

# Stevenson Commons EIS

## Executive Summary

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### A. INTRODUCTION

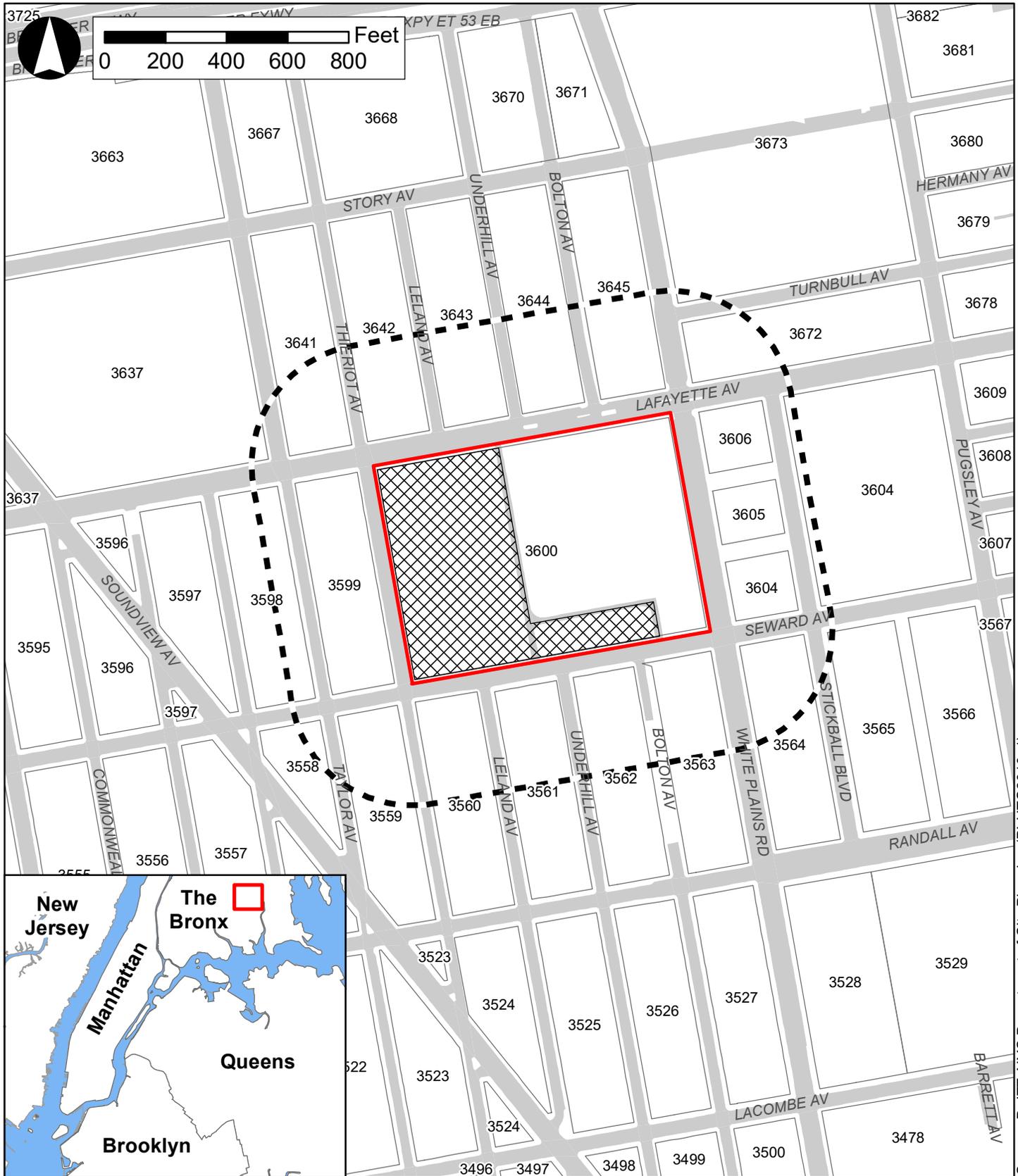
Camber Property Group, LLC (the “Applicant”), as property owner of 755 White Plains Road and 1850 Lafayette Avenue (Block 3600, Lots 4, 10, 15, 20, 25, 30, 40, and 50), is requesting discretionary actions to facilitate new residential and community facility development at Stevenson Commons in the Soundview neighborhood of Bronx Community District 9. The Stevenson Commons site (a.k.a. the “Project Area”) at 1850 Lafayette Avenue (~~Block 3600, Lot 4~~) comprises the 679,000-square foot (sf) superblock bounded by Lafayette Avenue, White Plains Road, Seward Avenue, and Thieriot Avenue (see Figure ES-1). The eastern portion of the site is currently developed with a mix of residential, retail, community facility, and/or accessory parking uses.

The Proposed Actions would encompass the following discretionary approvals:

- Modification to the previously approved Stevenson Commons large scale residential development (LSRD) (CP-22380) to update the previously approved plans and zoning calculations to reflect the proposed predominantly residential~~a proposed mixed-use~~ development on Block 3600, Lots 4, 10, 15, 20, 30, 40, and 50; and
- Amendment to the previously approved Stevenson Commons City-aided limited-profit housing project and plan on Block 3600, Lot 4 pursuant to Article 2 of the New York State Private Housing Finance Law (CP-22381) to reflect the land actually occupied by the existing Mitchell-Lama development~~Proposed Project~~.

The Proposed Actions would facilitate new construction on the Stevenson Commons site that would result in an incremental (net) increase compared to No-Action conditions of approximately 735 affordable dwelling units (DUs), including 621 income-restricted housing units and 114 affordable independent residences for seniors (AIRS), 33,995 gsf of community facility uses, approximately 1.94 acres of publicly accessible open space, and a net decrease of 104 accessory parking spaces (the “Proposed Project”). The Proposed Actions would facilitate the development of six new residential and community facility buildings on lands that currently are underutilized and present unsafe conditions. The Proposed Project is compliant with the underlying R6 zoning district. The location and bulk of the existing Stevenson Commons buildings would not change, and no new modifications of zoning provisions are required for either the Proposed Project or the existing Stevenson Commons buildings. The Proposed Project would enhance and not decrease amenities to the residents of Stevenson Commons by increasing access to open space. New development would be spread across six new buildings on the Stevenson Commons site. Construction of the Proposed Project is expected to begin in the second quarter of 2021, with all components complete and operational by early 2028.

This Executive Summary provides a detailed description of the Proposed Actions, including project background, project purpose and need, site description, project description, the approvals required, and the public review process for the Proposed Actions. It also summarizes the Environmental Impact Statement (EIS) analyses that examine the potential for the Proposed Actions to result in significant



**Legend**

- Project Area
- 400-Foot Radius
- Development Site
- Tax Blocks

Source: DoITT, NYC Department of City Planning (PLUTO2019v1)

adverse environmental impacts in any technical area of the 2020 *City Environmental Quality Review (CEQR) Technical Manual*.

## B. BACKGROUND AND EXISTING CONDITIONS

### Project Area

The Stevenson Commons site comprises the 679,000-sf superblock bounded by Lafayette Avenue to the north, White Plains Road to the east, Seward Avenue to the south, and Thieriot Avenue to the west. The site is occupied by a nine-building Mitchell-Lama housing development and contains a total of 990,050 gross square feet (gsf), including approximately 914,634 gsf of residential uses (948 affordable rental DUs), 10,648 gsf of local retail uses, 36,214 gsf of community facility uses (health center), and 570 at-grade accessory parking spaces. It should be noted however that only 462 of the 570 spaces are currently functional, as a portion of the parking square footage is used for onsite maintenance and storage. As shown in Figure ES-2, the nine buildings are all located on the eastern portion of the block and are oriented around a central private open space.

The western portion of the block is occupied by surface accessory parking spaces and private open spaces encompassing private tennis and handball courts. These private open spaces, which also include passive grassy areas, total approximately 3.1 acres, and are used exclusively by current residents, although the grass field is currently not operational for the tenants due to safety concerns. In addition to parking, there is a large open area on the western portion of the Project Area that was historically used for outdoor recreation as football and softball fields and tennis, basketball and handball courts. The tennis courts remain in use and have been operated by the New York Junior Tennis League since approximately 1994. However, prior to the Applicant's acquisition of the site, the fields and courts became unusable due to poor conditions and public safety concerns. As a result, access to the fields was restricted and these areas were secured with fencing.

~~Although the Project Area (former Tax Lot 4 on Block 3600) currently exists as Tax Block 3600, Lot 4, it is recently undergoing~~ underwent a proposed tax lot subdivision and will be that apportioned it into eight new tax lots to facilitate future residential development. As depicted in ~~the Tentative Tax Lot Sketch shown in~~ Figure ES-3, the Proposed Project would occupy the western and southwestern segments of the overall Project Area (~~tentative future~~ Tax Lots 4, 10, 15, 20, 30, 40, and 50, the "Development Site"), with the existing Stevenson Commons development comprising the northeastern and eastern portion of the Project Area (~~tentative future~~ Tax Lot 25).

The development of Stevenson Commons was facilitated by ~~two~~ several CPC approvals in 1971 and 1973. Stevenson Commons was developed pursuant to a LSRD plan (CP-22380, approved September 24, 1973) and a City-aided limited-profit housing project and plan pursuant to Article 2 of the New York State Private Housing Finance Law (CP-22381, approved September 24, 1973). Before the 1973 Stevenson Commons approvals, the Project Area was subject to several land use approvals to facilitate the development of the Lavenburg Community, a precursor to Stevenson Commons, a LSRD with four 21- and 30-story towers and five 4-story buildings with 905 units. The City Planning Commission approved a limited profit rental housing plan pursuant to Article 2 of the New York State Private Housing Finance Law (CP-21484, approved March 22, 1971), a LSRD (CP-21517, approved March 22, 1971), and the demapping of portions of Leland Avenue, Underhill Avenue, and Bolton Avenue between Lafayette Avenue and Seward Avenue (CP-21539, approved March 22, 1971). ~~including approval of a plan for a City-aided limited-profit housing project (Stevenson Commons) on Block 3600, Lot 4 pursuant to Article 2 of the New York State Private Housing~~



Source: ESRI

**Legend**

-  Project Area
-  400-Foot Radius
-  Development Site

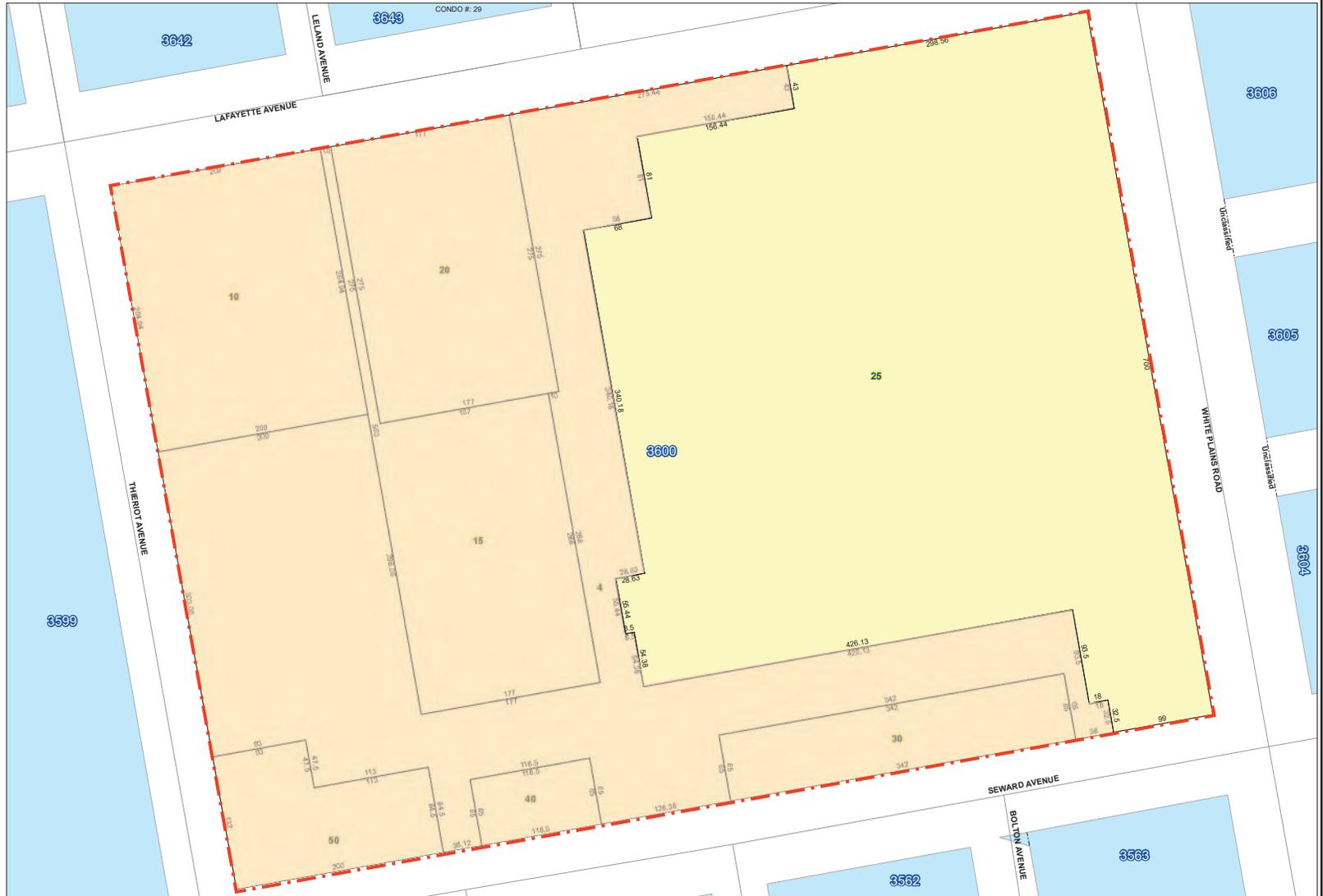


**NYC Digital Tax Map**

Effective Date : 05-21-2021 10:14:18  
End Date : Current  
Bronx Block: 3600

**Legend**

- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon



0 10 20 30 40 Feet

--- Project Area

Development Site (Tax Lots 4, 10, 15, 20, 30, 40, 50)

**Stevenson Commons**

This figure has been updated for the FEIS

**Figure ES-3**

**Tax Map - Lots Comprising the Project Area and Development Site**

Finance Law (CP 22381, approved September 24, 1973), and approval of a NYC Housing and Development Administration's application for a LSRD authorization pursuant to Article VII, Chapter 8 of the Zoning Resolution and Special Permit authorizations (CP 22380, approved September 24, 1973).

Beyond the project and plan approval, the approved Stevenson Commons LSRD included two special permits and an authorization pursuant to the following sections of the Zoning Resolution:

- ZR § 78-22 - to authorize accessory commercial uses listed in Use Group 6A or 6F which in the aggregate occupy not more than two percent of the total floor area in the development, and of which no single establishment occupies more than 15,000 square feet of floor area;
- ZR § 78-42 - to permit a waiver of the requirements for off-street parking spaces accessory to commercial uses within the development; and
- ZR § 74-53 - to permit group parking facilities with more than 150 spaces, accessory to uses in the large scale residential development.

Stevenson Commons was completed in the mid-1970s pursuant to the LSRD and housing project approvals. On the approved site plan, the Stevenson Commons buildings were situated on the eastern half of the site and the western half of the site consisted of surface parking lots and a large, unimproved open area that was eventually used for outdoor recreation. However, a significant amount of the parking went unused (it was never more than a quarter occupied) and the open area fell into disrepair. As a result, in 2003, an application was filed (ULURP No. M 040047 ZSX and M 030150 HOX) to modify the previously approved Mitchell-Lama Project and Plan for Stevenson Commons and to modify the previously approved LSRD authorization to permit inclusion of the Bronx International Youth Tennis Center on the western portion of the Project Area. This minor modification application was approved, but the tennis center was never constructed, and over the nearly two decades since, this open area has fallen into further disrepair. The site plan remains as configured in the 1973 approval.

The Stevenson Commons site is currently located within an R6 zoning district that was established with the 1961 enactment of the ZR. R6 zoning districts are widely mapped in built-up, medium-density areas of Brooklyn and the Bronx. The character of R6 districts can range from neighborhoods with a diverse mix of building types and heights to large-scale "tower in the park" developments. Developers in R6 districts can choose between two sets of bulk regulations: standard "height factor" regulations, which produce small multi-family buildings on small zoning lots and tall buildings set back from the street on larger lots; or optional "Quality Housing" regulations, which produce high lot coverage buildings within height limits that often reflect the scale of older, pre-1961 apartment buildings in the neighborhood. The existing buildings on the Stevenson Commons site were developed pursuant to Height Factor regulations. Under Height Factor zoning regulations, the residential floor area ratio (FAR) in R6 districts ranges from 0.78 (for a single-story building) to 2.43 at a typical height of 13 stories; the open space ratio (OSR) ranges from 27.5 to 37.5. While commercial uses are not typically permitted in R6 districts (absent the mapping of a commercial overlay), a limited amount of commercial use is allowed on the Stevenson Commons site pursuant to the LSRD Special Permit approved by the CPC in 1973. In R6 districts, off-street parking is generally required for 70 percent of DUs, although the required parking for income-restricted housing units (IRHU) is for 25 percent of DUs. For buildings developed pursuant to Quality Housing regulations, parking is required for 25 percent of IRHU and for 50 percent of DUs that are not classified as IRHU.

The Stevenson Commons site has an existing built FAR of 1.42, including a residential FAR of 1.35, a community facility FAR of 0.05, and a commercial FAR of 0.02. With a built FAR of 1.42, the Stevenson Commons site is underbuilt pursuant to existing zoning regulations; however, no new development can occur on the site, as its development is limited to the plan approved in the 1973 LSRD Special Permit.

## Neighborhood Context

The Clason Point peninsula in the South Bronx is separated from surrounding areas by various natural and manmade barriers, including the Cross-Bronx Expressway (I-95) and Bruckner Expressway (I-278) to the north, the Bronx River to the west, Pugsley Creek and Westchester Creek to the east, and the East River to the south. The peninsula is comprised of a number of predominantly residential neighborhoods including Soundview, Clason Point, Castle Hill, and Harding Park.

Soundview was predominantly undeveloped farmland through the 1910s. In 1920, the Lexington Avenue subway was completed along Westchester Avenue and one- and two-family houses were built. In the 1960s, construction of the Bruckner Expressway (I-278) spurred development of high-rise multi-family buildings for low- and middle-income households, including the Soundview Houses.<sup>1</sup> The area has undergone little new development since the 1960s and is still defined by many of these features.

As shown in Figure ES-4, residential uses are spread throughout the surrounding area and range from one-story single-family homes to 21-story multi-family apartment buildings. Other defining and notable features in the surrounding area include open space, public facilities and institutional uses, and commercial uses. Several local and regional open spaces are located in the area including Story Playground (2.1 acres), Castle Hill Park (8.8 acres), Pugsley Creek Park (83.6 acres), and Soundview Park (205.3 acres). Public facilities and institutional uses are concentrated along White Plains Road, Lafayette Avenue, and Soundview Avenue and include a U.S. Post Office, several schools, houses of worship, a nursing/rehabilitation center, and the New York Public Library (NYPL) Soundview branch. Commercial uses are generally located on large lots to the northeast of the Project Area and are primarily single-story chain retailers. Public transportation in the surrounding area includes ferry service at the Soundview Ferry Terminal in Clason Point Park, several New York City Transit (NYCT) local bus routes along the major thoroughfares of White Plains Road, Lafayette Avenue, and Soundview Avenue (Bx5, Bx27, Bx36, Bx39), and NYCT subway service (No. 6 train) along Westchester Avenue.

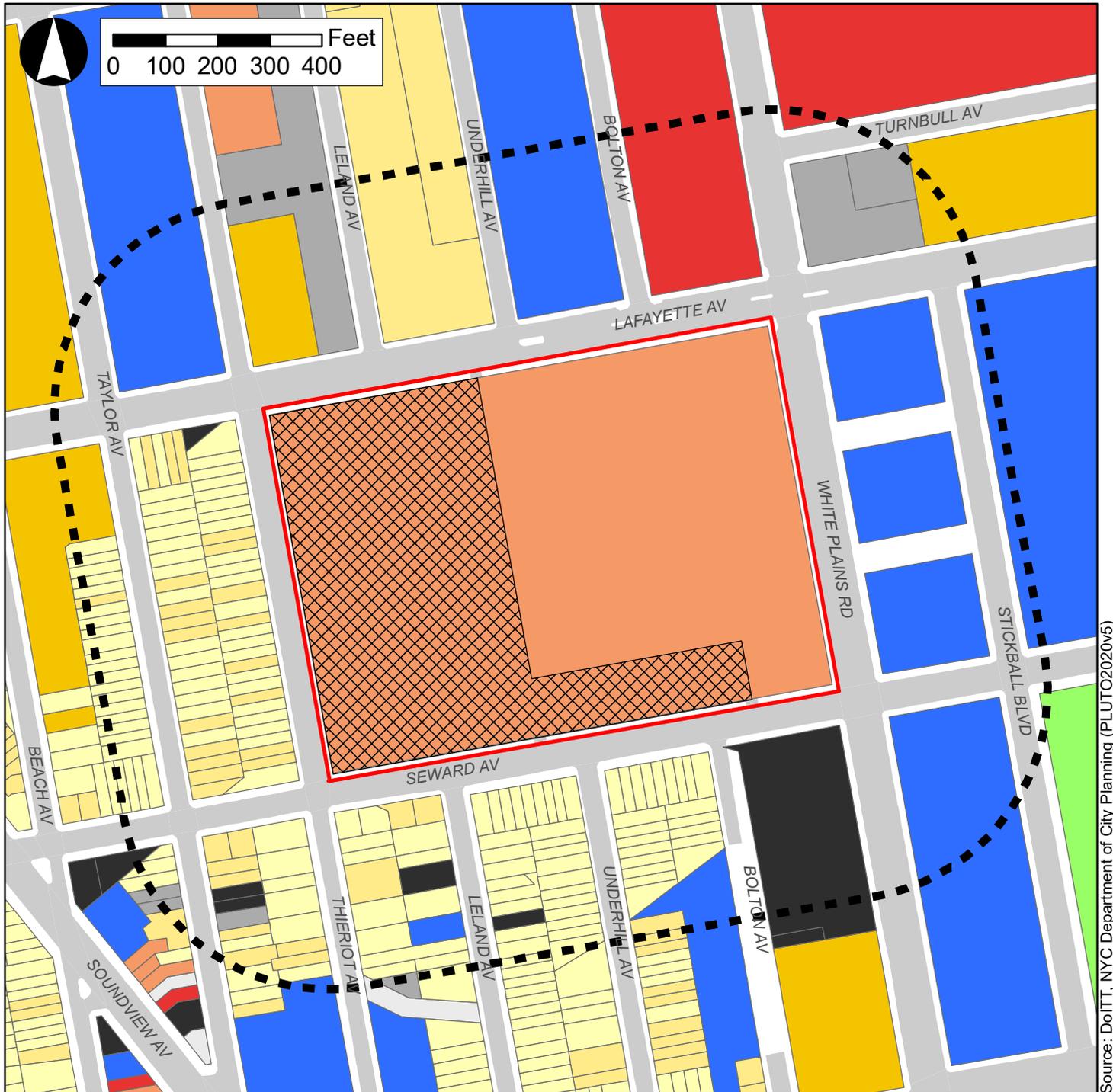
As shown in Figure ES-5, in addition to the R5 and R6 districts discussed above, a variety of zoning districts are located within the surrounding area including R4, R5/C1-2, R8, R8/C2-4, and C4-1. R4 is a non-contextual, low-density district that allows single- or two-family homes along with multi-family buildings in a variety of housing types with a maximum residential FAR of 0.75. R8 is a non-contextual, medium-density district that allows construction pursuant to either height factor or Quality Housing regulations. Depending on the regulations applied, R8 zoning allows a maximum residential FAR of 6.02 (height factor) or 7.2 FAR (on a wide street and/or with MIH under Quality Housing). C1-2 commercial overlays are mapped along portions of White Plains Road and Soundview Avenue within R5 districts and permit a commercial FAR of 1.0. A C2-4 overlay is mapped along White Plains Road and Lafayette Avenue within an R8 district and permits a commercial FAR of 2.0. Both overlay districts allow a variety of retail shops and other businesses intended to serve the neighborhood's commercial needs, such as bodegas, restaurants, and hardware stores.

## C. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions comprise minor modification to a large-scale residential development (LSRD) plan, and a modification to the previously approved Stevenson Commons City-aided limited-profit housing

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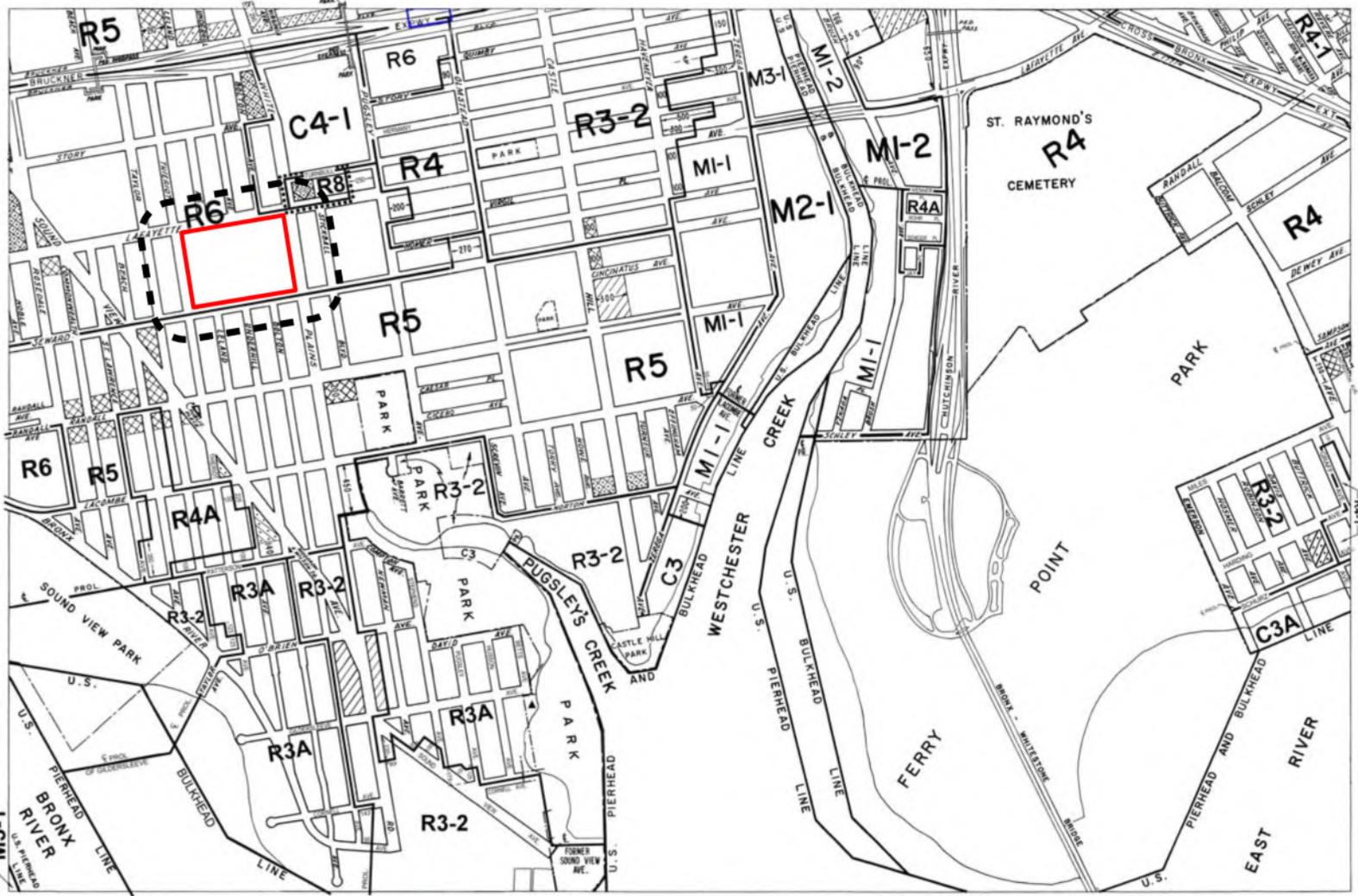
<sup>1</sup> Jackson, Kenneth T. (Ed.). (2010). *The Encyclopedia of New York City*. New Haven, CT: Yale University Press.



Source: DoITT, NYC Department of City Planning (PLUTO2020v6)

**Legend**

- |  |  |  |
|--|--|--|
|  Project Area     | <b>Land Use</b>  |  Transportation/Utility           |
|  400-Foot Radius  |  One & Two Family Buildings             |  Public Facilities & Institutions |
|  Development Site |  Multi-Family Walkup Buildings          |  Open Space                       |
|  |  Multi-Family Elevator Buildings        |  Parking Facilities               |
|  |  Mixed Commercial/Residential Buildings |  Vacant Land                      |
|  |  Commercial/Office Buildings            |  All Others or No Data            |
|  |  Industrial/Manufacturing               |  |



Project Area     400-Foot Radius

C1-1   
 C1-2   
 C1-3   
 C1-4   
 C1-5   
 C2-1   
 C2-2   
 C2-3   
 C2-4   
 C2-5

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

## ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

**Major Zoning Classifications:**  
The number(s) and/or letter(s) that follows on R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

- R – RESIDENTIAL DISTRICT
- C – COMMERCIAL DISTRICT
- M – MANUFACTURING DISTRICT
- SPECIAL PURPOSE DISTRICT  
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.
- AREA(S) REZONED

**Effective Date(s) of Rezoning:**  
12-19-2017 C 170392 ZMX

**Special Requirements:**  
For a list of lots subject to CEQR environmental requirements, see APPENDIX C.  
For a list of lots subject to "D" restrictive declarations, see APPENDIX D.  
For Inclusionary Housing designated areas and Mandatory Inclusionary Housing areas on this map, see APPENDIX F.

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**MAP KEY**

3d	4b	4d
6c	<b>7a</b>	7c
6d	7b	7d

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ZONING MAP 7a

NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: [www.nyc.gov/planning](http://www.nyc.gov/planning) or contact the Zoning Information Desk at (212) 720-3291.

Stevenson Commons

Figure ES-5  
Zoning Map

project pursuant to Article 2 of the New York State Private Housing Finance Law (CP-22381), as detailed below.

### **Large-Scale Residential Development (LSRD) Special Permit & City-Aided Limited-Profit Housing Project - ~~Minor Modifications~~ Requested Actions**

As discussed previously, the development of Stevenson Commons was facilitated by a 1973 CPC-approval of a NYC Housing and Development Administration's application for a LSRD authorization pursuant to Article VII, Chapter 8 of the Zoning Resolution and Special Permit authorizations.

The applicant is requesting the following minor modifications:

1. modification to the previously approved Stevenson Commons large scale residential development (CP-22380) to update the previously approved plans and zoning calculations to reflect at the proposed mixed-use predominantly residential development; and
2. amendment to the previously approved Stevenson Commons City-aided limited-profit housing project and plan pursuant to Article 2 of the New York State Private Housing Finance Law (CP-22381) to reflect the land actually occupied by the existing Mitchell-Lama development ~~Proposed Project~~.

The ~~Proposed Actions~~ minor modifications are necessary to allow for the production of new housing at Stevenson Commons, which is not currently permitted without the requested ~~modifications to the existing LSRD and housing project approvals~~. Absent the ~~approved special permit~~ prior approvals, the proposed development of six new residential and mixed residential and community facility buildings with approximately 735 total new income-restricted housing units could be developed as-of-right under R6 zoning.

### **Public Financing**

In addition, construction financing for one or more buildings of the Proposed Project from City sources may be sought. Funding may be requested from the New York City Department of Housing Preservation and Development (HPD) and/or New York City Housing Development Corporation (HDC) under the Senior Affordable Rental Apartments (SARA) Program, the Open Door Program, the Extremely Low and Low-income Affordability (ELLA) financing program, and/or Mixed Income Program: Mix & Match. Additionally, funding may be requested from the State for competitive tax credits.

## **D. PURPOSE AND NEED FOR THE PROPOSED ACTIONS**

The Proposed Actions are requested in order to allow the development of a significant number of affordable housing units in the Soundview neighborhood of the Bronx. Under the ~~current LSRD Special Permit existing approvals~~ restrictions, no new housing can be constructed on the Stevenson Commons site, despite the site being underbuilt pursuant to its underlying R6 zoning. The requested ~~minor modifications~~ actions would facilitate the development of an additional 735 affordable income-restricted DUs, including 621 income-restricted housing units and 114 AIRS units, and 33,995 gsf of community facility uses. The ~~Proposed Project~~ minor modifications would be consistent with the existing Stevenson Commons LSRD development, and would be compliant with the underlying R6 zoning district. Additionally, the location and bulk of the existing Stevenson Commons buildings would not change, and

no new modifications of zoning provisions are required for either the Proposed Project or the existing Stevenson Commons buildings. The Proposed Project would enhance and not decrease amenities to the residents of Stevenson Commons by increasing access to open space. The Proposed Project facilitated by the Proposed Actions would also be consistent with existing developments to the north of the Project Area, including the 16-story Carol Gardens apartments to the north, the eight- to 15-story NYCHA Monroe Houses to the northwest, and the 21-story Park Lane Apartments to the northeast. It would allow new residential development on an underutilized property and would therefore support the City's goals of promoting affordable housing development by maximizing the use of vacant and underutilized land.

The Proposed Actions would be consistent with the policy goals of the City's *Housing New York: A Five-Borough, Ten-Year Plan*. The proposed residential development would help provide much-needed affordable residential units in an area in which population is increasing and there is increased demand for residential uses. According to the Department of City Planning's 2013 report *New York City Population Projections by Age/Sex & Borough*, the Bronx is anticipated to have the highest rate of growth in the City over the next several decades, estimated at 14 percent from 2010 to 2040.<sup>2</sup> As population in the Bronx is expected to experience substantial and steady growth, additional housing is necessary to ensure adequate supply.

The Proposed Actions would facilitate the creation of approximately 735 new affordable housing units in the Project Area within Bronx Community District 9, where, according to the U.S. Census Bureau, 48.7 percent of households are rent burdened (spending 35 percent or more of their income on rent).

## **E. DESCRIPTION OF THE PROPOSED PROJECT**

The Proposed Actions would facilitate the construction of a new approximately 826,209 gsf mixed-use development. As shown in Figure ES-6, new development would be spread across six buildings on the Stevenson Commons site (referred to as Buildings B1, B2, B3, B4, B5, B6) and would result in an incremental (net) increase of approximately 735 affordable DUs, including 621 income-restricted housing units and 114 AIRS units, approximately 33,995 gsf of community facility uses (including an approximately 19,879 gsf child care center and approximately 14,116 gsf of indoor recreational space (e.g., classrooms, locker rooms, etc.) for community recreational needs and in support of the adjacent tennis courts), and approximately 1.94 acres of publicly accessible open space and an additional 0.68 acres of private open space. The Proposed Project would also provide approximately 466 parking spaces in the Project Area (a net decrease of 104 spaces).

The proposed 735 additional DUs of affordable housing are anticipated to be marketed to households earning between 30 percent and 130 percent of Area Median Income (AMI). Accessory parking would be required for 25 percent of all DUs below 80 percent of AMI, including senior units, 10 percent for AIRS units, and 50-70 percent of all DUs above 80 percent of AMI if developed pursuant to height factor regulations, including all homeownership units.

The proposed approximately 1.94 acres of publicly-accessible open space would be located on the western edge of the Stevenson Commons site along the Thieriot Avenue frontage between Buildings B1

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<sup>2</sup> According to the report, "[t]he Bronx is projected to grow from 1,385,000 in 2010 to 1,579,000 in 2040, an increase of 14 percent—the highest level of growth among the city's boroughs. After experiencing growth of 4.5 percent in the 2010-2020 period, growth in the borough is projected to increase to 5 percent in the subsequent decade and then decline to 4 percent between 2030 and 2040." *New York City Population Projections by Age/Sex & Borough, 2010–2040*, NYC Department of City Planning, December 2013 at 3.



FOR ILLUSTRATIVE PURPOSES ONLY

Source: WXY

**Stevenson Commons**

This Figure has been updated for the FEIS

**Figure ES-6**  
**Proposed Site Plan**

and B4. The open space would be accessible to the public from Thieriot Avenue, Lafayette Avenue, Seward Avenue, and the private driveway. It is expected that the open space would include a variety of amenities and programming, including tennis courts, pathways, gardens, landscaping, and seating. Access to the open space would be available to the general public, but the playground and tennis court facilities would be locked during the evening hours to ensure security. In addition to the proposed 1.94 acres of open space that would be publicly accessible, the Proposed Project would also include approximately 0.68 acres of private open space that would be available exclusively to the residents of the Proposed Project. This private open space would consist mostly of rooftop terraces and grassy areas.

A total of approximately 466 parking spaces would be provided at the Stevenson Commons site, including 206 spaces within below-grade garages and 260 surface parking spaces. As shown in Figure ES-6, these spaces would be distributed between two below-grade parking garages (referred to as P1 and P2) and four surface-level lots (referred to as P3, P4, P5, P6). The below-grade parking garages would be located beneath Buildings B2 and B3, respectively, with vehicle access provided from Seward Avenue or Lafayette Avenue via the private driveway. Vehicle access to surface lots P4 and P5 would also be provided from the private driveway, as well as a curbcut on Seward Avenue located approximately 112 feet west of White Plains Road. Surface lot P3 would service Building B4 and vehicle access would only be provided from Thieriot Avenue. Surface lot P4 would be located west of the private driveway in between Buildings B3 and B5, and Surface lot P5 would be located east of the private driveway to the north of Building B6. Surface lot P6 would be located in the north portion of the site to the east of the private driveway, and vehicle access would only be provided from Lafayette Avenue. Additional parking would be provided along the private driveway.

## **Building-by-Building Description**

Proposed Buildings B1, B2, B3, B4, B5, and B6 would be located on western and southern portions of the Project Area (see Figures ES-6 and ES-7). An illustrative site plan and massing diagram of the Stevenson Commons site are provided in Figures ES-6 and ES-7, respectively. Table ES-1 provides a summary of the proposed development program.

Building B1 would have been situated at the northwestern edge of the Development Site, with frontage along Lafayette and Thieriot Avenues (see Figure ES-6). The building would rise to a maximum height of 11 stories (approximately 115 feet, with a maximum building height envelope of 125 feet) and would be comprised of approximately 187,352 gsf of affordable residential floor area (187 DUs) and 19,879 gsf of community facility space. Although specific tenants have not been identified, the community facility space within the building is anticipated to be occupied by a daycare use. Building B1 would be accessible from both Lafayette and Thieriot Avenues and each use would have its own entrance.

Building B2 would be located at the northern edge of the Development Site fronting Lafayette Avenue between Building B1 to the west and the existing Stevenson Commons buildings to the east. The building would rise to a maximum height of 14 stories (approximately 138 feet, with a maximum building height envelope of 150 feet) and would be comprised of approximately 181,257 gsf of affordable residential space (181 DUs), 8,013 gsf of community facility space and 65,162 gsf of parking (140 spaces). Although specific tenants have not been identified, the building is anticipated to be programmed with approximately 8,013 gsf of indoor recreational space (e.g. classrooms, locker rooms, etc.) associated with the adjacent tennis courts. Residential entrances would be located on the private driveway, while community facility uses would be accessed from the courtyard. As described above, parking would be provided beneath Building B2 and a portion of the ground-floor would be used for parking.



FOR ILLUSTRATIVE PURPOSES ONLY

Source: WXY

Building B3 would ~~have be located just south of Building B2, with~~ frontage along the private driveway, ~~and The building would rise to a maximum height of 11 stories (approximately 115 feet, with a maximum building height envelope of 130 feet)~~ (see Figure ES-7). The building would be comprised of approximately 195,489 gsf of affordable residential space (195 DUs), 6,103 gsf of community facility space (recreation center), and 22,989 gsf of parking (66 spaces). Although specific tenants have not been identified, the building is anticipated to be programmed with approximately 6,103 gsf of indoor recreational space (e.g. classrooms, locker rooms, etc.) associated with the adjacent tennis courts. Residential entrances would be located on the private driveway, while community facility uses would be accessed from the courtyard. As described above, parking would be provided beneath Building B3 and a portion of the ground-floor would be used for parking.

Building B4 would ~~be located at the southwestern edge of the Development Site with~~ have frontage along Seward and Thieriot Avenues, ~~and The building would rise to a maximum height of six-stories (approximately 625 feet, with a maximum building height envelope of 70 feet)~~ (see Figure ES-7). The building would be comprised of approximately 74,327 gsf of affordable residential space (114 AIRS units) for seniors. Building entrances would be located on Thieriot Avenue.

Buildings B5 and B6, which would ~~be located at the southern edge of the Development Site and~~ have frontage along Seward Avenue and the private driveway, would each rise to a maximum height of four stories (approximately ~~425 feet, with a maximum building height envelope of 50 feet~~) (see Figure ES-6), and would contain homeownership units. Buildings B5 and B6 would contain approximately 20,828 gsf and 44,810 gsf of affordable residential space (total of 58 affordable cooperative housing units), respectively. At both buildings, entrances would be located along Seward Avenue.

**TABLE ES-1  
Proposed Development Program<sup>1</sup>**

Building	Total GSF <sup>2</sup>	Residential GSF <sup>3</sup>	Community Facility GSF	Accessory Parking Spaces <sup>4</sup>	Max. Building Height Envelope <sup>5</sup> (ft)
B1	207,231	187,352	19,879	466	125
B2	254,432	181,257	8,013		<del>150</del> 38
B3	224,581	195,489	6,103		<del>130</del> 15
B4	74,327	74,327	0		<del>70</del> 65
B5	20,828	20,828	0		5045
B6	44,810	44,810	0		5045
<b>Total</b>	<b>826,209</b>	<b>704,063</b>	<b>33,995</b>	<b>466</b>	

<sup>1</sup> Table ES-1 does not include existing development on the Stevenson Commons or 1900 Seward sites.

<sup>2</sup> Includes building amenity, lobby, and parking floor area.

<sup>3</sup> Includes senior AIRS and cooperative housing units.

<sup>4</sup> Existing buildings on the site have been accounted for in the calculation of accessory parking spaces.

<sup>5</sup> Although the proposed building heights would be slightly shorter (ranging from 42 to 138 feet), the requested approvals would permit the maximum building height envelopes shown in this table. As such, this maximum permitted building height envelope will be used for CEQR analysis purposes throughout this document, unless otherwise noted.

## F. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

### Analysis Year

Construction of the first buildings on the Stevenson Commons site is expected to begin in the second quarter of 2021, following approval of the Proposed Actions. All of the proposed buildings are expected

to be completed and occupied by early 2028. As such, the environmental review will use a 2028 analysis year.

### **The Future without the Proposed Actions (No-Action Condition)**

In the 2028 future without the Proposed Actions, it is expected that no new development would occur within the Project Area. As such, the Project Area would continue to be occupied by 948 DUs, 10,648 gsf of local retail uses, and 36,214 gsf of community facility uses (health center).

### **The Future with the Proposed Actions (With-Action Condition)**

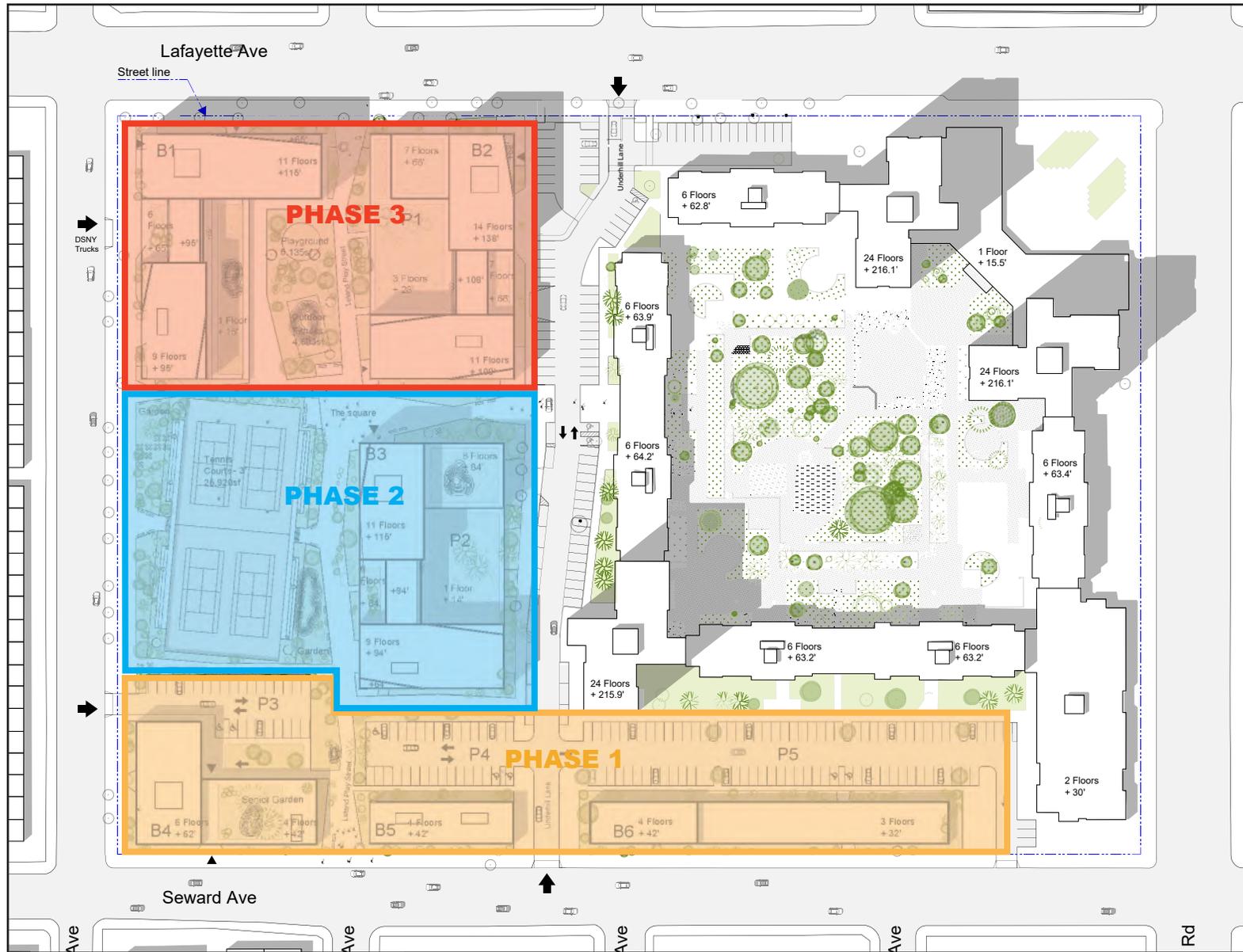
In the 2028 future with the Proposed Actions, six new buildings would be constructed within the Project Area. In the future with the Proposed Actions, the Project Area would be occupied by a total of approximately 1,683 affordable DUs (including existing units), including 114 ~~affordable AIRS units for seniors~~, approximately 70,209 gsf of community facility uses (including an approximately 19,879 gsf child care center and approximately 14,116 gsf of indoor recreational space for community recreational needs and in support of the adjacent tennis courts), approximately 10,648 gsf of commercial uses, approximately 1.94 acres of publicly accessible open space, and approximately 466 parking spaces.

### **Possible Effects of the Proposed Actions**

Table ES-2 provides a comparison of the No-Action and With-Action scenarios identified for analysis purposes of the Proposed Actions. As shown, the Proposed Actions would result in an incremental (net) increase of 735 DUs, including 114 ~~affordable AIRS units for seniors~~, 33,995 gsf of community facility space, approximately 1.94 acres of publicly accessible open space, and a net decrease of approximately 104 parking spaces. Table ES-2 also provides an estimate of the number of residents and workers generated by the Proposed Actions.

### **Construction Phasing**

Development of the Proposed Project would occur in three phases and commence as soon as all necessary public approvals are granted. Phase 1 would include construction of Buildings B4, B5 and B6, starting in the second quarter of 2021 and ending by the end of 2022. Phase 2 would include Building B3, starting in early 2023 and ending in early 2025. Phase 3 would include Buildings B1 and B2, starting in mid-2025 and ending in early 2028 (see Figure ES-8). All components of the Proposed Project are expected to be complete and fully operational by 2028.



**FOR ILLUSTRATIVE PURPOSES ONLY**

Source: WXY

**Stevenson Commons**

This Figure has been updated for the FEIS

**Figure ES-8  
Construction Phasing**

**TABLE ES-2  
Comparison of No-Action & With-Action Conditions**

Use		No-Action Scenario	With-Action Scenario	Increment
Residential	Affordable Senior Housing		114 DUs	<b>+114 DUs</b>
	Affordable Housing (Rental)	948 DUs	1,511 DUs	<b>+563 DUs</b>
	Affordable Housing (Co-op)	--	58 DUs	<b>+58 DUs</b>
	<i>Total Residential Units</i>	<i>948 DUs</i>	<i>1,683 DUs</i>	<b>+ 735 DUs</b>
Community Facility <sup>1</sup>		36,214 gsf	70,209 gsf	<b>+33,995 gsf</b>
Local Retail		10,648 gsf	10,648 gsf	<b>No change</b>
Parking Spaces		570 spaces	466 spaces	<b>-104 spaces</b>
Publicly Accessible Open Space <sup>2</sup>		--	1.94 acres (84,548 sf)	<b>+1.94 acres (84,548 sf)</b>
Population/Employment <sup>3</sup>		No-Action Scenario	With-Action Scenario	Increment
Residents		2,635 residents	4,533 residents	<b>+1,898 residents</b>
Workers		179 workers	310 workers	<b>+131 workers</b>

**Notes:**

<sup>1</sup> Community facility space includes an approximately 19,879 gsf child care center and approximately 14,116 gsf of indoor recreational space (e.g. classrooms, locker rooms, etc.) for community recreational needs and in support of the adjacent tennis courts.

<sup>2</sup> Although Stevenson Commons currently includes approximately 3.1 acres sf of open space, in the form of tennis/handball courts and grassy areas, those spaces are private, currently fenced off and inaccessible to the general public and are therefore not included in the table. With-Action acreage shown also does not include an additional 0.68 acres of private open space.

<sup>3</sup> Based on 2.78 persons per DU for all family units (2010 Census average household size for Bronx Community District 9) and average of 1.5 persons per unit for the senior housing units. Estimate of workers based on standard rates used in prior EIS documents, and are as follows: three employees per 1,000 sf of retail, one employee per 25 DU, three employees per 1000 sf of community facility uses.

**G. PROBABLE IMPACTS OF THE PROPOSED ACTIONS**

**Land Use, Zoning, and Public Policy**

No significant adverse impacts on land use, zoning, or public policy are anticipated in the future with the Proposed Actions in the primary or secondary study areas in the 2028 analysis year. The Proposed Actions would not directly displace any land uses so as to adversely affect surrounding land uses, nor generate land uses that would be incompatible with land uses, zoning, or public policy in the secondary study area. The Proposed Actions would allow a new development containing a mix of residential and community facility uses in an area where there is a strong demand for these particular uses, and which is well-served by infrastructure and public transportation.

The Proposed Actions would be consistent with the Stevenson Commons LSRD plan, and would be built at a density and bulk compatible with the underlying R6 zoning. In addition, the Proposed Project facilitated by the Proposed Actions would be consistent with existing developments in the surrounding neighborhood, including the 16-story Carol Gardens Apartments, the eight- to 15-story NYCHA Monroe Houses, and the 21-story Park Lane Apartments, as well as neighboring planned projects, including the approved 14-story mixed-use development located at 1965 Lafayette Avenue, adjacent to the Project Area. As such, the Proposed Actions would result in a development that, in addition to being appropriate for the area, would complement the residential and community facility land use character of the secondary study area. As such, the Proposed Actions are not anticipated to result in significant adverse land use or zoning impacts.

Finally, based on the Waterfront Revitalization Program (WRP) Consistency Assessment Form (CAF) completed for the Proposed Project (WRP #16-187), three policies required further assessment. The assessment found that the Proposed Project would be consistent with all applicable policies. The Proposed

Actions would also be consistent with the public policies outlined in the Statement of District Needs and Community Board Budget Requests for Bronx Community Board 9, Housing New York, Vision Zero, OneNYC, and the Mitchell-Lama Housing Program. Therefore, the Proposed Project would not conflict with any applicable public policies.

### **Socioeconomic Conditions**

The Proposed Actions would not result in any significant adverse impacts to the five socioeconomic areas studied under CEQR including direct residential displacement, direct business/institutional displacement, indirect residential displacement, indirect business/institutional displacement, and adverse effects on specific industries, in accordance with *CEQR Technical Manual* guidance. The Proposed Actions would not result in the direct displacement of any residents or businesses or adverse effects on specific industries, and the incremental community facility uses would not represent a substantial new use warranting assessment of potential indirect business/institutional displacement.

With respect to potential indirect residential displacement, a preliminary assessment finds that the Proposed Actions would not result in a significant adverse indirect residential displacement impact. The Proposed Project would introduce 735 affordable residential units; none of the proposed residential units would be market-rate units. Despite this fact, given the income levels of the residents in the half-mile socioeconomic conditions study area, it is possible that residents introduced by the Proposed Actions could have incomes higher than those of the surrounding study area. However, as the Proposed Actions would only increase the study area's residential population by 4.6 percent, the Proposed Actions would not introduce a substantial new population that could substantially affect residential real estate market conditions in the study area. The Proposed Project would advance the goals of *Housing New York*, the City's ten-year strategy to build or preserve 200,000 units of high quality affordable housing to meet the needs of more than 500,000 people. The affordable housing added by the Proposed Actions would help to maintain a diverse demographic composition within the study area.

### **Community Facilities**

The Proposed Actions would not result in any significant adverse direct or indirect impacts to public schools, libraries, child care centers, health care facilities, or fire or police protection services.

#### **Public Schools**

According to the *CEQR Technical Manual*, a significant adverse impact may occur if a project would result in both of the following conditions: (1) a utilization rate of the schools in the sub-district study area that is equal to or greater than 100 percent in the future With-Action condition; and (2) an increase of five percentage points or more in the collective utilization rate between the No-Action and With-Action conditions.

#### *ELEMENTARY SCHOOLS*

CSD 8, Sub-District 2 elementary schools would continue to operate with available capacity in the future with the Proposed Actions (as in the future without the Proposed Actions). CSD 8, Sub-District 2 elementary schools would increase from a No-Action utilization rate of 91.4 percent to 93.3 percent in the With-Action condition, with 455 available elementary school seats. As CSD 8, Sub-District 2 elementary schools would continue to operate below capacity in the future with the Proposed Actions, no significant adverse impacts to public elementary schools would occur as a result of the Proposed Actions.

### *INTERMEDIATE SCHOOLS*

In the future with the Proposed Actions, CSD 8, Sub-District 2 intermediate schools would continue to operate with available capacity, as under No-Action conditions. CSD 8, Sub-District 2 intermediate schools would increase from a No-Action condition utilization rate of 74.6 percent to 75.9 percent in the With-Action condition, with 1,002 available intermediate school seats. As CSD 8, Sub-District 2 intermediate schools would continue to operate below capacity in the future with the Proposed Actions, no significant adverse impacts would occur.

### ***Libraries***

According to the *CEQR Technical Manual*, if a project increases the study area population by five percent or more as compared to the No-Action condition, this increase may impair the delivery of library services to the study area, and a significant adverse impact could occur. The population of the Soundview Library's catchment area would not increase by more than five percent in the future with the Proposed Actions. Therefore, pursuant to CEQR guidance, the Proposed Actions would not result in a significant adverse impact on public libraries.

### ***Child Care Centers***

According to the *CEQR Technical Manual*, a significant adverse child care center impact could occur if a project results in: (1) a collective utilization rate greater than 100 percent in the With-Action condition; and (2) the demand constitutes an increase of five percent or more in the collective capacity of child care centers serving the study area over the No-Action condition. Child care facilities in the study area would continue to have a collective utilization rate below 100 percent in the future with the Proposed Actions. As such, the Proposed Actions would not result in significant adverse impacts to publicly funded child care centers.

### **Open Space**

A detailed open space analysis was conducted and determined that the Proposed Actions would not result in significant adverse open space impacts. According to the *CEQR Technical Manual*, a proposed action may result in a significant impact on open space resources if (a) there would be direct displacement or alteration of existing open space within the study area that would have a significant adverse effect on existing users; or (b) it would reduce the open space ratio and consequently result in the overburdening of existing facilities or further exacerbating a deficiency in open space.

### ***Direct Effects***

The Proposed Actions would not result in the physical loss of existing publicly accessible open space resources. The Proposed Actions would also not result in any significant adverse operational air quality, construction, noise, or shadow impacts affecting open space resources

### ***Indirect Effects***

The *CEQR Technical Manual* indicates that a decrease in the open space ratio of five percent or more is generally considered significant for a project located in an area that is currently below the City's median community district open space ratio of 1.5 acres per 1,000 residents. For areas that are extremely lacking in open space, a decrease of as little as one percent may be considered significant. Conversely, in areas that are well-served by open space, a greater percentage of change (more than five percent) may be tolerated. An open space impact assessment also considers qualitative factors.

The Proposed Actions would not result in significant adverse open space impacts. In the 2028 With-Action condition, the total open space ratio in the study area would increase by approximately 8.5 percent, the passive open space ratio would increase by approximately 31.51 percent, and the active open space ratio would increase by approximately 2.61 percent, compared to No-Action conditions. The open space ratios in the study area would remain less than the Citywide median in the future with the Proposed Actions, same as under existing and No-Action conditions.

The deficiency of open space resources within the study area would be offset by several factors, including the good condition of the open space resources and their low to moderate utilization levels, which would be able to absorb additional users generated by the Proposed Project. Furthermore, an additional 35.26 acres of open space (including approximately 3.73 acres located within the Project Area) were not included in the quantitative assessment (as they are not fully accessible to the public, have limited hours, or do not include seating or other amenities), although it is likely that they are used by people ~~that~~ who live and work in the study area. Moreover, there are several significant open space resources located just beyond the boundaries of the open space study area, including the 205-acre Soundview Park and approximately 75 additional acres of Pugsley Creek Park; each of these open space resources are located within a ~~ten~~ ten-minute walk of the Project Area. Although these resources were excluded from the quantitative assessment, it is likely that existing and future residents within the study area would take advantage of these additional resources. Lastly, the Proposed Project would include an additional 0.68 acres of private indoor and outdoor recreation space (in addition to the approximately 1.94 acres of publicly accessible open space included in the quantitative analysis) that would be accessible to the residents introduced by the Proposed Project.

Therefore, as the Proposed Actions would increase the total and passive open space ratios, and given the existing good condition and low- to-moderate utilization of most of the study area's open spaces, the anticipated open spaces, both public and private, planned within the Project Area as part of the Proposed Project, and the availability of additional open spaces within and just outside the study area that were conservatively not included in the quantitative analysis, the Proposed Actions would not result in a significant adverse impact on open space.

## Shadows

A detailed shadows analysis was conducted and found that the Proposed Actions would not have a significant adverse shadows impact. The Proposed Actions would result in incremental shadow coverage (i.e. additional, or new, shadow coverage) on portions of one sunlight-sensitive open space resource: Space Time Playground. The extent and duration of the incremental shadows on this open space resource would not significantly reduce or completely eliminate direct sunlight exposure on any of the open space resource's sunlight-sensitive features; nor would they significantly alter the public's utilization or enjoyment of the open space resource's facilities, or threaten the viability of vegetation or other sunlight-sensitive features within the open space resource. Therefore, incremental shadows from the Proposed Project on Space Time Playground would not be considered a significant adverse impact, in accordance with *CEQR Technical Manual* methodology.

## Historic & Cultural Resources

An assessment was conducted and determined that the Proposed Actions would not result in significant adverse impacts on historic or cultural resources, as summarized below.

As it was found that the Project Area does not have archaeological significance, an archaeological analysis was not warranted for the Proposed Actions. As such, the Proposed Project would not result in any significant adverse archaeological impacts.

### ***Direct (Physical) Impacts***

The Proposed Actions are site-specific, and the Project Area does not contain any designated or eligible historic resources. Therefore, the Proposed Actions would not result in any direct impacts to historic architectural resources.

### ***Indirect (Contextual) Impacts***

The Proposed Actions would not result in significant adverse indirect impacts on historic architectural resources. The Proposed Actions would not adversely alter the context or setting of the nearby S/NR-eligible P.S. PS 100 so as to affect those characteristics that make the building eligible for listing on the S/NR. The Proposed Actions would facilitate the development of six buildings in the Project Area, ranging in height from four to 14 stories. The Proposed Project would be visible when looking west at P.S. PS 100 from Taylor Avenue; however, this change in setting would not be adverse. The study area is a dense urban environment with multiple existing mid-rise and high-rise buildings that currently form the backdrop for P.S. PS 100. The school was built to accommodate the rapidly growing population of Soundview as a result of the newly constructed urban renewal housing of the mid-20th century, including the eight- to 15-story Monroe Houses immediately west of the S/NR-eligible historic resource and the 16-story Carol Gardens Apartments immediately east. As such, the mid- and high-rise buildings that would be constructed in the Project Area as a result of the Proposed Actions would not be out of context in the backdrop of P.S. PS 100, and would not adversely alter the visual setting of the school.

Additionally, in the future with the Proposed Actions, no incompatible visual, audible, or atmospheric elements would be introduced to any historic resource's setting. The Proposed Project would not alter the relationship of P.S. PS 100 to the streetscape, as all streets in the study area would remain open and the S/NR-eligible historic resource's relationships to adjacent streets would remain unchanged in the future with the Proposed Actions. The Proposed Project would not eliminate or screen public views of P.S. PS 100, which would remain visible in view corridors on adjacent public streets and sidewalks. No primary facades, significant architectural ornamentation, or notable features of the S/NR-eligible school would be obstructed by the Proposed Project.

The Proposed Actions would not result in development that would diminish the qualities that make the S/NR-eligible P.S. PS 100 historically and architecturally significant. As such, the Proposed Actions would not result in any significant adverse indirect or contextual impacts on historic architectural resources.

### ***Construction-Related Impacts***

As there are no historic architectural resources located within 90 feet of the Project Area, the Proposed Actions would not result in any significant adverse construction-related impacts to historic resources.

### ***Shadows Impacts***

The Proposed Actions would not generate incremental shadows on sunlight-sensitive features of surrounding historic resources. Therefore, the Proposed Actions would not result in any significant adverse shadows impacts on historic resources.

## Urban Design and Visual Resources

A detailed assessment found that the Proposed Actions and subsequent development, while resulting in a notable change in the urban design of the primary study area, would not result in a significant adverse impact on the area's urban design and visual resources, as defined by the *CEQR Technical Manual*. The Proposed Actions would facilitate the construction of six new predominantly residential buildings comprised of 735 affordable dwelling units (DU), including 114 AIRS units, approximately 33,995 gsf of community facility uses, and approximately 1.94 acres of publicly accessible open space and an additional 0.68 acres of private open space. The Proposed Project would replace surface parking lots and underutilized areas, enlivening the streetscape and serving as an extension of the residential and community-oriented uses in the surrounding area. The Proposed Actions would also enhance the streetscape by introducing new street trees, plantings, and street walls along Seward, Lafayette, and Thieriot Avenues, similar to the existing streetscapes to the south and west of the Project Area, and improving pedestrian access and circulation. While four of the buildings comprising the Proposed Project would be taller than many of the secondary study area buildings, the Proposed Project would be shorter than multiple residential developments in the northern portion of the secondary area. Moreover, the Proposed Project would be shorter than the existing Stevenson Commons buildings at the northeastern portion of the Project Area. As such, the Proposed Project would serve as a transition between the lower-scale buildings found to the south and west and existing buildings in northern portions of the Project Area and secondary area. The Proposed Project would fill an existing void by replacing existing underutilized land with active pedestrian-oriented uses that would complement those found in the primary and secondary study areas. The development facilitated by the Proposed Actions is being built on an existing superblock, and would not entail any changes to topography, street patterns, street hierarchy, block shapes, or natural features. In addition, the Proposed Project would not alter views of study area visual resources. Therefore, the Proposed Actions would not result in significant adverse impacts on urban design and visual resources.

## Hazardous Materials

The Proposed Actions would not result in significant adverse impacts related to hazardous materials. A Phase I Environmental Site Assessment (ESA) was prepared in November 2020 ("2020 ESA") in order to evaluate potential contamination in the portion of the Project Area that's proposed for development (the "Development Site"). The 2020 ESA was limited to the western and southwestern segments of the Project Area where proposed new Buildings B1 through B6 are proposed, which comprise ~~tentative future~~ Tax Lots 4, 10, 15, 20, 30, 40, and 50 (the "Development Site"). The 2020 ESA did not identify any Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), Historical Recognized Environmental Conditions (HRECs), or De Minimis Conditions at the specified area evaluated as part of the 2020 ESA, and no additional investigation or action were recommended.

However, the New York City Department of Environmental Protection (DEP) determined that based on the historical on-site and/or surrounding area land uses, a Phase II Environmental Site Assessment (Phase II) is necessary to adequately identify/characterize the surface and subsurface soils, groundwater and soil vapor of the Development Site, and to inform and disclose the measures necessary to avoid impacts from hazardous materials. Accordingly, a Phase II Environmental Site Assessment Work Plan and a Health and Safety Plan (HASP) were prepared and submitted to DEP for review and approval. DEP approved the Phase II Work Plan and HASP, and sampling activities on the Development Site have been conducted in accordance with the approved Work Plan. The Phase II Report along with a Remedial Action Plan (RAP) have been submitted to DEP for review and approval. The RAP incorporates a Construction Health and

Safety Plan (CHASP). These plans set out procedures to be followed to avoid the potential for adverse impacts related to the hazardous materials identified by the Phase II investigation as well as other hazardous materials that could be unexpectedly encountered. The Applicant will commit to implementing the remedial activities outlined in the RAP and CHASP, which are anticipated to be approved by DEP in advance of the issuance of the FEIS, prior to construction. As such, no significant adverse impacts related to hazardous materials would be expected to occur as a result of the Proposed Actions and resultant Proposed Development Project.

## **Water and Sewer Infrastructure**

An assessment of water and sewer infrastructure determined that the Proposed Actions would not result in significant adverse impacts on the City's water supply or wastewater and stormwater conveyance and treatment.

### ***Water Supply***

The Proposed Project would generate an incremental water demand of approximately 198,980 gpd (including water related to sanitary and domestic uses) compared with the No-Action condition. While this would represent an increase in demand on the New York City water supply system, it does not meet the *CEQR Technical Manual* threshold requiring a detailed analysis. Therefore, an analysis of water supply is not warranted as it is expected that there would be adequate water service and existing infrastructure to meet the incremental water demand from the Proposed Project and there would be no significant adverse impacts on the City's water supply. The New York City Department of Environmental Protection (DEP) indicated that existing water infrastructure should be able to handle the estimated increase in water demand, and recommended that, as the Development Site fronts different streets, connections for water service be made to different water mains adjacent to the site.

### ***Wastewater and Stormwater Conveyance and Treatment***

Based on preliminary assessment, it was determined that the Proposed Actions would not result in significant adverse impacts on wastewater treatment or stormwater conveyance infrastructure. The Proposed Project is expected to generate an additional 193,200 gallons per day (gpd) of sanitary sewage compared to No-Action conditions. This incremental increase in sewage generation is less than 0.1 percent of the average daily flow at the Hunts Point Wastewater Resource Recovery Facility Pollution Control Plant (WRRFPCP) and would not result in an exceedance of the plant's permitted capacity of 200 million gallons per day (mgd). Therefore, the Proposed Actions would not result in a significant adverse impact to the City's sanitary sewage conveyance and treatment system.

Depending on the rainfall volume and duration, the total With-Action condition volume to the combined sewer system could be between 0.07 and 1.14 mg. Compared to existing conditions, this would represent an increase in combined sewer flows of up to 0.22 mg, depending on rainfall intensities. With the incorporation of selected stormwater source control best management practices (BMPs) that would be required as part of the site connection approval process, subject to the review and approval of DEP, the peak stormwater runoff rates would be reduced. Overall, the Proposed Project would not result in significant adverse impacts on the City's sewage conveyance and treatment systems.

## Transportation

A detailed transportation analysis was conducted and determined that the Proposed Actions would result in significant adverse traffic impacts at several intersections near the Project Area, as well as significant adverse impacts to Bx39 local bus service, as summarized below. The Proposed Actions would not result in any significant adverse impacts on subway services or pedestrian conditions, nor would they adversely impact vehicular and pedestrian safety or parking conditions.

### Traffic

Traffic conditions were evaluated for the weekday AM (7:45-8:45 AM), midday (12:30-1:30 PM) and PM (4:30-5:30 PM) peak hours, and Saturday (2:00-3:00 PM) peak hours at 13 intersections (nine signalized and four unsignalized) in the traffic study area where additional traffic resulting from the Proposed Actions would exceed the 50-trips/hour *City Environmental Quality Review (CEQR) Technical Manual* analysis threshold. As summarized in Table ES-3 and Table ES-4, the traffic impact analysis indicates the potential for significant adverse impacts at ~~14~~11 lane groups at seven intersections in the weekday AM peak hour, ~~three~~two lane groups at two intersections in the midday, seven lane groups at four intersections in the PM, and ~~five~~six lane groups at three intersections in the Saturday peak hour. The “Mitigation” section below discusses potential measures to mitigate these significant adverse traffic impacts.

**TABLE ES-3**  
**Number of Impacted Intersections & Lane Groups by Peak Hour**

	Peak Hour			
	Weekday AM	Weekday Midday	Weekday PM	Saturday
Impacted Lane Groups	<del>14</del> <u>11</u>	<del>3</del> <u>2</u>	7	<del>5</del> <u>6</u>
Impacted Intersections	7	2	4	3

Note: This table has been updated for the FEIS.

**TABLE ES-4**  
**Summary of Significantly Impacted Intersections**

Intersection		Peak Hour			
Location	Control	Weekday AM	Weekday Midday	Weekday PM	Saturday
Bruckner Boulevard EB (EB) & White Plains Road (NB/SB)	Signalized	X	---	X	X
Bruckner Boulevard WB (WB) & White Plains Road (NB/SB)	Signalized	X	X	X	X
Bruckner Plaza (WB) & White Plains Road (NB/SB)	Signalized	X	---	---	---
Lafayette Avenue (EB/WB) & White Plains Road (NB/SB)	Signalized	X	---	X	---
Story Avenue (EB/WB) & White Plains Road (NB/SB)	Signalized	X	X	X	X
Turnbull Avenue (EB/WB) & White Plains Road (NB/SB)	Signalized	X	---	---	---
Lafayette Avenue (EB/WB) & Thieriot Avenue (NB/SB)	Unsignalized	X			
Total		7	2	4	3

## **Transit**

### **SUBWAY**

#### Subway Stations

The Proposed Actions would generate a net increment of approximately 298 and 317 new subway trips during the weekday AM and PM commuter peak hours. The analysis of subway station conditions focuses on New York City Transit's (NYCT's) Parkchester (6) station on the Pelham Line as incremental demand from the Proposed Actions would exceed the 200-trips/hour *CEQR Technical Manual* analysis threshold at this station in the weekday AM and PM peak hours. In the future with the Proposed Actions, those ~~stairs, escalator, and fare arrays~~ turnstiles, and station doors that would be used by project-generated demand are expected to operate at an acceptable level of service (LOS) ~~A or B~~ C or better in both the AM and PM peak hours and would therefore not be significantly adversely impacted by the Proposed Actions based on *CEQR Technical Manual* criteria.

#### Subway Line Haul

The vicinity of the Project Area is served by one NYCT subway route – the No. 6 train. The peak direction of travel along the No. 6 route is typically Manhattan-bound (southbound) in the AM and Bronx-bound (northbound) in the PM. The Proposed Actions would generate a net increment of approximately 184 Manhattan-bound trips along the No.6 subway route during the weekday AM peak hour, and approximately 170 Bronx-bound trips during the weekday PM peak hour. As the Proposed Actions would not generate the *CEQR Technical Manual* threshold of 200 or more new peak hour subway trips in any one direction of the analyzed No. 6 train, an analysis of subway line haul conditions is not warranted as impacts are not expected.

### **BUS**

Four ~~New York City Transit~~ NYCT local bus routes—the Bx5, Bx27, Bx36, and Bx39—operate within a quarter-mile of the Project Area. It is estimated that the Proposed Actions would generate a net total of approximately 486 and 516 incremental bus trips on these routes during the weekday AM and PM peak hours, respectively. These would include trips that would use the bus to access the subway, as well as trips made solely by bus. Incremental demand is expected to meet or exceed the 50-trip per direction *CEQR Technical Manual* analysis threshold in the AM and/or PM peak hour at the maximum load points along two routes—the Bx36 and Bx39. Based on projected levels of bus service in the No-Action condition, the Proposed Actions would result in a capacity shortfall of 89 spaces on the northbound Bx39 service and 1 space on the southbound Bx39 service in the AM peak hour. Therefore, northbound and southbound Bx39 service would be significantly adversely impacted in the AM peak hour based on *CEQR Technical Manual* criteria. As discussed in the “Mitigation” section below, the significant impact to Bx39 service could be mitigated by increasing the number of northbound buses from 15 to 17 and the number of southbound buses from 11 to 12 in the AM peak hour. The general policy of the MTA is to provide additional bus service where demand warrants, taking into account financial and operational constraints.

### **Pedestrians**

The Proposed Actions' RWCDs is expected to generate approximately 104 incremental walk-only trips in the weekday AM peak hour, 60 in the weekday midday peak hour, 117 in the weekday PM peak hour, and 71 in the Saturday peak hour. Persons walking to and from subway station entrances and bus stops would add approximately 486, 159, 516, and 294 incremental pedestrian trips to sidewalks and crosswalks in the vicinity of the Project Area during the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively. Pedestrian conditions were evaluated during the weekday AM (8:30-9:30 AM), midday

(12:15-1:15 PM), PM (4:30-5:30 PM), and Saturday (12:45-1:45 PM) peak hours at a total of six pedestrian elements (two sidewalks, one crosswalks, and three corner areas) where new trips generated by the Proposed Actions are expected to exceed the 200-trip/hour *CEQR Technical Manual* analysis threshold. These elements are located along White Plains Road and Lafayette Avenue in the immediate proximity of the Project Area. In the Future with the Proposed Actions, all analyzed pedestrian elements would continue to operate at an acceptable LOS C or better during each analyzed peak hours, and there would be no significant adverse pedestrian impacts based on *CEQR Technical Manual* impact criteria.

### ***Vehicular and Pedestrian Safety***

The *Vision Zero Bronx Pedestrian Safety Action Plan*, released in 2015 and updated in 2019, identified White Plains Road, to the east of the Project Area, and Soundview Avenue, to the west of the Project Area, as Priority Corridors. There were no Priority Intersections or Priority Areas identified within the traffic or pedestrian study areas, and no analyzed intersections are located within a designated Senior Pedestrian Focus Area.

Crash data for intersections in the traffic and pedestrian study areas were obtained from the New York City Department of Transportation (DOT) for the three-year reporting period between January 1, 2015, and December 31, 2017 (the most recent period for which data were available for all locations). The data quantify the total number of crashes as well as the total number of crashes involving injuries to pedestrians or bicyclists. During the three-year reporting period, a total of 146 crashes and 36 pedestrian/bicyclist-related injury crashes occurred at analyzed study area intersections. None of these crashes involved fatalities.

According to the ~~2020~~ *CEQR Technical Manual*, a high crash location is one where there were 48 or more reportable and non-reportable crashes or five or more pedestrian/bicyclist-related crashes in any consecutive 12 months within the most recent three-year period for which data are available. Based on these criteria, no intersections were found to have experienced 48 or more crashes in any one year. However, as shown in Table ES-5, the intersection of White Plains Road and Story Avenue experienced five pedestrian or bicycle injury crashes in 2016 and 2017, and the intersection of White Plains Road and Bruckner Boulevard Westbound experienced five pedestrian or bicycle injury crashes on 2017. Additional measures that could be employed to increase pedestrian/bicyclist safety could include installation of additional high visibility crosswalks, where not already present, and improved street lighting.

**TABLE ES-5**  
**High Crash Locations**

Intersection	Total Pedestrian/Bicycle Injury Crashes			Total Crashes (Reportable +Non-Reportable)		
	2015	2016	2017	2015	2016	2017
White Plains Road/Story Avenue	2	5	5	6	11	11
White Plains Road/Bruckner Boulevard WB	1	0	5	18	14	31

### ***Parking***

The parking analysis documents changes in parking supply and utilization within the Project Area. Under the Proposed Actions, no existing on-street or off-street public parking would be displaced. The Proposed Project would provide a total of 466 accessory parking spaces within the Project Area, resulting in a net decrease of 104 accessory parking spaces as compared to the No-Action conditions. The Proposed Actions

would generate a peak overnight parking accumulation of approximately 463 spaces during the weekday overnight period, which would be fully accommodated on-site. This includes the parking demand generated by the existing uses at the Development Site. Therefore, the Proposed Actions are not expected to result in significant adverse parking impacts during the weekday overnight peak period for residential parking demand.

## **Air Quality**

An analysis of air quality determined that the Proposed Actions would not result in significant adverse impacts related to mobile source or stationary source air quality.

The maximum pollutant concentrations and concentration increments from mobile sources with the Proposed Project are projected to be lower than the corresponding CEQR *de minimis* criteria. The parking facilities assumed to be developed as a result of the Proposed Actions were analyzed for potential air quality effects, which found that there would be no significant adverse air quality impacts.

In terms of industrial sources, no businesses were found to have a New York State Department of Environmental Conservation (DEC) air permit or New York City Department of Environmental Protection (DEP) certificate of operation within the study area, and no other potential sources of concern were identified. Therefore, no analysis was required.

Based on a detailed dispersion modeling analysis, there would be no potential significant adverse air quality impacts from emissions of nitrogen dioxide (NO<sub>2</sub>), and particulate matter (PM), from the proposed heat and hot water systems for the Proposed Project and the existing steam plants. An (E) Designation (E-626) would be mapped in connection with the Proposed Actions to ensure that future developments would not result in any significant adverse air quality impacts from fossil fuel-fired heat and hot water systems emissions.

## **Greenhouse Gas Emissions and Climate Change**

The Proposed Project would not result in significant adverse impacts related to greenhouse gases as it would be consistent with the City's GHG emissions reduction goals, as defined in the *CEQR Technical Manual*. Furthermore, the Proposed Project would be consistent with policies regarding adaptation to climate change as identified in OneNYC.

### **Greenhouse Gas Emissions**

It is estimated that the Proposed Project facilitated by the Proposed Actions would result in approximately 2,934 total metric tons carbon dioxide equivalent (CO<sub>2</sub>e) of annual emissions from building operations and approximately 3,054 metric tons of CO<sub>2</sub>e emissions from mobile sources annually, for an annual total of approximately 5,988 metric tons of CO<sub>2</sub>e emissions. This represents approximately 0.01 percent of the City's overall 2017 GHG emissions of approximately 50.7 million metric tons. The Proposed Project would comply with either the 2016 or 2020 New York City Energy Conservation Construction Code (depending on the date of filing at DOB)<sup>3</sup>, which govern performance requirements of HVAC systems and require substantial energy efficiency of new buildings.

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<sup>3</sup> It should be noted that plans for Buildings B4 through B-6 were filed at DOB before the change in the energy code and therefore comply with the 2016 Energy Conservation Construction Code.

The Proposed Project would also advance New York City's GHG reduction goals by virtue of its nature and location. The Proposed Actions would facilitate development of a medium-density mixed-use residential/ and community facility development on a site with existing urban infrastructure, including roadways, transit, sewer infrastructure, and water mains, thereby minimizing the need for extensive infrastructure development. By redeveloping a site that is located in an area supported by many transit options, including bus and subway service, as well as the NYC Ferry, the Proposed Actions would support transit-oriented development in New York City.

Therefore, based on the adherence to the City's energy efficiency requirements and by virtue of the Proposed Project's location and nature, the Proposed Actions would be consistent with the City's applicable emissions reduction goals of transit-oriented development and construction of new resource- and energy-efficient buildings.

### ***Resilience to Climate Change***

The Project Area is not located within the currently applicable 100-year and 500-year floodplains, although portions of the Project Area (including a majority of the Development Site) are expected to fall within the projected 500-year floodplain by the 2020s and 2050s. Critical and vulnerable components of the Proposed Project would be located above the elevation of the current one percent annual chance floodplain, and are projected to continue to be above the elevation of the one percent annual chance floodplain by the 2020s and 2050s. The Proposed Project would not be located on a waterfront site (the Project Area is located approximately four blocks (0.4 mile) north of Pugsley Creek), and is therefore susceptible to minimal flooding risk, and would continue to be so in the future according to projections by the New York City Panel on Climate Change (NPCC). As noted above, the Proposed Project would be constructed to meet the codes and any related resiliency requirements in effect at the time of construction.

### **Noise**

An analysis was conducted to determine whether traffic generated by the Proposed Development Project would have the potential to result in significant adverse noise impacts on existing sensitive receptors, and to determine the level of building attenuation necessary to ensure that interior noise levels for the Proposed Development Project satisfy applicable interior noise criteria. Analysis of mechanical equipment is not warranted because such mechanical equipment would be designed to meet all applicable noise regulations and, therefore, would not result in adverse noise impacts.

Noise from the increased traffic volumes generated by the Proposed Actions would not result in significant adverse noise impacts as the relative increases in noise levels would fall well below the applicable *CEQR Technical Manual* significant adverse impact threshold (3.0 dBA).

**TABLE ES-6**  
**Required Attenuation at Noise Measurement Locations (CEQR)**

Building	Frontage	Associated Receptor Location <sup>1</sup>	Maximum Calculated Total L10 Noise Level in	CEQR Minimum Required Attenuation in dBA <sup>2</sup>
B1 (tentative Lot 10)	Northern	1	<del>70.81</del> -4	28
	Southern	Play Area <sup>3</sup>	74.36	31
	Eastern (≥50 feet from Lafayette Avenue with frontages facing the Play Area)	Play Area <sup>3</sup>	74.36	31
	Eastern (<50 feet from Lafayette Avenue)	1	<del>70.81</del> -4	28
	Western	2	70.79	28
B2 (tentative Lot 20)	Northern	1	<del>70.81</del> -4	28
	Southern	Play Area <sup>3</sup>	<del>70.91</del> -0	28
	Eastern(≤50 feet from Lafayette Avenue)	1	<del>70.81</del> -4	28
	Eastern (>50 feet from Lafayette Avenue)	3	69.9	N/A
	Western	Play Area <sup>3</sup>	72.59	28
B3 (tentative Lot 15)	Northern	Play Area <sup>3</sup>	71.13	28
	Southern	3	69.9	N/A
	Eastern	3	69.9	N/A
	Western	Play Area <sup>3</sup>	71.13	28
B4 (tentative Lot 50)	Northern	Play Area <sup>3</sup>	71.02	28
	Southern (<50 feet from Thieriot Avenue)	2	70.79	28
	Southern (≥50 feet from Thieriot Avenue)	3	69.9	N/A <sup>4,3</sup>
	Eastern	3	69.9	N/A
	Western	2	70.79	28
B5 (tentative Lot 40)	Northern	3	69.9	N/A
	Southern	3	69.9	N/A <sup>4,3</sup>
	Eastern	3	69.9	N/A <sup>4,3</sup>
	Western	3	69.9	N/A <sup>4,3</sup>
B6 (tentative Lot 30)	Northern	3	69.9	N/A
	Southern	3	69.9	N/A <sup>4,3</sup>
	Eastern	3	69.9	N/A <sup>4,3</sup>
	Western	3	69.9	N/A <sup>4,3</sup>

**Notes:**

<sup>1</sup> Receptor locations shown in **Figure 14-1 of Chapter 14, "Noise."**

<sup>2</sup> The above composite window-wall attenuation values are for residential/community facility uses. Commercial office spaces and meeting rooms would be 5.0 dBA less in each category. All the above categories require a closed window situation and an alternate means of ventilation.

<sup>3</sup> "N/A" indicates that the highest calculated L<sub>10</sub> noise level is below 70 dBA. The CEQR Technical Manual does not specify minimum attenuation guidance for exterior L<sub>10</sub> values below this level.

Based on the calculated With-Action L<sub>10</sub> noise levels, window/wall attenuations would be required for future residential/community facility uses at the Development Site through an (E) designation (E-626) which would be established as part of approval of the Proposed Actions. Table ES-6 shows the minimum window/wall attenuation necessary to meet CEQR Technical Manual requirements for internal noise levels at each of the noise measurement locations based on the predicted With-Action L<sub>10</sub> noise levels. As presented in Table ES-6 to satisfy CEQR interior noise level requirements and ensure acceptable interior noise levels for residential/community facility uses, a minimum composite window/wall attenuation rating of 28 dBA for all facades fronting and within 50 feet of Lafayette Avenue and Thieriot Avenue would

be required. Additionally, as a result of the proposed play area and tennis courts, 31 dBA of attenuation would be required on Building B1's southern and eastern facades facing the play area and 28 dBA of attenuation would be required on Building B2's western and southern façades, Building B3's northern and western facades, and Building B4's northern facades facing the proposed play areas.

With implementation of the attenuation levels presented in Table ES-6, the Proposed Actions and subsequent development would provide sufficient attenuation to achieve the *CEQR Technical Manual* interior noise level guidance. Therefore, the Proposed Actions would not result in any significant adverse impacts related to noise attenuation.

## **Public Health**

The Proposed Actions would not result in significant adverse public health impacts. The Proposed Actions are not expected to result in unmitigated significant adverse impacts in the following technical areas that contribute to public health: operational air quality, construction-related air quality, operational noise, water quality, or hazardous materials. The Proposed Actions could result in temporary, unmitigated significant adverse construction-related noise impacts. However, during construction associated with the Proposed Project, none of the sensitive nearby receptors would experience prolonged exposure to noise levels above 85 dB(A) or episodic and unpredictable exposure to short-term impacts of noise at high decibel levels. As such, the Proposed Actions are not anticipated to cause excessively high chronic noise exposure and, therefore, are not expected to result in a significant adverse public health impact related to noise.

## **Neighborhood Character**

The Proposed Actions would not result in significant adverse impacts associated with neighborhood character. The Project Area is located in the Soundview neighborhood of the Bronx, an established residential community defined by a variety of low-density residential, commercial, and institutional building types developed in the mid-20th century, largely surrounded by yards, open space, and accessory parking. Residential buildings in the area range from low-rise rowhouses set back from the street to high-rise towers-in-the-park such as the New York City Housing Authority (NYCHA) Monroe Houses. Mean annual household incomes of residents living in the study area are lower than the Bronx and New York City, likely attributed in part to the substantial number of NYCHA housing developments in the vicinity of the Project Area. The abundance of street trees and public open space resources within and in close proximity to the secondary study area are defining features of the neighborhood surrounding the Project Area. There is also a substantial amount of surface parking in the secondary study area, both as accessory parking to residences and public facilities, and on-street parking options. The study area is also served by various public transit options.

The Proposed Actions would permit the development of affordable housing, community facility space, and public open space on the western portion of the Stevenson Commons site, which would remain underutilized absent the Proposed Actions. The requested minor modifications would facilitate the development of an additional 735 affordable income-restricted DUs, including 621 income-restricted units and 114 AIRS units, 33,995 gsf of community facility uses, and 1.94 acres of publicly accessible open space. The proposed minor modifications would be consistent with the Stevenson Commons LSRD development, and would be compliant with the underlying R6 zoning district and compatible with the built character of the surrounding neighborhood. Additionally, the Proposed Project would support the City's goals of promoting affordable housing development by maximizing the use of vacant and underutilized land.

As described in the EIS and summarized herein, the Proposed Actions would not result in significant adverse impacts in the areas of land use, zoning, and public policy; socioeconomic conditions; open space; shadows; historic and cultural resources; urban design and visual resources; or noise. The significant adverse traffic and bus impacts that would occur as a result of the Proposed Actions would not affect any defining feature of neighborhood character, nor would a combination of moderately adverse effects (related to any of the above-mentioned technical analysis areas) affect such a defining feature. While the Proposed Actions would result in increased transportation activities and significant adverse traffic and bus impacts, these impacts would not result in a significant change to one of the determining elements of neighborhood character, and the resulting conditions would be similar to those seen in the study area and would not create levels of activity or service conditions that would be out of character with the surrounding neighborhood. Thus, the changes in transportation due to the Proposed Actions would not result in any significant adverse impacts on neighborhood character. In addition, while incremental vehicle volumes introduced as a result of the Proposed Actions would increase noise levels adjacent to the Project Area, the increases would not be perceptible to individuals (i.e., would be less than 3.0 dBA) and therefore, would not alter the character of the surrounding neighborhood.

## **Construction**

A construction assessment was conducted and determined that the Proposed Actions are not expected to result in significant adverse construction-period impacts related to ~~transportation~~, air quality, ~~noise~~, land use and neighborhood character, socioeconomic conditions, community facilities, open space, historic and cultural resources, or hazardous materials. However, significant adverse impacts were identified for construction-related traffic and noise.

## **Transportation**

Peak construction conditions during the fourth quarter (Q4) of 2026 were considered for the analysis of potential transportation (traffic, transit, pedestrian, and parking) impacts during construction. Based on the anticipated numbers of vehicle trips from construction trucks and construction workers and operational trips from completed portions of the Proposed Project, incremental vehicle trips during the 2026 Q4 peak construction period are expected to be less than the incremental peak hour trips that would be generated during the weekday AM and PM peak hours with full build-out of the Proposed ~~Development~~Project. In addition, there is typically less overall traffic on the study area street network during the 6:00 AM to 7:00 AM and 3:00 PM to 4:00 PM construction peak hours than during the analyzed 7:45 AM to 8:45 AM and 4:30 PM to 5:30 PM operational peak hours.

Construction traffic conditions were evaluated during the 2026 Q4 construction AM and PM peak hours at ten intersections (seven signalized and three unsignalized) in the traffic study area where construction vehicle trips would exceed the 50-trips/hour CEQR Technical Manual analysis threshold in one or both construction peak hours. As summarized in Tables ES-7 and ES-8, construction traffic impact analysis indicates the potential for significant adverse impacts at one lane group at one intersection in the weekday AM construction peak hour, and three lane groups at three intersections in the weekday PM construction peak hour. The "Mitigation" section below discusses potential measures to mitigate these significant adverse traffic impacts.

**TABLE ES-7**  
**Number of Impacted Intersections and Lane Groups by Peak Hour**

	<u>Construction Peak Hour</u>	
	<u>Weekday AM</u>	<u>Weekday PM</u>
<u>Impacted Lane Groups</u>	<u>1</u>	<u>3</u>
<u>Impacted Intersections</u>	<u>1</u>	<u>3</u>

**TABLE ES-8**  
**Summary of Significantly Impacted Intersections**

<u>Intersection</u>		<u>Construction Peak Hour</u>	
<u>Location</u>	<u>Control</u>	<u>Weekday AM</u>	<u>Weekday PM</u>
<u>Bruckner Boulevard EB (EB) &amp; White Plains Road (NB/SB)</u>	<u>Signalized</u>	<u>X</u>	<u>X</u>
<u>Bruckner Boulevard WB (WB) &amp; White Plains Road (NB/SB)</u>	<u>Signalized</u>	<u>--</u>	<u>X</u>
<u>Lafayette Avenue (EB/WB) &amp; White Plains Road (NB/SB)</u>	<u>Signalized</u>	<u>--</u>	<u>X</u>
<u>Total</u>		<u>1</u>	<u>3</u>

Based on the results of a construction traffic screening analysis, seven intersections that would have one or more lane groups significantly adversely impacted by operational traffic in 2028 would also potentially have one or more lane groups adversely impacted by construction traffic in the AM and/or PM construction peak hours. These would include:

- ~~1. White Plains Road at Bruckner Boulevard Westbound (signalized)~~
- ~~2. White Plains Road at Bruckner Boulevard Eastbound (signalized)~~
- ~~3. White Plains Road at Story Avenue (signalized)~~
- ~~4. White Plains Road at Bruckner Plaza (signalized)~~
- ~~5. White Plains Road at Turnbull Avenue (signalized)~~
- ~~6. White Plains Road at Lafayette Avenue (signalized)~~
- ~~7. Thieriot Avenue at Lafayette Avenue (unsignalized)~~

Given the lower overall study area traffic volumes during the construction peak hours compared to the operational peak hours used for the screening analysis, some lane groups impacted by operational traffic may not be impacted by construction traffic under 2026 Q4 construction conditions. Also, given the differences in directional distributions between operational and construction vehicle trips, some lane groups at these intersections may be significantly impacted by construction traffic in 2026 Q4 that would not be impacted by operational traffic in 2028.

Between the Draft EIS and the Final EIS, further detailed analysis of traffic conditions in the 2026 Q4 peak construction period will be undertaken to confirm which, if any, lane groups at the seven intersections identified above would potentially experience significant adverse impacts due to construction traffic. If impacts are identified and no mitigation measures are found to be practicable, then construction traffic may result in temporary unmitigated significant adverse impacts at one or more of these seven intersections in the 2026 Q4 peak construction period.

During the 2026 Q4 peak construction period, transit demand from construction workers on the Development Site would not meet the 200 trips/hour CEQR Technical Manual analysis threshold for a

detailed subway analysis, nor the 50 trips/hour/direction analysis threshold for a detailed bus analysis during the AM and PM construction peak hours, and few if any operational transit trips would occur during these periods. Therefore, significant adverse impacts to subway and bus services are not expected to occur during the 2026 Q4 peak construction period.

Similarly, during the 2026 Q4 peak construction period, pedestrian demand from construction workers on the Development Site (both walk-only trips and trips to/from area transit services) would not meet the 200 trips/hour *CEQR Technical Manual* analysis threshold for a detailed pedestrian analysis in either the weekday AM or PM construction peak hours, and few if any operational pedestrian trips would occur during these periods. Significant adverse pedestrian impacts are therefore not expected to occur during the 2026 Q4 peak construction period. During construction, where sidewalk closures are required, adequate protection or temporary sidewalks would be provided in accordance with New York City Department of Transportation Office of Construction Mitigation and Coordination (DOT-OCMC) requirements.

Incremental parking demand from both the construction workers and the completed buildings on the Development Site (Buildings B3, B4, B5 and B6) would total approximately 242 spaces during the 2026 Q4 peak construction period. As it is assumed that there would be 251 parking spaces provided on-site during the 2026 Q4 peak construction period, the site-generated parking demand would be fully accommodated on-site. Therefore, the Proposed Actions are not expected to result in significant adverse parking impacts during the 2026 Q4 peak construction period.

### ***Air Quality***

An emissions reduction program would be implemented for the Proposed Project to minimize the effects of construction activities on the surrounding community. Measures would include dust suppression measures, use of ultra-low sulfur diesel (ULSD) fuel, idling restrictions, diesel equipment reduction, the utilization of newer equipment (i.e., equipment meeting at least the U.S. Environmental Protection Agency's [EPA] Tier 3 emission standard), and best available tailpipe reduction technologies. With the implementation of these emission reduction measures, the dispersion modeling analysis of construction-related air emissions for both non-road and on-road sources determined that particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), annual-average nitrogen dioxide (NO<sub>2</sub>), and carbon monoxide (CO) concentrations would be below their corresponding de minimis thresholds or National Air Quality Ambient Standards (NAAQS), respectively. Therefore, construction of the Proposed Project would not result in significant adverse air quality impacts due to construction sources.

### ***Noise***

Based on the construction predicted to occur at the Development Site, noise resulting from construction is expected to exceed the *City Environmental Quality Review (CEQR) Technical Manual* noise impact thresholds as well as result in "objectionable" and "very objectionable" noise level increases at some receptors. Twelve time periods were analyzed over the course of the Proposed Project's assumed construction schedule. Receptors where noise level increases were predicted to exceed the construction noise evaluation thresholds for extended durations were identified. The noise analysis results show that the predicted noise levels would exceed the *CEQR Technical Manual* construction noise impact criteria at numerous receptors adjacent to the Development Site as well as the proposed building B3, which would be completed and occupied while construction of the remaining proposed buildings would occur adjacent. The noise analysis examined the reasonable worst-case peak hourly noise levels that would result from construction in a specific month selected for analysis, and consequently is conservative in predicting

significant increases in noise levels. Typically, the loudest hourly noise level during each month of construction would not persist throughout the entire month.

### **Other Technical Areas**

#### *LAND USE AND NEIGHBORHOOD CHARACTER*

Construction activities would affect land use within the Project Area but would not alter surrounding land uses. As is typical with construction projects, during periods of peak construction activity there would be some disruption, predominantly noise, to the nearby area. These disruptions would be temporary in nature and would have limited effects on land uses within the surrounding area, particularly as most construction activities would take place within the Project Area or within portions of sidewalks, curbs, and travel lanes of public streets immediately adjacent to the site. Overall, while the construction at the Project Area would be evident to the local community, the temporary nature of construction would not result in significant or long-term adverse impacts on local land use patterns or the character of the nearby area.

#### *SOCIOECONOMIC CONDITIONS*

Construction activities could temporarily affect pedestrian and vehicular access. ~~Although construction may at times result in temporary disruption of pedestrian or vehicular circulation adjacent to the Development Site, pedestrian and vehicular access to the Project Area would always remain.~~ ~~Moreover~~ However, lane and/or sidewalk closures would not obstruct entrances to any existing businesses, and businesses are not expected to be significantly affected by any temporary reductions in the amount of pedestrian foot traffic or vehicular delays that could occur as a result of construction activities. Overall, construction activities associated with the Proposed Actions would not result in any significant adverse impacts on surrounding businesses.

Construction would create direct benefits resulting from expenditures on labor, materials, and services, and indirect benefits created by expenditures by material suppliers, construction workers, and other employees involved in the direct activity. Construction also would contribute to increased tax revenues for the City and State, including those from personal income taxes.

#### *COMMUNITY FACILITIES*

No community facilities would be directly affected by construction activities for an extended duration. The portions of the Project Area to be developed will be surrounded by construction fencing and barriers that would limit the effects of construction on nearby facilities. Construction workers would not place any burden on public schools and would have minimal, if any, demands on libraries, child care facilities, and health care. Construction of the Proposed Project would not block or restrict access to any facilities in the area, and would not materially affect emergency response times significantly. The NYPD and FDNY emergency services and response times would not be materially affected due to the geographic distribution of the police and fire facilities and their respective coverage areas.

#### *OPEN SPACE*

There are no publicly accessible open spaces within the Project Area and no public open space resources would be used for staging or other construction activities. As discussed above, there would be no significant adverse air quality impacts on open spaces in the surrounding area taking into account dust control measures and other emission reduction measures incorporated in the Proposed Project. The construction noise analysis (discussed above) showed that, while construction noise could be perceptible

at some of the nearby open spaces, the predicted construction noise levels would not rise to the level of a significant impact, and would therefore not result in a major change in the usability of these facilities.

#### *HISTORIC AND CULTURAL RESOURCES*

The Project Area does not possess archaeological significance, and therefore, the Proposed Project does not have the potential to result in construction period archaeological impacts. The Proposed Actions would not result in any significant adverse direct impacts to architectural resources as no historic architectural resources are located within the Project Area. Moreover, no architectural resources are located within 90 feet of the Project Area. Therefore, the Proposed Actions would not result in any significant adverse construction-related impacts to historic architectural resources.

#### *HAZARDOUS MATERIALS*

As discussed in the “Hazardous Materials” section above, a Phase II Environmental Site Assessment Work Plan and a Health and Safety Plan (HASP) were prepared and submitted to DEP for review and approval. DEP approved the Phase II Work Plan and HASP, and sampling activities on the Development Site have been conducted in accordance with the approved Work Plan. The Phase II Report along with a Remedial Action Plan (RAP) have been submitted to DEP for review and approval. The RAP incorporates a Construction Health and Safety Plan (CHASP). These plans set out procedures to be followed to avoid the potential for adverse impacts related to the hazardous materials identified by the Phase II investigation as well as other hazardous materials that could be unexpectedly encountered. The Applicant will commit to implementing the remedial activities outlined in the RAP and CHASP, which ~~are anticipated to be~~ will be approved by DEP ~~in advance of the issuance of the FEIS~~, prior to construction. With adherence to these measures, as well as existing standard regulations, there would be no increase in the exposure of people or the environment to hazardous materials associated with construction of the Proposed Project. As such, the Proposed Actions would not result in any significant adverse construction-related impacts to hazardous materials.

## **H. MITIGATION**

As discussed above, significant adverse impacts from the Proposed Actions were identified for transportation (traffic and bus transit), as well as construction (traffic and noise). Potential measures to mitigate these impacts are discussed below.

### **Transportation**

#### ***Traffic***

As described in the “Transportation” section above, the Proposed Actions would result in significant adverse traffic impacts at seven study area intersections during one or more analyzed peak hours; specifically, ~~14-11~~ 14-11 lane groups at seven intersections in the weekday AM peak hour, ~~three-two~~ three-two lane groups at two intersections in the midday, seven lane groups at four intersections in the PM, and ~~five-six~~ five-six lane groups at three intersections in the Saturday peak hour. As shown in Tables ES-~~79~~ 80 and ES-~~810~~ 810, implementation of traffic engineering improvements such as signal timing changes and lane restriping would fully mitigate the significant adverse impacts to two lane groups at one intersection in the weekday AM peak hour, ~~two-one~~ two-one lane groups at one intersection in the midday peak hour, two lane groups at one intersection during the PM peak hour, and ~~three-four~~ three-four lane groups at two intersections in the Saturday peak hour. Impacts to a total of ~~12-nine~~ 12-nine lane groups would remain unmitigated at six intersections in the

weekday AM peak hour, one lane group at one intersection in the weekday midday peak hour, five lane groups at three intersections in the weekday PM peak hour, and two lane groups at one intersection in the Saturday peak hour.

Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure may be identified.

**TABLE ES-97****Summary of Lane Groups/Intersections with Significant Adverse Traffic Impacts**

Peak Hour	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
Weekday AM	6059/13	486/6	114/7	2/1	912/6
Weekday MD	6059/13	57/11	23/2	12/1	1/1
Weekday PM	6059/13	523/9	7/4	2/1	5/3
Saturday	6059/13	535/10	65/3	43/2	2/1

**TABLE ES-108****Lane Groups With Unmitigated Significant Adverse Traffic Impacts**

Signalized Intersections	Weekday AM Peak Hour	Weekday MD Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
Bruckner Boulevard EB & White Plains Road	-		EB-LTR, SB-L	-
Bruckner Boulevard WB & White Plains Road	NB-L, NB-LT, <del>SB-TR</del>		-	-
Bruckner Plaza & White Plains Road	NB-TR		-	-
Lafayette Avenue & White Plains Road	EB-L, WB-T		EB-L	-
Turnbull Avenue & White Plains Road	NB-TR		-	-
Story Avenue & White Plains Road	<del>EB-LTR, WB-R, NB-T</del>	NB-T	EB-LTR, <del>NBWB-TR</del>	EB-LTR, SB-L
Lafayette Avenue & Thieriot Avenue (Unsignalized)	NB-LTR, SB-LTR		-	-

**Notes:**

NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound  
L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn

**Transit****BUS**

The Proposed Actions would result in a capacity shortfall of 89 spaces on northbound Bx39 service and 1 space on southbound Bx39 service in the AM peak hour. This significant adverse impact to Bx39 local bus service could be fully mitigated by the addition of two standard buses in the northbound direction and one standard bus in the southbound direction in the AM peak hour. The general policy of NYCT is to provide additional bus service where demand warrants, taking into account financial and operational constraints.

## Construction

### Traffic

As discussed in the “Construction” section above, based on the results of a construction traffic screening analysis, seven intersections that would have one or more lane groups significantly adversely impacted by operational traffic in 2028 would also potentially have one or more lane groups adversely impacted by construction traffic in the AM and/or PM construction peak hours. These would include:

White Plains Road at Bruckner Boulevard Westbound (signalized)

White Plains Road at Bruckner Boulevard Eastbound (signalized)

White Plains Road at Story Avenue (signalized)

White Plains Road at Bruckner Plaza (signalized)

White Plains Road at Turnbull Avenue (signalized)

White Plains Road at Lafayette Avenue (signalized)

Thieriot Avenue at Lafayette Avenue (unsignalized)

Given the lower overall study area traffic volumes during the construction peak hours compared to the operational peak hours used for the screening analysis, some lane groups impacted by operational traffic may not be impacted by construction traffic under 2026 Q4-4Q construction conditions at three study area intersections during one or both analyzed construction peak hours; specifically, two one lane groups at one intersection in the AM construction peak hour, and three lane groups at three intersections in the PM construction peak hour. As shown in Tables ES-11 and ES-12, implementation of traffic engineering improvements such as signal timing changes and lane restriping would fully mitigate the significant adverse impacts in the construction AM peak hour, and two lane groups at two intersections would be fully mitigated in the construction PM peak hour. Impacts to one lane group would remain unmitigated at one intersection in the construction PM peak hour.

Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure may be identified.

**TABLE ES-1118-3**

#### Summary of Lane Groups/Intersections with Significant Adverse Construction Traffic Impacts

Peak Hour	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
Construction AM	45/10	44/9	1/1	1/1	0/0
Construction PM	45/10	42/7	3/3	2/2	1/1

**TABLE ES-12****Lane Groups With Unmitigated Significant Adverse Construction Traffic Impacts**

<u>Signalized Intersections</u>	<u>Construction AM Peak Hour</u>	<u>Construction PM Peak Hour</u>
<u>Bruckner Boulevard EB &amp; White Plains Road</u>	<u>≡</u>	<u>SB-L</u>

**Notes:**

NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound

L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn

~~Also, given the differences in directional distributions between operational and construction vehicle trips, some lane groups at these intersections may be significantly impacted by construction traffic in 2026 Q4 that would not be impacted by operational traffic in 2028.~~

~~Between the Draft EIS and the Final EIS, further detailed analysis of traffic conditions in the 2026 Q4 peak construction period will be undertaken to confirm which, if any, lane groups at the seven intersections identified above would potentially experience significant adverse impacts due to construction traffic. If impacts are identified and no mitigation measures are found to be practicable, then construction traffic may result in temporary unmitigated significant adverse impacts at one or more of these seven intersections in the 2026 Q4 peak construction period.~~

**Noise**

As discussed in the “Construction” section above, the Proposed Project would have the potential to result in significant adverse construction noise impacts at sensitive receptors in the vicinity of the proposed construction work areas. There would be no feasible and practicable mitigation measures for the significant adverse construction noise impacts predicted to occur at outdoor spaces or at buildings or units that already have insulated glass windows and air conditioning units. For impacted buildings that do not have insulated glass windows and alternate means of ventilation, the predicted impacts could be partially mitigated with receptor controls (i.e., storm windows and air conditioning units at residences that do not already have air conditioning).

**I. ALTERNATIVES****No-Action Alternative**

The No-Action Alternative examines future conditions in the Project Area, but assumes the absence of the Proposed Actions (i.e., none of the discretionary approvals proposed as part of the Proposed Actions would be adopted). Under the No-Action Alternative in 2028, it is expected that no new development would occur within the Project Area, which would continue to be occupied by the existing 948 DUs, 10,648 gsf of local retail uses, and 36,214 gsf of community facility uses (health center). The technical chapters of the EIS have described the No-Action Alternative as “the Future without the Proposed Actions.”

The significant adverse impacts related to transportation and construction anticipated for the Proposed Actions would not occur under the No-Action Alternative. However, the No-Action Alternative would not meet the goals of the Proposed Actions. The benefits expected to result from the Proposed Actions — the development of an additional 735 units of affordable housing for families and seniors, community facility space (including a child care center), and publicly-accessible open space — would not be realized under this alternative.

## No Unmitigated Significant Adverse Impacts Alternative

The No Unmitigated Significant Adverse Impacts Alternative examines a scenario in which the density and other components of the Proposed ~~Development Project~~ are changed specifically to avoid the unmitigated significant adverse impacts associated with the Proposed Actions. There is the potential for the Proposed Project to result in unmitigated significant adverse impacts related to transportation (traffic) and construction (traffic, noise). Overall, in order to eliminate all unmitigated significant adverse impacts, the Proposed Project would have to be modified to a point where the principal goals and objectives would not be realized.

### J. UNAVOIDABLE ADVERSE IMPACTS

According to the *City Environmental Quality Review (CEQR) Technical Manual*, unavoidable significant adverse impacts are those that would occur if a proposed project or action is implemented regardless of the mitigation employed, or if mitigation is infeasible. As described in the “Mitigation” section, the Proposed Actions would potentially result in significant adverse impacts with respect to transportation (traffic, bus), and construction (traffic, noise). To the extent practicable, mitigation has been proposed for the identified significant adverse impacts. However, in some instances (a) no practicable mitigation was identified to fully mitigate significant adverse impacts, and (b) there are no reasonable alternatives to the Proposed Actions that would meet the purpose and need for the Proposed Actions, eliminate the impact, and not cause other or similar significant adverse impacts.

#### Transportation

##### Traffic

As discussed in the “Transportation” section above, the Proposed Actions would result in significant adverse traffic impacts at seven ~~signalized~~ study area intersections during one or more analyzed peak hours. Specifically, significant adverse impacts were identified to ~~14-11~~ lane groups at seven intersections in the weekday AM peak hour, ~~three-two~~ lane groups at two intersections in the midday, seven lane groups at four intersections in the PM, and ~~five-six~~ lane groups at three intersections in the Saturday peak hour. As discussed in the “Mitigation” section, implementation of traffic engineering improvements such as signal timing changes and lane restriping would fully mitigate the significant adverse impacts to two lane groups at one intersection in the weekday AM peak hour, ~~two-one~~ lane groups at one intersection in the midday peak hour, two lane groups at one intersection during the PM peak hour and ~~three-four~~ lane groups at two intersections in the Saturday peak hour. As shown in Table ES-8~~10~~ above, no practicable mitigation was identified for the impacts to a total of ~~12-nine~~ lane groups which would remain unmitigated at six intersections in the weekday AM peak hour, one lane group at one intersection in the weekday midday peak hour, five lane groups at three intersections in the weekday PM peak hour and two lane groups at one intersection in the Saturday peak hour. Consequently, these impacts would constitute unavoidable significant adverse traffic impacts as a result of the Proposed Actions.

Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure may be identified. In the absence of the application of mitigation measures, the impacts would also remain unmitigated and would also constitute unavoidable adverse traffic impacts as a result of the Proposed Actions.

## Construction

### Traffic

As discussed in the “Construction” section above, the construction traffic under 2026 4Q construction conditions would result in significant adverse traffic impacts at three signalized study area intersections during one or both analyzed peak hours; specifically, one lane group at one intersection in the AM construction peak hour, and three lane groups at three intersections in the PM construction peak hour. As discussed in Chapter 18, “Mitigation,” implementation of traffic engineering improvements such as signal timing changes and lane restriping would fully mitigate the significant adverse impacts in the construction AM peak hour, and two lane groups at two intersections would be fully mitigated in the construction PM peak hour. As shown in Table ES-13, no practicable mitigation was identified for the impacts to one lane group at one intersection in the construction PM peak hour. Consequently, this impact would constitute an unavoidable significant adverse traffic impact as a result of the Proposed Actions.

Implementation of the recommended traffic engineering improvements is subject to review and approval by the New York City Department of Transportation (DOT). If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure may be identified. In the absence of the application of mitigation measures, the impacts would also remain unmitigated and would also constitute unavoidable adverse traffic impacts as a result of the Proposed Actions.

**TABLE ES-13**

**Lane Groups With Unmitigated Significant Adverse Construction Traffic Impacts**

<u>Signalized Intersections</u>	<u>Construction AM Peak Hour</u>	<u>Construction PM Peak Hour</u>
<u>Bruckner Boulevard EB &amp; White Plains Road</u>	=	<u>SB-L</u>

**Notes:**

This table has been added for the FEIS.

NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound

L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn

As discussed in the “Construction” section above, based on the results of a construction traffic screening analysis, seven intersections that would have one or more lane groups significantly adversely impacted by operational traffic in 2028 would also potentially have one or more lane groups adversely impacted by construction traffic in the AM and/or PM construction peak hours. These would include:

1. White Plains Road at Bruckner Boulevard Westbound (signalized)
2. White Plains Road at Bruckner Boulevard Eastbound (signalized)
3. White Plains Road at Story Avenue (signalized)
4. White Plains Road at Bruckner Plaza (signalized)
5. White Plains Road at Turnbull Avenue (signalized)
6. White Plains Road at Lafayette Avenue (signalized)
7. Thieriot Avenue at Lafayette Avenue (unsignalized)

Given the lower overall study area traffic volumes during the construction peak hours compared to the operational peak hours used for the screening analysis, some lane groups impacted by operational traffic may not be impacted by construction traffic under 2026 Q4 construction conditions. Also, given the differences in directional distributions between operational and construction vehicle trips, some lane groups at these intersections may be significantly impacted by construction traffic in 2026 Q4 that would not be impacted by operational traffic in 2028.

~~Between the Draft EIS and the Final EIS, further detailed analysis of traffic conditions in the 2026 Q4 peak construction period will be undertaken to confirm which, if any, lane groups at the seven intersections identified above would potentially experience significant adverse impacts due to construction traffic. If impacts are identified and no mitigation measures are found to be practicable, then construction traffic may result in temporary unmitigated significant adverse impacts at one or more of these seven intersections in the 2026 Q4 peak construction period.~~

### **Noise**

The Proposed Actions would have the potential to result in temporary significant adverse construction noise impacts at several receptor locations surrounding the Development Site. Construction activities would follow the requirements of the *New York City Noise Control Code* (also known as Chapter 24 of the *Administrative Code of the City of New York*, or Local Law 113) for construction noise control measures. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the *New York City Noise Control Code*. These measures could include a variety of source and path controls. However, the implementation of these measures would not eliminate all of the identified significant adverse construction noise impacts predicted to occur during hours when the loudest pieces of construction equipment are in use. Consequently, these temporary construction noise impacts would not be fully mitigated and would therefore constitute an unavoidable significant adverse construction noise impact.

## **K. GROWTH-INDUCING ASPECTS OF THE PROPOSED ACTIONS**

The Proposed Actions would result in more intensive land uses on the Development Site, however, it is not anticipated that the Proposed Actions would generate significant secondary impacts resulting in substantial new development in nearby areas. While the Proposed Project could add new population with a higher average household income as compared with the existing population in the study area, the Proposed Project would not directly displace existing residential tenants, and the Proposed Actions would not result in socioeconomic changes that would alter the residential market in a manner that would lead to notable project-generated rent pressures. The affordable housing added by the Proposed Project is expected to help maintain a more diverse demographic composition, including providing senior housing, within the study area and would further expand housing opportunities in an area where a strong demand for affordable housing exists. Therefore, the Proposed Project is not expected to induce or accelerate a trend of changing socioeconomic conditions

In addition, the Proposed Actions would not include the introduction or expansion of infrastructure capacity (e.g., sewers, central water supply) that would result in indirect development; any proposed infrastructure improvements would be made to support development of the Proposed Project on the Development Site itself. Therefore, such improvements, would not result in an expansion of infrastructure capacity in the surrounding area and would not be expected to induce growth outside of the Development Site.

Overall, the Proposed Actions are not expected to induce any significant additional growth beyond that identified and analyzed in the EIS.

## L. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Resources, both natural and man-made, would be expended in the construction and operation of the development projected to occur as a result of the Proposed Actions. These resources include the building materials used in construction; energy in the form of gas and electricity consumed during construction and operation of the Proposed Project by various mechanical and processing systems; and the human effort (time and labor) required to develop, construct, and operate various components of the Proposed Project. These are considered irretrievably committed because their reuse for some other purpose would be highly unlikely.

The Development Site does not possess any natural resource values and is currently occupied by surface accessory parking spaces and private open spaces encompassing private tennis and handball courts as well as passive grassy areas. Although the Proposed Project would result in an increase in new residential and community facility land uses and publicly accessible open space on the Development Site, the Proposed Project would constitute an irreversible and irretrievable commitment of the Development Site as a land resource, thereby rendering land use for other purposes infeasible, at least in the near term.

These commitments of materials and land resources are weighed against the benefits of the Proposed Project, which would add approximately 735 affordable housing units in the Soundview neighborhood of the Bronx. This affordable housing would contribute to the housing production goals of the Mayor's *Housing New York: A Five-Borough, Ten-Year Plan*. The proposed residential development would help provide much-needed affordable residential units in an area in which population is increasing and there is increased demand for residential uses. The Proposed Project also would create approximately 1.94 acres of publicly accessible open space on the Development Site.