

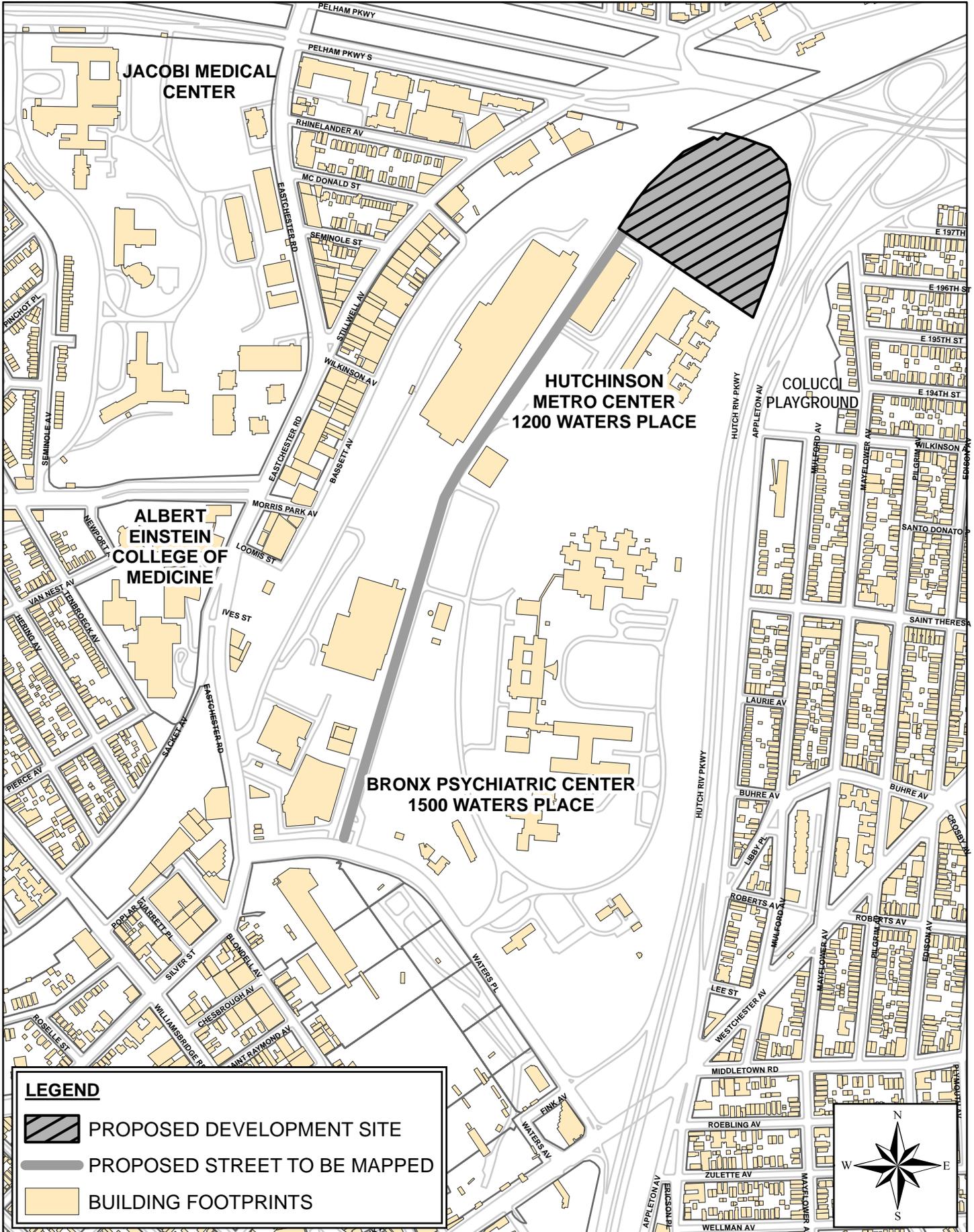
PUBLIC SAFETY ANSWERING CENTER II CHAPTER 1: PROJECT DESCRIPTION

A. INTRODUCTION

The Public Safety Answering Center II (PSAC II) is a proposal to construct a second emergency communications 911 call intake and dispatch center for the City of New York (“the City”) on an approximately 8.75 acre site in the Pelham Parkway section of the Bronx (see Figure 1-1, Location Map). The proposed public facility, to be operated by the New York City Police Department (NYPD), the Fire Department of New York (FDNY), and the New York City Department of Information Technology and Telecommunications (NYCDOITT), would function as a parallel operation to the existing PSAC I in Downtown Brooklyn and would augment and provide redundancy to the current emergency 911 response services in New York City. It would serve as a streamlined emergency call intake and dispatch center for all of the City’s first responders, including the NYPD, FDNY, and the Emergency Medical Services (EMS), and would also house command control center operations for the FDNY and the NYPD to coordinate emergency response throughout the entire city at a centralized location. The proposed facility would consist of a single office building and an accessory parking garage (“proposed development”).

The proposed development would be located near the interchange of the Pelham Parkway and the Hutchinson River Parkway, and to the east of the New York, New Haven and Hartford railroad right-of-way for Amtrak (see Figure 1-1). The development site would comprise the northernmost portion of the Hutchinson Metro Center office complex (“HMC”), consisting of portions of three irregularly shaped privately owned lots, including Lot 75 and part of Lots 40, and 55 on Block 4226 (“proposed development site”). The site is partially occupied by vacant land and partially occupied by at-grade accessory parking for the HMC office uses located to the south of the proposed site. As the proposed development site is relatively isolated from the surrounding area with no linear frontage adjacent to a public street, the applicant is also proposing to amend the City Map to map an existing privately owned street that provides access to the HMC as a public street to ensure permanent vehicular access and utility services to the proposed development along a public right-of-way. The proposed public street (Block 4226, part of Lots 30, 35 and 40) would extend north of Waters Place from a signalized intersection located approximately 420 feet east of the intersection of Eastchester Avenue and Waters Place for approximately 0.63 miles to the southern boundary of the proposed development site. The proposed street would be mapped at a width of 60 feet for approximately 1,790 feet and 50 feet for approximately 1,550 feet.

This proposal involves three discretionary actions, consisting of site selection for a public facility, acquisition of privately owned land by the City, and an amendment to the City Map to establish a new public street segment (“the Proposed Action”). As the proposed development is still in the early design phases, for conservative EIS analysis purposes, an illustrative massing study has been prepared for the programmatic requirements of the PSAC II facility. The massing study represents the anticipated maximum building envelope that could be constructed for the proposed development, which includes an approximately 640,000 gsf building with 14 levels (350 feet tall with an elevation of 374 feet) and a 500-space accessory parking garage. Based on the illustrative massing study, in addition to the discretionary actions described above, the proposed development will likely require a mayoral waiver



to modify the accessory parking requirements of the proposed development site's M1-1 zoning regulations. If all necessary approvals are granted, construction of the proposed development is expected to commence in 2009, and continue for approximately 42 months, with move-ins beginning by mid-2012. It is expected that the proposed development would be fully occupied by late-2012, and therefore this is the analysis year used throughout this Final Environmental Impact Statement (FEIS).

This FEIS has been prepared in conformance with applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, and follows the guidance of the *CEQR Technical Manual*, October 2001. The FEIS includes review and analysis of all relevant impact categories identified in the *CEQR Technical Manual*. The EIS contains a description and analysis of the Proposed Action and its environmental setting; the environmental impacts of the Proposed Action, including its short and long term effects, and typical associated environmental effects; identification of any significant adverse environmental effects that can be avoided through incorporation of corrective measures into the Action; a discussion of alternatives to the Proposed Action; the identification of any irreversible and irretrievable commitments of resources that would be involved in the Proposed Action should it be implemented; and a description of any necessary mitigation measures proposed to minimize significant adverse environmental impacts.

B. PURPOSE AND NEED

The proposed PSAC II development is an essential component to the City's Enhanced 911 Project (Emergency Communications Transformation Program). This project seeks to implement a fully integrated and redundant computer aided dispatch system for emergency communications and response in the City using dual active "hot" sites (i.e., PSAC I and PSAC II). Central to New York City's emergency communications system is a unified structure that consolidates and streamlines emergency call taking and dispatch operations using two load-balanced facilities (i.e., PSAC I and PSAC II). These two facilities would consolidate operators and dispatchers for all the City's emergency services within two call centers. The proposed development would serve as a redundant hot site working with the existing PSAC I facility at 11 MetroTech Center in Downtown Brooklyn. It would also support command control center operations for the FDNY and the NYPD, which would enable police and fire officials to coordinate and manage emergency response with the New York City Office of Emergency Management (OEM) across the entire City at one central location.

Each day the City's 911 system fields on average approximately 33,000 emergency calls, or a total of more than 12 million emergency calls per year. PSAC I is a standalone facility that is responsible for the call transfer and dispatch for all emergency services in the five boroughs. As a single facility with limited backup operations, PSAC I handles emergency call taking and dispatch operations for all the City's first responders, including NYPD, FDNY, and EMS. The proposed development would function as a parallel operation to PSAC I, that would backup existing service and alleviate pressure on PSAC I by sharing the volume of emergency calls in the City. It would enhance the City's emergency communications system and infrastructure by providing a second load-balanced 911 center that would work in conjunction with the existing PSAC I. The proposed development is also expected to improve voice and data communications infrastructures in the City, and therefore public safety, by heightening emergency response ability and disaster recovery capacity in the City using two load-balanced facilities (PSAC I and PSAC II). Additionally, it is also expected to strengthen the City's ability to maintain communication in the event of any emergency, such as natural disaster or terrorist attack, etc. The proposed development would be designed to operate without interruption under extreme adverse conditions with redundant mechanical systems and multiple generators.

The proposed development would be a critical component of the City's emergency communications infrastructure and a significant portion of the new building would support state-of-the-art technology and infrastructure, which would provide fast, efficient, emergency 911 services to the citizens and visitors of the five boroughs of New York City. It would also consolidate the command center operations for the NYPD and the FDNY, which are currently located at One Police Plaza in Manhattan and at 9 MetroTech Center in Brooklyn, respectively, within one facility. This would enable police and fire officials to coordinate the two departments' resources throughout the five boroughs from a single location.

The proposed emergency facility would be a fully redundant and load-balanced intake and dispatch center for emergency calls that would provide more secure and long range support to the City's 911 system. The proposed development, like PSAC I, would operate continuously 24 hours per day, seven days per week, and the operators and dispatchers for all of the City's emergency agencies would work side by side. On a typical day, the proposed development would handle about half of the City's emergency calls and is expected to have a staff size of approximately 850 employees that would work in several eight-to 12-hour overlapping shifts (up to approximately 315 employees per shift) throughout a 24-hour period. The proposed facility also would be designed with redundant mechanical systems and multiple generators to prevent any "downtime."

The proposed development site is an ideal location for the PSAC II in terms of its size, configuration, relative isolation, strategic location from the existing PSAC I in Brooklyn, availability of utilities and highway access, and compatibility with surrounding land uses. The proposed development site encompasses an approximately 8.75-acre site that is essentially severed from the surrounding area, bordered by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, and partially by an Amtrak right-of-way to the west. This area of the City is also less densely developed, supporting large commercial and institutional uses on campus-like settings. There are no existing or planned structures within at least 150 feet of the proposed development site, and residential uses are located more than 500 feet from the site. The Pelham and the Hutchinson River Parkways provide wide buffers between the predominantly residential areas of Pelham Gardens and Pelham Bay, and the Amtrak right-of-way and a number of light industrial, warehousing, commercial and vehicular storage uses physically separate the proposed site from the residential neighborhood of Indian Village.

The proposed development site also has vehicular access and is accessible from a number of major highways, including I-95, the Bronx River Parkway, the New York State Thruway, and the Cross Bronx Expressway. In addition, it has excellent radio and microwave transmission/reception. Furthermore, the necessary security measures can be readily implemented for the proposed development without adversely affecting the surrounding area.

C. PROJECT SITE AND ITS CONTEXT

The proposed development site and the area affected by the proposed mapping action, combined, create the area defined as the "Project Site." The Project Site encompasses a total of approximately 13.08 acres, and includes the approximately 8.75 acre proposed development site, which would be acquired by the City, and the approximately 4.33 acre area that would be mapped as a new public street, which would provide access to the proposed development site along a public right-of-way.

As described previously, the proposed development site is located to the southwest of the interchange of the Pelham and the Hutchinson River Parkways on the eastern edge of Bronx Community District 11, directly west of Community District 10. It is a bell-shaped property that comprises the

northernmost portion of the HMC in the Pelham Parkway area of the northeastern Bronx (see Figure 1-2, Aerial View of Proposed Development Site and the Proposed Public Street to be Mapped).

The HMC office complex, located at 1200 and 1260 Waters Place, encompasses approximately 32-acres of land (Block 4226, Lots 35, 40, 55, 70, and 75) directly north of the New York State owned and operated mental health facilities (“Bronx Psychiatric Center”) located at 1000, 1400, and 1500 Waters Place (Block 4226, Lot 30) (see Figure 1-2). The suburban-style office park campus contains one large, 4-story office building (developed from the former New York State operated Bronx Development Center), as well as a 1-story warehouse, which is leased by New York State for storage and as a filling station, and at grade accessory parking. The existing office building underwent extensive renovation in 2001-2002 and currently accommodates approximately 460,000 gsf of Class A office space, which is occupied by a variety of office and institutional tenants, including a range of health care facilities, doctors’ offices, real estate companies, non-profit organizations, and government uses, as well as the Bronx campus of Mercy College. The building also offers its tenants such amenities as a conference center, cafeteria, day care center, dry cleaners and fitness center.

Vehicular access to the office complex is provided from the south via a private street (Industrial Street) that extends north of Waters Place from a signalized intersection located approximately 700 feet west of the entrance to the Bronx Psychiatric Center. As shown in Figure 1-2, there is also a secondary connection to Industrial Street from an at-grade parking lot located to the west, which is accessible from a private road (Bassett Road) that extends north of Eastchester Road from a signalized intersection to the west of Calvary Hospital (located at 1740 Eastchester Road). As the primary entrance to the office complex is located more than ½-mile south of the office building, a shuttle service operates between the property’s gatehouse on the north side of Waters Place to the main entrance of the office building. The southwestern corner of the office complex is currently undergoing construction, and is anticipated to be developed with two new commercial buildings that would house approximately 502,000 gsf of Class A office space and a 150-room hotel, as well as enclosed accessory parking (known as the “Towers at Hutchinson Metro Center” development).

As described above, the proposed development site occupies the northern portion of the HMC site and is generally bounded by the Pelham Parkway to the north, the Hutchinson River Parkway to the east, the approximately 460,000 gsf HMC office building to the south, and the Amtrak right-of-way to the west. The proposed development site consists of Bronx Block 4226, Lot 75 (bell-shaped lot) and the northern portion of Lots 40 and 55 on Block 4226. It is entirely privately owned and largely unimproved, and encompasses approximately 8.75 acres of land. The development site is partially occupied by at-grade accessory parking for the HMC (Block 4226, part of Lots 40 and 55) and partially occupied by vacant land that formerly accommodated two baseball fields (Block 4226, Lot 75). The two ball fields are no longer functional, enclosed by fencing, and largely overgrown with shrubs, and partially overlaid with a series of debris mounds (soil, concrete, asphalt) (see Figure 1-3). An asphalt pedestrian walkway also cuts through the center of the northern portion of the development site providing a pedestrian connection between the Pelham Parkway and the HMC. The proposed development site is zoned M1-1.

The proposed development site does not have any linear frontage adjacent to a public street. As described above, vehicular access to the proposed development site is only provided from the south via Industrial Street, which provides access to the HMC. The employees, visitors, and students of the tenants of the office complex are the exclusive users of this roadway. Industrial Street operates as a two-way, private road that extends north of Waters Place from a signalized T-intersection located approximately 420 feet to the east of the intersection of Waters Place and Eastchester Road. In its entirety, Industrial Street extends for approximately 0.63 miles from an attended gatehouse located on the north side of Waters Place to the proposed development site. The northern portion of Industrial

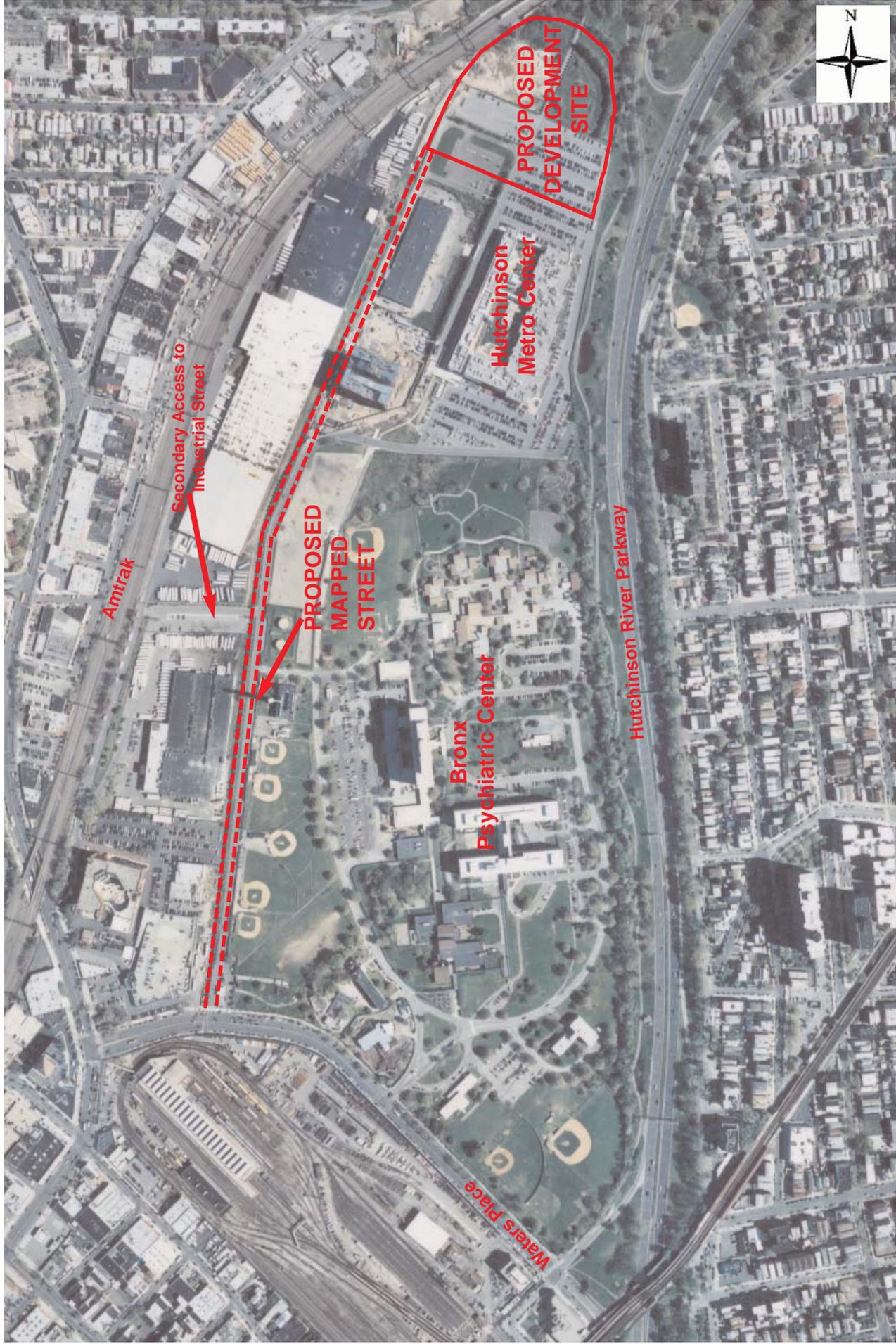
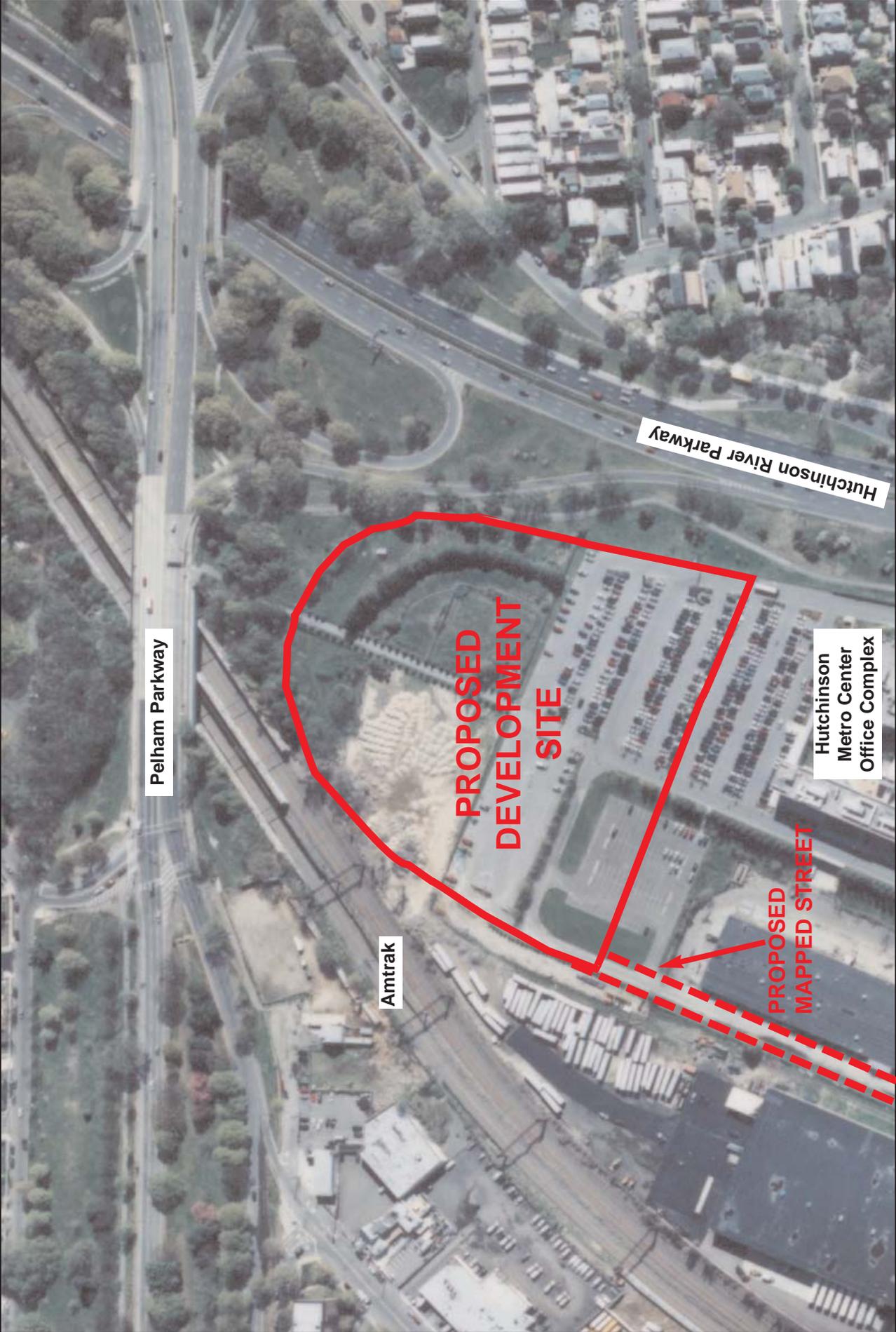


Figure 1-2
Aerial View of Proposed Development Site and
Proposed Public Street to be Mapped



Pelham Parkway

Hutchinson River Parkway

**PROPOSED
DEVELOPMENT
SITE**

Amtrak

Hutchinson
Metro Center
Office Complex

**PROPOSED
MAPPED STREET**

Street is currently closed due to ongoing construction efforts occurring at the southwestern corner of the HMC.

In order to ensure permanent access and to provide utility services to the proposed development, the applicant is proposing to amend the City Map to map the private roadway as a public street (“Marconi Street”) that would extend from Waters Place to the southern boundary of the proposed development site (see Figure 1-4). The area affected by the proposed mapping action comprises approximately 4.33 acres (Block 4226, part of Lots 30, 35 and 40) and is partially zoned M1-1 and R5.

D. DESCRIPTION OF PROPOSED ACTION

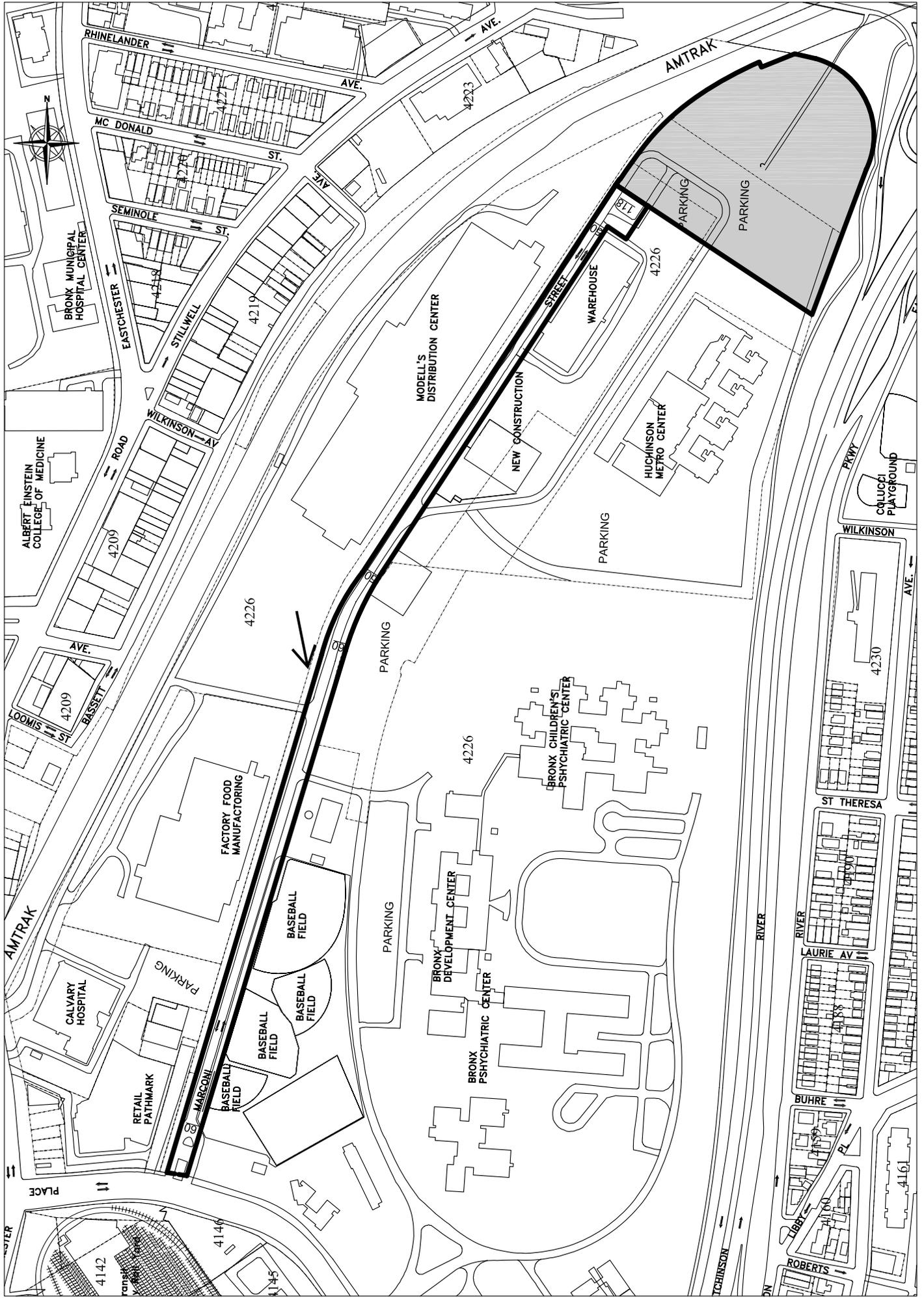
The proposal for PSAC II requires the following discretionary actions that are subject to approval through the Uniform Land Use Review Procedure (ULURP) under City Charter Section 197(c), including:

- ◆ Acquisition of an approximately 8.75-acre site by the City of New York (the “City”) from a private landowner, encompassing the northern portion of the HMC commercial office park site, which is generally bounded by the Pelham Parkway right-of-way to the north, the Hutchinson River Parkway right-of-way to the east, and the New York-New Haven Hartford rail line of Amtrak to the west (proposed development site; Bronx Block 4226, Lot 75 and part of Lots 40 and 55).
- ◆ Site Selection for a public facility to locate a new centralized intake and dispatch center for emergency calls for the City’s first responders, as well as central command center operations for the FDNY and NYPD at the proposed development site in the Pelham Parkway area of the Bronx, which would operate in tandem with the existing PSAC I located at 11 MetroTech Center in Downtown Brooklyn.
- ◆ An amendment to the City Map to establish a public street (Block 4226, part of Lots 30, 35, and 40) that would extend north of Waters Place from a point located approximately 420 feet east of the intersection of Eastchester Road and Waters Place for approximately 3,350 feet (0.63 miles). As part of this mapping action, the City would acquire the roadbed of the new public street segment being mapped from the respective landowners.

As the proposed public facility is still in preliminary design, for conservative EIS analysis purposes, an illustrative massing study has been prepared for the programmatic requirements of the proposed development. The massing study represents the anticipated maximum building envelope that could be constructed for the PSAC II facility, which includes an approximately 640,000 gsf building with a 41,160 sf footprint and 14 levels (350 feet tall with an elevation of 374 feet) above grade plus a cellar level and a 500-space accessory parking garage. Based on the illustrative massing study, in addition to the above, the proposed development will likely require a mayoral zoning override to modify the accessory parking requirements of the proposed development site’s M1-1 zoning regulations.

Development Program

The proposed development would be a unique public facility that would function similar to an office facility but would operate 24-hours per day, 7 days per week, 365 days per year. It would serve as the



City's second 911 center, which would backup existing emergency communication services and alleviate pressure on PSAC I by sharing the volume of emergency calls for first responders in the City. The building would also house command control center operations for the FDNY and NYPD, which would coordinate and manage emergency response across the entire City with the OEM.

The proposed development would comply with all applicable laws and ordinances, including the recently enacted Green Buildings Law (Local Law 86) governing sustainable design. Green building design, or sustainable design, strives to reduce a building's impact on its occupants and the environment. Sustainable design integrates architectural elements and engineering systems to optimize performance of proposed buildings and their interaction with the environment.

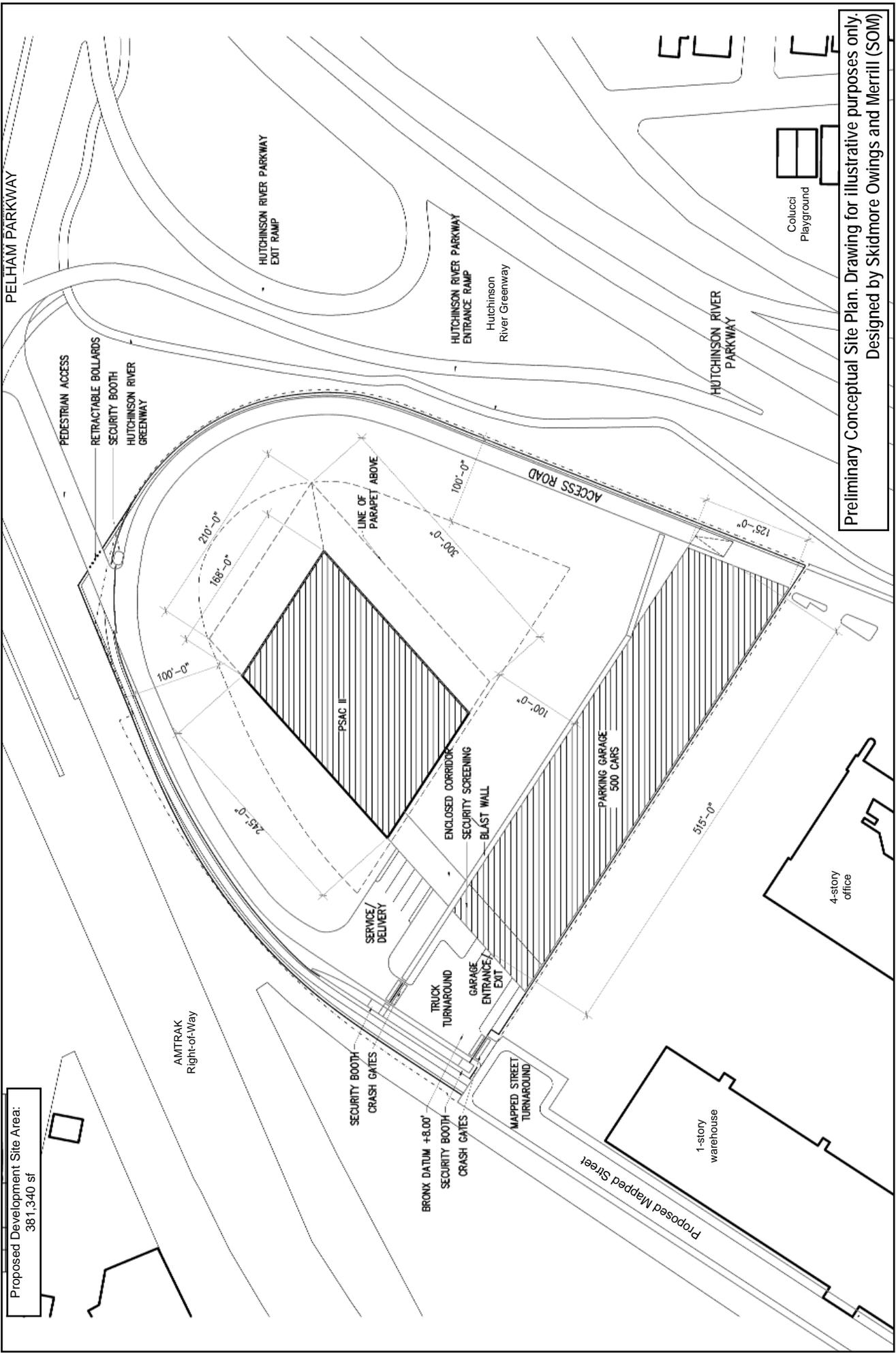
As shown in the preliminary site plan (Figure 1-5), the proposed development would consist of a new approximately 640,000 gsf building and a 500-space above-grade accessory parking garage structure. The building would primarily house the 911 call intake and dispatch operations and command control center operations for the FDNY and NYPD, as well as related mechanical and data systems. This building is expected to have a parallelogram-shaped building footprint of up to approximately 41,160 sf, which would be offset from all other structures on the site, as well as the property line.

The building would have approximately 14 levels above grade with a height of approximately 350 feet to the roofline (elevation of 374 feet), and would have one below-grade cellar level (see Figure 1-6). Mechanical systems and other communications equipment necessary for PSAC II operation may rise above the roofline. Floor to floor ceiling heights in the building are expected to range between 20 to 45 feet tall due to the extensive mechanical infrastructure systems. Excluding the mechanical systems, the building is expected to contain approximately 288,854 zoning square feet (zsf) of floor area. The building would have one main pedestrian entrance that is expected to be located on the southern façade of the building.

The accessory parking structure would be constructed at the southern edge of the development site. The proposed garage would accommodate approximately 500 vehicles and would be accessible from the proposed public street through a gated security entrance to the site. The accessory garage would contain approximately 163,000 gsf (with approximately 92,000 zsf) and would have a height of approximately 30 feet. It would have three levels of parking with rooftop green space. A small security control office would occupy approximately 2,000 gsf on the second floor of the new garage structure, which would house security and screening operations for entering the proposed office building. An enclosed walkway would connect the security screening office in the garage to the main entrance of the office building. All visitors and employees to the proposed facility would be required to pass through this security screening facility and the interconnected walkway to enter the office facility.

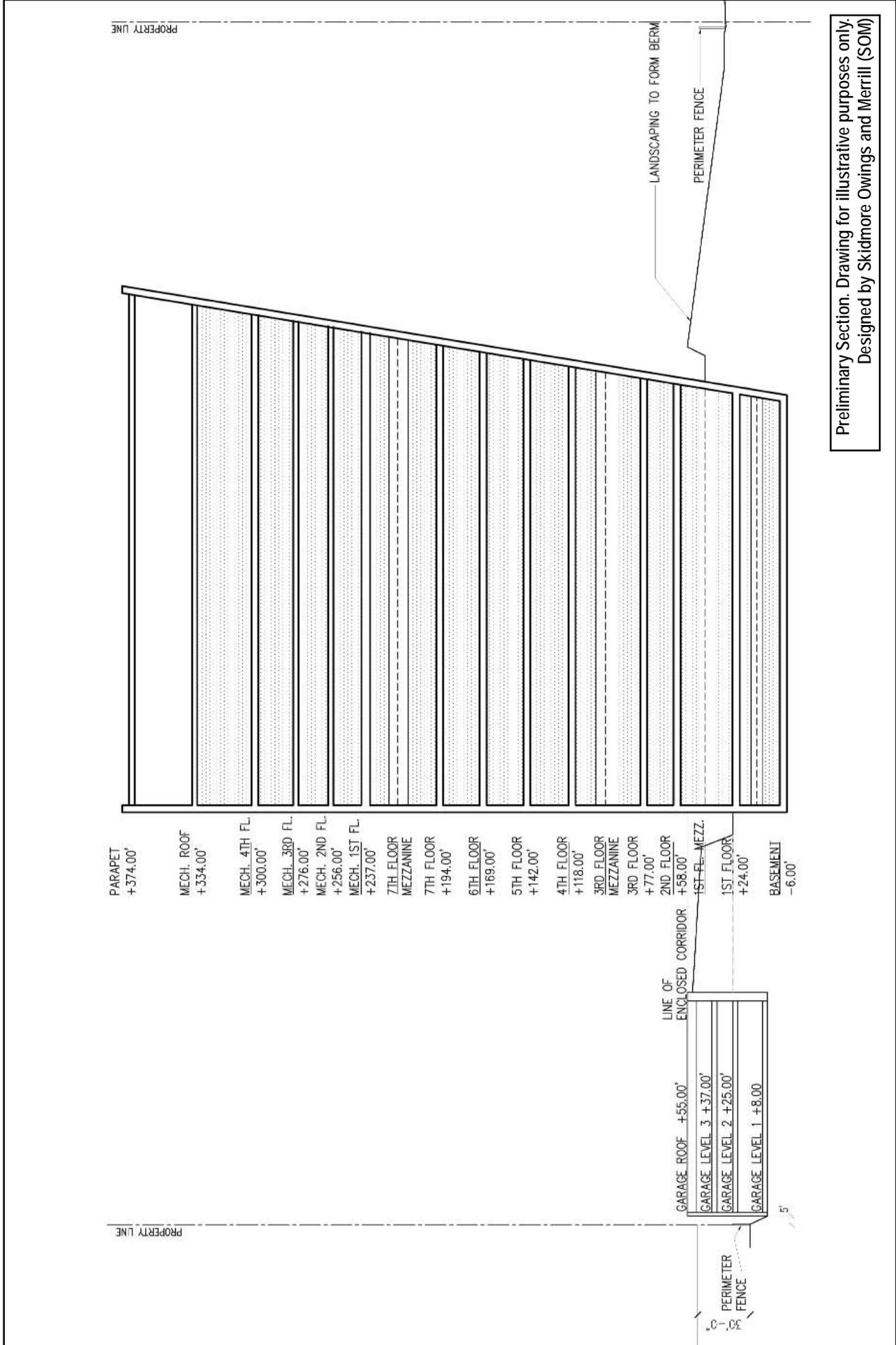
Implementation of the proposed development also requires an amendment to the City Map to map a private, unmapped roadway (Block 4226, part of Lots 30, 35, and 40) as a public street. The proposed public street would extend north of Waters Place from a point located approximately 420 feet east of the intersection of Waters Place and Eastchester Road for approximately 0.63 miles and would terminate in a hammerhead cul de sac at the southern boundary of the proposed development site. It would be a two-way street. As part of this mapping action, the portions of Lots 30, 35, and 40 on Bronx Block 4226 that would be mapped as a public street would be acquired by the City from the respective landowners. The proposed street would be City-owned and maintained.

Vehicular access to the proposed development would be provided from the south via the proposed public street. A gated security entrance operated by the NYPD would be established at the southwest corner of the proposed development site, which would control vehicular as well as pedestrian access to the proposed development. Vehicles would be vetted through security in an approximately 90-foot



Proposed Development Site Area:
381,340 sf

Preliminary Conceptual Site Plan. Drawing for illustrative purposes only.
Designed by Skidmore Owings and Merrill (SOM)



Preliminary Section. Drawing for illustrative purposes only.
 Designed by Skidmore Owings and Merrill (SOM)

wide truck turnaround prior to being authorized to proceed to the accessory garage or truck service/delivery area.

Although an approximately 6-foot tall fence/wall would encircle the proposed development and provide a security perimeter, a publicly accessible pedestrian path would be established along the western edge of the property just outside of the perimeter fence, which would continue to provide a public pedestrian connection between the Pelham Parkway on the north and the HMC on the south. In addition, the existing pedestrian pathway within the Pelham Parkway right-of-way to the north of the proposed development site, which is under the New York City Department of Park's jurisdiction, would also be realigned and widened to approximately 25 feet, which would enable the path to serve as an emergency access/egress route for the proposed development.¹ This pathway would continue to be accessible to the public on a regular basis as a pedestrian walkway. A small security booth is envisioned to be established at the northern tip of the site, which would monitor and control access/egress to the proposed development site from the emergency route.

The proposed development is expected to be complete and operational by the end of 2012. It would operate 24 hours a day and 7 days per week. Similar to PSAC I, the majority of employees would work in three separate shifts, and shift changes would typically occur at approximately 7:00 AM, 3:00 PM, and 11:00 PM. The largest (or peak) shift would generally be the 3:00 PM to 11:00 PM shift. The next largest shift would be the 7:00 AM to 3:00 PM shift, followed by the 11:00 PM to 7:00 AM shift.

As described above, the proposed development is envisioned to be a parallel redundant hot site to PSAC I, and would be expected to typically handle about half of the City's emergency calls. However, it is being designed to accommodate emergency 911 communications for the entire City during heightened security days and if PSAC I should become non-operational for any reason. On a typical day, the proposed development would have a staff size of approximately 850 employees that would work in several eight-to 12-hour overlapping shifts (a maximum of 315 employees per shift) throughout a 24-hour period. When operating in backup mode or during heightened security days, staffing levels at the proposed development would increase. During this emergency condition, it is expected that all or some of the PSAC I operations and staff would be temporarily relocated to the proposed development and the facility would have a maximum staff size of approximately 1,700 employees (includes the staffs of both PSAC I and PSAC II) that would work over a 24-hour period in overlapping shifts. Up to approximately 630 employees are expected to work at the proposed development site at any given time under temporary emergency conditions when the staffs of PSAC I and PSAC II consolidate at the site.

E. FRAMEWORK FOR ANALYSIS

Scope of Environmental Analysis

As set forth in the Positive Declaration, the lead agency has determined that the Proposed Action may result in one or more significant adverse environmental impacts and thus requires the preparation of an EIS. The EIS has been prepared in accordance with the guidelines set forth in the *CEQR Technical Manual*.

¹ It is expected that vehicles would only use this emergency egress route to the Pelham Parkway, if there was a fire, flood, or evacuation of the proposed facility. In order to prevent vehicular access, a rated vehicle barrier would be installed at the property line of the proposed development site and a gate would be installed at the Pelham Parkway guard rail. In addition, traffic personnel and officers would be staffed at the emergency route to control vehicular access.

For all technical analyses in the EIS, the assessment includes a description of existing conditions, an assessment of conditions in the future without the Proposed Action for the year that the proposed development would be completed (i.e., No-Build condition), and an assessment of conditions for the same year with the completion of the proposed development in the future (i.e., Build condition). Identification and evaluation of impacts of the proposed development are based on the change from the future without the Proposed Action to the future with the Proposed Action (i.e., the incremental difference between the Build and No-Build conditions serves as the basis for the impact analyses).

Analysis Year

An EIS analyzes the effects of a Proposed Action on its environmental setting. Because a Proposed Action, if approved, would typically take place in the future, the action's environmental setting is not the current environment but the environment as it would exist at the proposed development's completion and occupation, in the future. Therefore, future conditions must be projected. This prediction is made for a particular year, generally known as the "analysis year" or "Build year," which is the year when the action would be substantially operational. As previously described, 2012 is the year that the proposed PSAC II development is expected to be completed and fully operational.

Definition of Study Areas

For each technical area in which impacts may occur, a study area is defined for analysis. This is the geographic area likely to be affected by the proposed development for a given technical area, or the area in which impacts of that type could occur. Appropriate study areas differ depending on the type of impact being analyzed. It is anticipated that the direct principal effects of the proposed development would occur within the Project Site boundaries. The methods and study areas for addressing impacts are discussed in the individual technical analysis chapters.

Defining Baseline Conditions

Existing Conditions

For each technical area being assessed in the EIS, the current conditions must first be described. The assessment of existing conditions establishes a baseline, not against which the Proposed Action is measured, but from which future conditions can be projected. The prediction of future conditions begins with an assessment of existing conditions because these can be measured and observed. Studies of existing conditions are generally selected for the reasonable worst-case conditions. For example, the times when the greatest number of new vehicular, pedestrian and transit trips to and from a Project Site would occur are measured for the traffic analysis. The project impacts are then assessed for those same traffic peak periods.

Definition of 2012 Future Without the Proposed Action (No-Build Condition)

The "future without the Proposed Action," or "No-Build condition," describes a baseline condition, which is evaluated and compared to the incremental changes due to the proposed development. The No-Build condition is assessed for the same 2012 analysis year as the proposed development.

The No-Build condition uses existing conditions as a baseline and adds to it changes known or expected to be in place by 2012. For many technical areas, the No-Build condition incorporates known development projects that are likely to be built by the analysis year. This includes development

currently under construction or which can be reasonably anticipated due to the current level of planning and public approvals. The No-Build analyses for some technical areas, such as traffic, use a background growth factor to account for a general increase expected in the future. Such growth factors may also be used in the absence of known development projects. The No-Build analyses must also consider other future changes that will affect the environmental setting. These could include technology changes, such as advances in vehicle pollution control and roadway improvements, and changes to City policies, such as zoning regulations.

For conservative CEQR analysis purposes, it is assumed that the proposed development site (Block 4226, Lot 75 and part of Lots 40 and 55) would not be developed in the absence of the Proposed Action (No-Build condition) by the analysis year of 2012, and would continue to support largely unimproved land. This assumption would create the greatest incremental difference between the Build and No-Build conditions for the proposed development site, and therefore, would yield the most conservative results for CEQR technical area impact analyses.

As described in Chapter 2, "Land Use, Zoning and Public Policy," the list of projects proposed, under construction, or recently completed by 2012, is divided into those within the land use study area (approximate ¼-mile radius) and those within the larger area used for assessment of transportation impacts (see Table 2-2).

2012 Future With the Proposed Action (Build Condition)

The approvals currently sought would facilitate the acquisition of private property and site selection for a public facility by the City of New York, to permit the construction of a second emergency communications 911 call and dispatch center for the City in the Pelham Parkway area of the Bronx ("proposed development"). The proposed approvals would also involve a mapping action to establish a new public street extending north of Waters Place that would provide access and utility services to the proposed development.

As there is expected to be a number of circumstances when the proposed development would accommodate emergency 911 communications for the entire City, including during heightened security days and if PSAC I should become non-operational for any reason, the EIS analyzes two staffing level conditions at the proposed facility, including "Typical Operations" and "Consolidated Operations." For some technical areas (such as the density-based technical areas of Open Space and Traffic) the proposed development may have different potential environmental impacts under the two staffing level conditions. The EIS analyzes a typical event condition when both PSAC I and PSAC II are operating concurrently ("Typical Operations"). During this condition, approximately 850 employees are expected to work over a 24-hour period in eight-to 12-hour overlapping shifts at the proposed development site. A maximum of approximately 315 employees are expected to work at the proposed development during any given shift during regular day-to-day operations. As there is expected to be a significant number of various instances, such as routine maintenance, emergency conditions and emergency drills that would require the temporary transfer of PSAC I personnel to the proposed development, the EIS also analyzes a condition when there are temporary increases in staffing levels from combined facilities at the proposed development ("Consolidated Operations"). This condition assumes that PSAC II is operating at 100 percent of its capacity during heightened security days, or when PSAC I is non-operational for any reason. During this condition, approximately 1,700 employees, including the staffs of PSAC I and PSAC II, would work over a 24-hour period in eight-to 12-hour overlapping shifts at the proposed development site. A maximum of approximately 630 employees are expected to work at the proposed development site during any given shift when PSAC I and II operations are consolidated.

This conservative methodology fully discloses any impacts, and describes any required mitigation that could be associated with either staffing level condition of the proposed development. The EIS analyzes the two staffing level conditions for the following density-based technical areas: Open Space; Infrastructure; Solid Waste; Traffic and Parking; Transit; Air Quality; and Noise.

Identifying Significant Adverse Environmental Impacts

Identification of significant adverse environmental impacts is based on the comparison of future conditions without and with the Proposed Action. In certain technical areas (e.g., traffic, air quality, and noise) this comparison can be quantified and the severity of impact rated in accordance with the *CEQR Technical Manual*. In other technical areas, (e.g., neighborhood character) the analysis is more qualitative. The methodology for each technical analysis is presented at the start of each technical chapter.

Mitigation

Mitigation measures for all significant adverse impacts identified in this FEIS are described in Chapter 18, “Mitigation.” CEQR requires that any significant adverse impacts identified in the EIS be minimized or avoided to the fullest extent practicable, given costs and other factors. In the FEIS, options for mitigation can be presented for public review and discussion, without the lead agency having selected one for implementation. Where no mitigation is available, the EIS must disclose the potential for unmitigated significant adverse impacts.

Alternatives

Chapter 19, “Alternatives,” assesses a range of alternatives to the Proposed Action. CEQR requires that a description and evaluation of the range of reasonable alternatives to the action be included in an EIS at a level of detail sufficient to allow a comparative assessment of the alternatives to a Proposed Action. Alternatives and the rationale behind their selection are important in the disclosure of environmental effects of a Proposed Action. Alternatives provide options to the Proposed Action and a framework for comparison of potential impacts and project objectives. If the environmental assessment and consideration of alternatives identify a feasible alternative that eliminates or minimizes significant adverse impacts, the lead agency may want to consider adopting that alternative as the Proposed Action. CEQR also requires consideration of a “no action alternative” that evaluates environmental conditions that are likely to occur in the future without the Proposed Action.

F. REVIEW PROCEDURES

The SEQRA/CEQR process provides a mechanism for decision-makers to understand the environmental consequences, the alternatives, and the need for mitigating significant impacts. SEQRA/CEQR rules guide environmental review through the following steps:

- Establish a Lead Agency. Under SEQRA/CEQR, the “lead agency” is the public entity responsible for conducting environmental review. The lead agency is typically the agency with primary responsibility for the proposed action. The New York City Police Department (NYPD) is the lead agency for the Proposed Action.

- Determine Significance. The lead agency's first decision is to determine whether the proposed action may have a significant impact on the environment. After review of the Environmental Assessment Statement (EAS), it was determined that this proposal could have a significant adverse effect on the environment, requiring that an EIS be prepared. NYPD issued a Positive Declaration on July 26, 2007.
- Scoping. The lead agency issued a Positive Declaration on July 26, 2007 and issued a draft scope of analysis for the EIS. "Scoping" is the process of establishing the type and extent of the environmental impact analyses to be studied in the EIS. CEQR requires all scoping meetings to be public. A public scoping meeting was held for the Proposed Action on September 6, 2007, and a final scope of work, reflecting comments made during scoping, was issued on June 3, 2008.
- DEIS. In accordance with the final scope of work, a Draft Environmental Impact Statement (DEIS) has been prepared. The lead agency reviews all aspects of the document, calling on other City agencies to participate. Once the lead agency is satisfied that the DEIS is complete, it issues a Notice of Completion and circulates the DEIS for public review. The Notice of Completion for the DEIS was issued on August 18, 2008.
- Public Review. Publication of the Notice of Completion of the DEIS starts public review. During this period, which must extend for a minimum of 30 days, the public may review and comment on the DEIS either in writing or at a public hearing. Because the CEQR process is coordinated with land use review, the hearings are held jointly. All substantive comments received during the public review process become part of the CEQR record and are summarized and responded to in the FEIS in Chapter 23, "Response to Comments". In the case of the Proposed Action, the December 17, 2008 public hearing included the ULURP public hearing. The lead agency published a notice of the December 17, 2008 hearing on December 1, 2008, 16 days before it took place, and accepted written comments until December 31, 2008.
- FEIS. The lead agency will prepare a Final Environmental Impact Statement (FEIS). The FEIS will include a summary restatement of each substantive comment made about the DEIS with a response to each comment. The NYPD determined that the FEIS is complete, issued a Notice of Completion on January 23, 2009, and will circulate the FEIS.
- Findings. The lead agency and each involved agency will adopt a formal set of written findings, reflecting its conclusions about the potential for significant adverse environmental impacts of the proposed action, potential alternatives, and mitigation measures. The findings may not be adopted until 10 days after the Notice of Completion has been issued for the FEIS. Once findings are adopted, the lead and involved agencies may take their actions.