mobile source analysis must account for the additional impacts from these sources. The mobile source analysis will be performed for the No-Action and With-Action conditions for the 2023 Phase I and the 2028 Phase II full build condition.

For stationary sources, following the *CEQR Technical Manual* methodology, an analysis of the potential impacts from the proposed project's fossil fuel-fired HVAC system will be conducted for the proposed project.

In addition, since the project site is located adjacent to a manufacturing zoned district, an analysis of uses surrounding the project site will be conducted to determine the potential for impacts from industrial emissions on the proposed project as required in accordance with CEQR methodologies.

MOBILE SOURCE ANALYSIS

- *Collection and summary of existing ambient air quality data for the study area.* Specifically, ambient air quality monitoring data published by NYSDEC will be compiled for the analysis of existing conditions. Appropriate background levels will be selected.
- *Selection of analysis and receptor locations.* Critical intersections in the study area, including key locations within the project site along the BPC west access road and the new East-West Road will be selected based on the traffic analysis. CO, PM₁₀ and PM_{2.5} levels at multiple receptor locations sites will be analyzed in accordance with *CEQR Technical Manual* guidelines.
- *Selection of the dispersion model.* The U.S. Environmental Protection Agency (EPA)'s CAL3QHC model will be used for CO analysis and the refined CAL3QHCR intersection model will be used for the PM analysis. For the PM analyses, five recent years of meteorological data from LaGuardia Airport and concurrent upper air data from Brookhaven, New York will be considered.
- *Selection of emission calculation methodology and "worst-case" meteorological conditions.* Vehicular emission factors for the dispersion modeling will be computed using the EPA-developed MOVES2014a model and applicable assumptions based on guidance by EPA, NYSDEC and DEP. Re-suspended road dust emission factors will be computed using the EPA procedure defined in AP-42 and the latest *CEQR Technical Manual* guidance.
- *Comparison of modeled CO and PM_{2.5} levels with guidance criteria.* Future pollutant levels with and without the proposed project will be compared with the National Ambient Air Quality Standards (NAAQS) to determine compliance with CO and PM₁₀, standards, and the City's CO and PM_{2.5} *de minimis* criteria, to determine the potential mobile source impacts of the proposed project.

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- *Parking assessment.* Assess the potential CO and PM impacts associated with proposed parking facilities. Information on the conceptual design of the parking facilities will be employed to determine potential worst-case off-site impacts from emissions. An analysis will be used following the procedures outlined in the *CEQR Technical Manual* for parking facilities to determine maximum potential worst-case impacts. Cumulative impacts from on-street sources and emissions from the proposed parking facilities will be calculated, where appropriate.
- *Mitigation.* Examine mitigation measures, as necessary.

STATIONARY SOURCE ANALYSIS

- A detailed stationary source analysis will be performed using the EPA AERMOD dispersion model to estimate the potential impacts from the HVAC systems for the proposed project. The stationary source analysis will account for the potential reallocated heights and floor areas for each building in the proposed project. Five years of recent meteorological data, consisting of surface data from the LaGuardia Airport National Weather Service Station, and concurrent upper data from Brookhaven, New York, will be used for the simulation modeling. Concentrations of the air contaminants of concern will be determined. Predicted values will be compared with the corresponding guidance thresholds and NAAQS.
- A field survey will be performed to determine if there are any processing or manufacturing facilities within 400 feet of the proposed project. A copy of the air permits for each of these facilities will be requested from DEP's Bureau of Environmental Compliance. A review of NYSDEC Title V permits and EPA Envirofacts database will also be performed to identify any federal or state-permitted facilities. If permit information on any emissions from processing or manufacturing facilities within 400 feet of the project site are identified, an industrial source screening analysis as detailed in the *CEQR Technical Manual*, will be performed. AERMOD dispersion model screening database will be used to estimate the short-term and annual concentrations of critical pollutants at sensitive receptor sites. Predicted worst-case impacts on the project will be compared with the short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in the NYSDEC's DAR-1 AGC/SGC Tables guidance document to determine the potential for significant adverse impacts.

TASK 16. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

According to the *CEQR Technical Manual*, a greenhouse gas (GHG) consistency assessment is appropriate for projects in New York City being reviewed in an EIS that would result in development of 350,000 square feet or greater. Therefore, GHG emissions from the proposed project will be quantified and an assessment of consistency with the City's GHG reduction goal will be performed. Project GHG emissions will be estimated and reported as carbon dioxide equivalent (CO_{2e}) metric tons per year. The quantified assessment will include operational emissions (emissions from the operation of the buildings in the project, including direct and indirect emissions), and mobile source emissions. The construction phase or the extraction or production of materials or fuels needed to construct the project is not likely to be a significant part of total project emissions. Therefore, emissions resulting from construction activity and construction materials will be assessed qualitatively. The project would not fundamentally change the city's solid waste management system. Therefore, a quantified assessment of emissions due to solid waste management is not warranted. Features of the project that demonstrate consistency

with the City's GHG reduction goal will be described. The GHG analysis will consist of the following subtasks:

- Direct and Indirect Operational Emissions—emissions from on-site boilers used for heat and hot water would be quantified, as well as emissions from purchased electricity generated off-site and consumed on-site. Emissions would be based on the carbon intensity factors specified in the *CEQR Technical Manual* or project specific information on energy use.
- Indirect Mobile Source Emissions—emissions from vehicle trips to or from the proposed project will be quantified using trip distances and emission factors provided in the *CEQR Technical Manual*.
- Emissions from construction and emissions associated with the extraction or production of construction materials will be qualitatively discussed. Opportunities for reducing GHG emissions associated with construction will be considered.
- Features of the proposed project that reduce energy use and GHG emissions will be discussed and quantified to the extent that information from the project team is available.
- Consistency with the City's GHG reduction goal will be assessed. While the City's overall goal is to reduce GHG emissions by 30 percent below 2005 level by 2030, individual project consistency is evaluated based on proximity to transit, building energy efficiency, efforts to reduce carbon fuel intensity or improve vehicle efficiency for project-generated vehicle trips, and other efforts to reduce the project's carbon footprint.

CLIMATE CHANGE RESILIENCY ASSESSMENT

Since the proposed site is located in a flood hazard zone, the potential impacts of climate change on the proposed project will be evaluated. The discussion will focus on sea level rise and changes in storm frequency projected to result from global climate change and the potential future impact of those changes on project infrastructure and uses. The evaluation will focus on potential future sea and storm levels and the interaction with project infrastructure and uses, and on early integration of climate change considerations into the project design to allow for uncertainties regarding future environmental conditions resulting from climate change.

TASK 17. NOISE

The *CEQR Technical Manual* requires that the noise study address whether the proposed project would result in a significant increase in noise levels (particularly at sensitive land uses such as residences) and what level of building attenuation is necessary to provide acceptable interior noise levels within the proposed building.

This proposal assumes that outdoor mechanical equipment would be designed to meet applicable regulations and that no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed. The noise analysis will examine the level of building attenuation necessary to meet CEQR interior noise level requirements. The building attenuation study will be an assessment of noise levels in the surrounding area associated primarily with traffic and nearby uses and their potential effect on the proposed project.

Specifically, the proposed work program will include the following tasks:

BUILDING ATTENUATION

- Select appropriate noise descriptors. Appropriate noise descriptors to describe the existing noise environment will be selected. The L_{eq} and L_{10} levels will be the primary noise descriptors used for the noise analysis. Other noise descriptors including the L_1 , L_{10} , L_{50} , L_{90} , L_{min} , and L_{max} levels will be examined when appropriate.
- Select receptor locations for building attenuation analysis purposes. A maximum of four (4) receptor location will be selected. The receptor locations will be located adjacent to the site of the proposed project.
- Perform noise level measurements at the selected receptor locations. At each receptor location, spot noise measurements will be conducted during typical weekday AM, midday, and PM peak periods. If site access and security allow, a continuous 12-hour noise level measurement may be conducted in lieu of spot measurements. L_1 , L_{10} , L_{50} , L_{90} , L_{min} , and L_{max} values will be recorded.
- Data analysis and reduction. The results of the noise measurement program will be analyzed and tabulated.
- Determine the level of attenuation necessary to satisfy CEQR criteria. The level of building attenuation necessary to satisfy CEQR requirements is a function of exterior noise levels and will be determined. Measured values will be compared with appropriate standards and guideline levels. As necessary, recommendations regarding general noise attenuation measures needed for the proposed project to achieve compliance with standards and guideline levels will be made. Due to the relatively high ambient noise levels adjacent to the project site, any development in the area would be expected to require acoustically rated windows together with the provision for some kind of alternate ventilation that does not degrade the acoustical performance of the façade to achieve acceptable interior noise levels.

MOBILE SOURCE

- Based on the traffic studies, perform a screening analysis for each analysis year to determine whether there are any locations where there is the potential for the proposed project to result in significant adverse noise impacts (i.e., doubling of Noise passenger-car equivalent [PCEs]) due to project-generated traffic.
- Determine future noise levels. Following procedures outlined in the *CEQR Technical Manual* for assessing stationary and mobile source noise impact, No-Action and With-Action conditions will be estimated at the noise receptor locations. Existing noise levels and mathematical models based on acoustic fundamentals will be used to determine No-Action and With-Action condition noise levels.
- If the project would result in a doubling of Noise PCEs at any location, a detailed mobile source analysis would be performed at up to four locations in compliance with guidelines contained in the *CEQR Technical Manual*.

TASK 18. PUBLIC HEALTH

According to the *CEQR Technical Manual*, a public health analysis is warranted if a project would result in a significant unmitigated adverse impact in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. If required, a detailed public health assessment will be included in the EIS.

TASK 19. NEIGHBORHOOD CHARACTER

Neighborhood character is determined by a number of factors, such as land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic, and noise. Methodologies outlined in the *CEQR Technical Manual* will be used to provide an assessment of neighborhood character. The assessment will begin with a preliminary analysis and if necessary, a detailed assessment would be conducted. The analysis will include the following tasks:

- Based on other technical analyses, describe the predominant factors that contribute to defining the character of the neighborhood surrounding the project site.
- Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the area in the future without the proposed actions.
- Assess and summarize the proposed action's effects on neighborhood character using the analysis of impacts as presented in other pertinent analyses (particularly urban design and visual resources, historic resources, socioeconomic conditions, traffic, and noise).

TASK 20. CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. According to the *CEQR Technical Manual*, multi-sited development with overall construction periods lasting longer than two years and that are near sensitive receptors should undergo a preliminary impact assessment. The EIS will provide an assessment of relevant technical areas where construction activities may pose specific environmental problems. Construction of the proposed development is expected to occur in two construction phases.

Technical areas to be assessed include the following:

- **Transportation Systems.** This assessment will consider losses in lanes, sidewalks, off-street parking on the project site, and effects on other transportation services, if any, during the construction of the proposed development, and identify the increase in vehicle trips from construction workers and equipment. Issues concerning construction worker parking and truck delivery staging will also be addressed. Based on the trip projections of activities associated with peak construction and completed portions of the proposed development, a detailed assessment of potential transportation-related impacts during construction will be prepared.
- **Air Quality.** The construction air quality impact section will contain a discussion of emissions from construction equipment and dust emissions. The analysis will review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations, and identify any project-specific control measures (i.e., diesel equipment reduction; clean fuel; best available tailpipe reduction technologies; utilization of equipment that meets specified emission standards; and fugitive dust control measures, etc.) required to further reduce the effects of construction and to ensure that significant adverse impacts on air quality do not occur.

The combination of Phase I project-generated trips and Phase II construction-generated trips will likely exceed the CEQR Technical Manual CO analysis screening threshold of 170 vehicles in the peak hour at a number of locations within the study area. In addition, the projected number of heavy-duty trucks or equivalent vehicles will likely exceed the applicable PM_{2.5} screening thresholds in the 2014 CEQR Technical Manual. Therefore, an assessment of

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CO and PM_{2.5} mobile source emissions is necessary. Where appropriate, microscale analysis of CO or PM_{2.5} mobile emissions will be performed at affected intersections. The methodology for the mobile source analysis will be the same as the one outlined under “Task 15. Air Quality.”

- Noise. The construction noise impact section will contain a discussion of noise from the proposed project’s construction activity. Appropriate recommendations will be made to comply with *DEP Rules for Citywide Construction Noise Mitigation* and the *New York City Noise Control Code*. The analysis will review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations, and identify any project-specific control measures required to further reduce construction noise.
- Hazardous Materials. In coordination with the hazardous materials summary, determine whether the construction of the project has the potential to expose construction workers to contaminants.
- Other Technical Areas. As appropriate, discuss other areas of environmental assessment for potential construction-related impacts.

TASK 21. ALTERNATIVES

Alternatives to the proposed project are required under SEQRA. The EIS will consider a range of reasonable alternatives that have the potential to reduce or eliminate the proposed project’s significant adverse impacts and that are feasible. Additional alternatives and variations of the project may be identified based on any significant adverse impacts identified in the EIS. Alternatives to be analyzed in the EIS include a No-Action Alternative, a No Unmitigated Significant Adverse Impacts Alternative, and a Reduced Density Alternative.

TASK 22. MITIGATION

Where significant adverse impacts have been identified in the analyses discussed above, measures will be described to mitigate those impacts.

TASK 23: EIS SUMMARY CHAPTERS

EXECUTIVE SUMMARY

Once the EIS technical sections have been prepared, a concise executive summary will be drafted. The executive summary will use relevant material from the body of the EIS to describe the proposed project, significant adverse environmental impacts, measures to mitigate those significant adverse impacts, and alternatives to the proposed project.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Those significant adverse impacts, if any, which could not be avoided and could not be practicably mitigated, will be described in this chapter.

GROWTH-INDUCING ASPECTS OF THE PROPOSED PROJECT

This chapter will focus on whether the proposed project would have the potential to induce new development within the surrounding area.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

This chapter focuses on those resources, such as energy and construction materials, that would be irretrievably committed should the proposed project be built.

CUMULATIVE EFFECTS

This chapter will summarize the project's anticipated cumulative effects, or effects that result from the incremental impact of the proposed project when added to other past, present, and reasonably foreseeable future actions. This chapter will rely on the technical analyses of the EIS for a description of the No-Action condition, and will assess the proposed project's potential effects in combination with anticipated conditions in the future without the proposed project. *