

## **A. INTRODUCTION**

The New York City Department of Housing Preservation and Development (HPD) and Phipps Houses (the “Applicants”) are seeking several discretionary approvals to facilitate the demolition of the Lambert Houses buildings in the West Farms area of the Bronx (see **Figure 1-1**), and the redevelopment of the Development Site with a combination of affordable housing, retail, and a possible school.

The Development Site contains Parcels 1, 3, 5, and 10 of the Bronx Park South Large Scale Residential Development (LSRD).<sup>1</sup> The approximately 11.7-acre (509,652 square foot) Development Site currently contains five groups of six-story buildings containing 731 residential units, and one two-story building containing approximately 39,490 square feet (sf) of retail use and 375 parking spaces. The proposed actions would facilitate the phased redevelopment of the Development Site with approximately 1,665 affordable residential units at the completion of the project, approximately 61,100 sf of retail, and a new school of up to approximately 86,608 sf; parking would be reduced to 110 spaces.

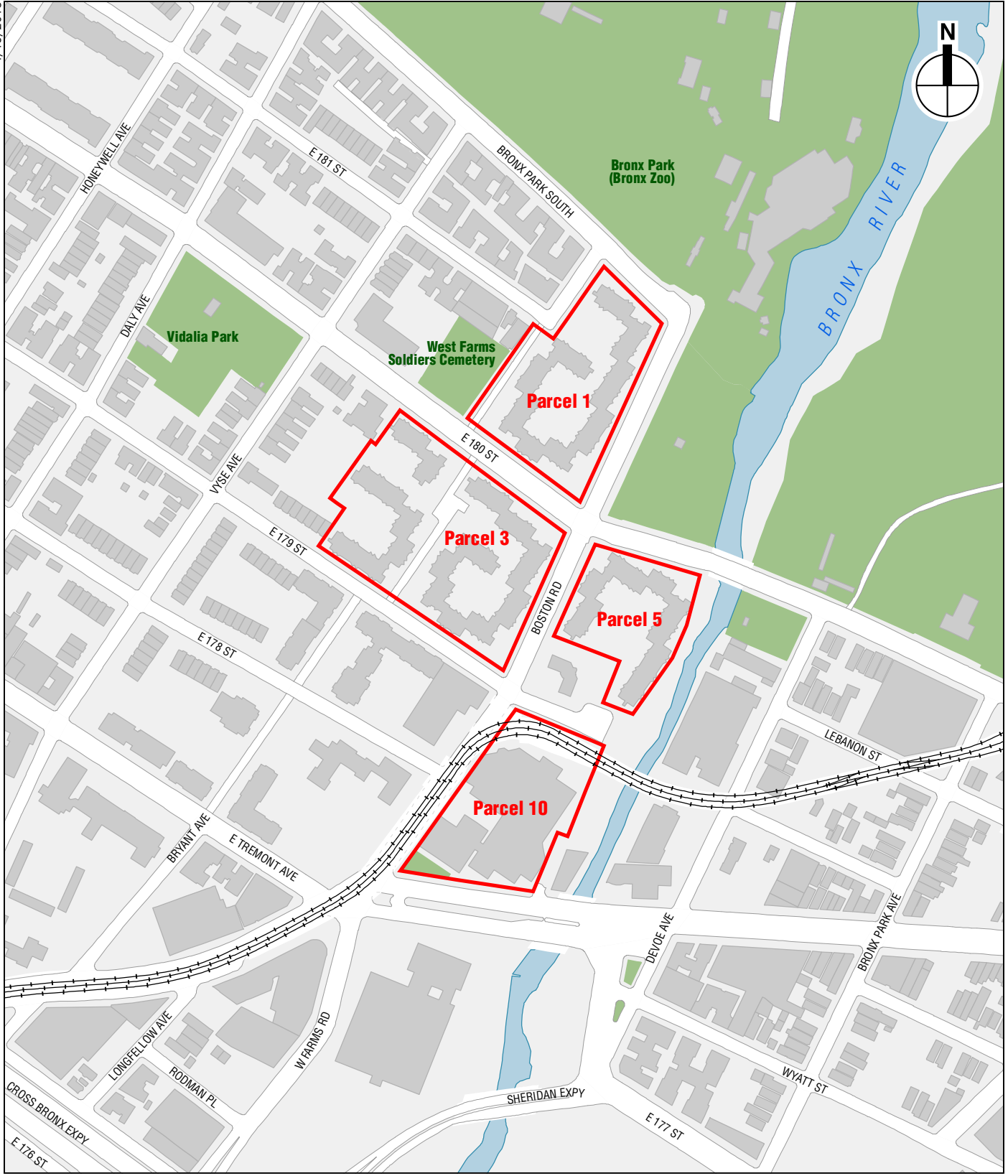
The proposed project would require a number of discretionary actions (see Section D, “Proposed Actions.”) In addition, the project may also use funding from City and/or State agencies including HPD, the New York City Housing Development Corporation (HDC), the New York State Housing Finance Agency (HFA), and/or NYS Homes and Community Renewal (HCR) for affordable housing construction. Development of the new school would require site plan approval by the Mayor and City Council pursuant to the requirements of the New York City School Construction Authority (SCA). In addition, the project would require approval by the U.S. Department of Housing and Urban Development (HUD) for the reassignment of project-based rental assistance contracts. The proposed project may also request HOME funds or other funding from HUD. The proposed discretionary actions and funding require review under City Environmental Quality Review (CEQR), the State Environmental Quality Review Act (SEQRA), and the National Environmental Policy Act (NEPA). HPD acts as a Responsible Entity for federal environmental reviews pursuant to 24 CFR Part 58. This EIS includes NEPA areas of analysis, as appropriate, to satisfy federal environmental review requirements.

## **B. PURPOSE AND NEED**

The current Lambert Houses development is the product of an urban renewal initiative undertaken by the City of New York. The Development Site land was acquired through eminent domain by the City in 1970 under the Bronx Park South Urban Renewal Plan and conveyed to Lambert Houses Redevelopment Company, a Phipps Houses entity, for nominal consideration.

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<sup>1</sup> The Bronx Park South Large Scale Residential Development also includes additional parcels: 6, 7, 8a, 8b, and 9.



 Proposed Development Site

0 500 FEET

The land was subject to a Land Disposition Agreement, which required the conformance of the project to the Bronx Park South Urban Renewal Plan, which was adopted in 1965, revised in 1989 and 1998, and has since expired. The goal of the plan was to revitalize the neighborhood through strategic redevelopment of blighted, vacant, or underutilized parcels. The Bronx Park South Large Scale Residential Development (LSRD) was created to facilitate the development, and the Development Site was designated as Parcels 1, 3 5, and 10 of the LSRD that encompasses the Urban Renewal Area. Since the Bronx Park South Urban Renewal Plan is now expired, the Bronx Park South Large Scale Plan remains the only land use control on the Development Site other than zoning.

The proposed project is intended to improve the quality of life for current Lambert Houses residents while increasing the number of affordable housing units on the Development Site. The Development Site is underdeveloped, with less floor area than even the current zoning districts allow, and less density than much of the surrounding neighborhood. The buildings currently on the site were constructed between 1970 and 1973 and have outdated and inefficient building systems. Furthermore, the configuration and circulation plan of the buildings, with multiple entrances and egresses, compromise building security by making control of access difficult. The retail space currently on the site is poorly designed, with storefronts set back far from the street wall, little or no street frontage, and inadequate storage space for merchants.

The proposed new LSRD and associated special permits and authorizations, including waivers of height and setback requirements, are being requested in order to allow for the redistribution of floor area across the entire Development Site, creating a site plan and building layout and design superior to what would be allowed as-of-right under the current LSRD and proposed zoning districts.

The proposed project would increase density of development on the Development Site and more than double the number of affordable housing units, with ancillary commercial and community facility space. By creating nearly 1,000 more affordable housing units than are currently located on the site, the proposed project would make a substantial contribution to the housing production goals of the Mayor's *Housing New York: A Five-Borough, Ten-Year Plan*.

The proposed site plan would allow for buildings with fewer, securable points of access/egress, better fire egress, and improved security. It would better integrate Lambert Houses into the surrounding neighborhood by creating a street wall with ground floor uses such as retail and maisonette apartments<sup>2</sup> that activate the streetscape. The proposed project would include more affordable housing units and retail space with a more efficient configuration to better serve neighborhood needs. It would also result in improved open space for current and future residents, and would replace the existing inefficient building systems with modern, more efficient systems. The new buildings would meet current water and energy codes and as required by HPD funding, they would meet Enterprise Green Communities criteria, which mandate energy efficiency and water conservation.

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<sup>2</sup> Maisonette apartments are individual units that each have their own entrance and are part of a larger building.

## **C. SITE DESCRIPTION**

The Development Site contains Parcels 1, 3, 5, and 10 of the Bronx Park South Large Scale Residential Development (LSRD) (see **Figure 1-2**).<sup>3</sup> Parcel 1 (Block 3138, Lot 1) is located along the west side of Boston Road between East 180th Street and Bronx Park South. Parcel 3 (Block 3132, Lot 1) is located directly south of Parcel 1, along the west side of Boston Road between East 179th and East 180th Streets. Parcel 5 (Block 3140, Lot 7) is located east of Parcel 3 across Boston Road. Parcel 10 (Block 3139, Lots 1 and 19) is located south of Parcel 5 on the east side of Boston Road between East Tremont Avenue and East 179th Street. The Development Site also contains a small City-owned triangular parcel at the intersection of East Tremont Avenue and Boston Road (Block 3139, Lot 50). The approximately 11.7-acre Development Site contains five groups of six-story buildings containing 731 residential units, and one two-story building containing approximately 39,490 square feet (sf) of retail use and 375 parking spaces. A small public seating area is located on the City-owned lot.

## **D. PROPOSED ACTIONS**

Implementation of the proposed project would require the following discretionary actions:

- Modification of the previously approved LSRD. The proposed actions would remove Lambert Houses (consisting of Parcels 1, 3, 5, 10) from the LSRD. The remainder of the Bronx Park South LSRD (consisting of Parcels 6, 7, 8a, 8b, and 9) would remain in the modified LSRD (see Figure 1-2).<sup>4</sup> Modification of the previously-approved LSRD would require a new Special Permit pursuant to ZR Section 78-312 for minor variations in the height and setback to ensure that no new non-compliances with respect to height and setback will be created on the periphery.

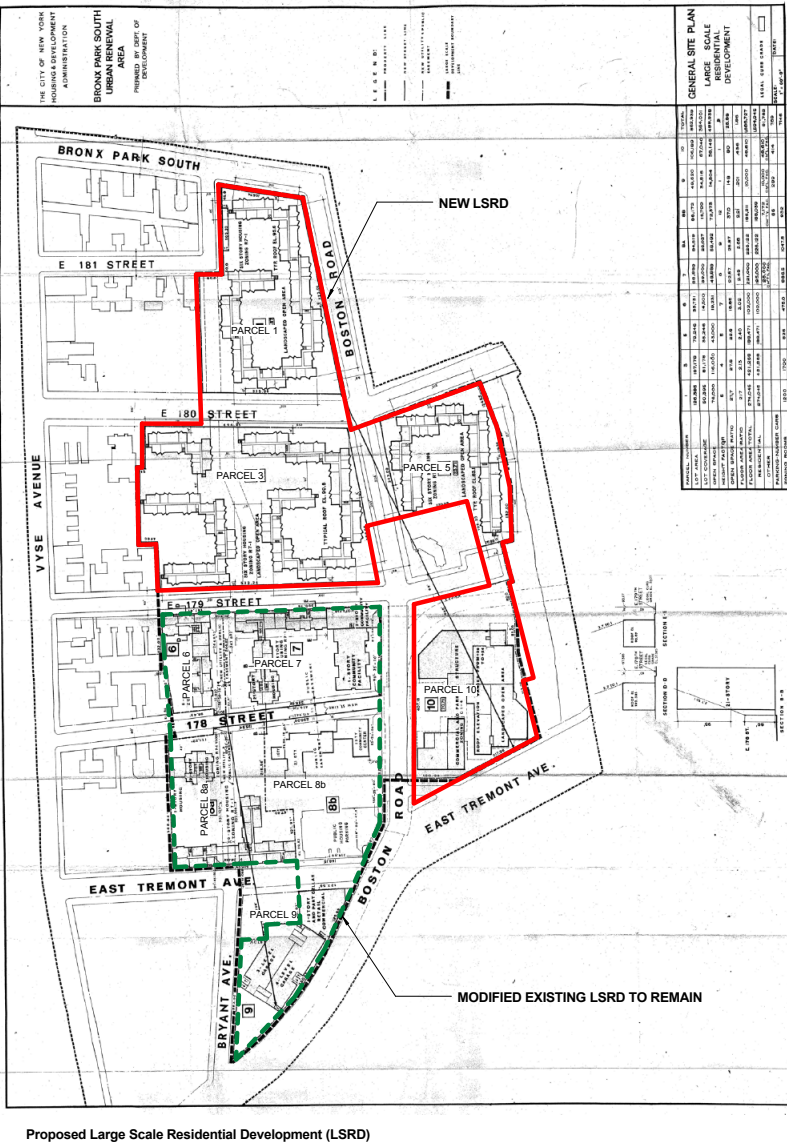
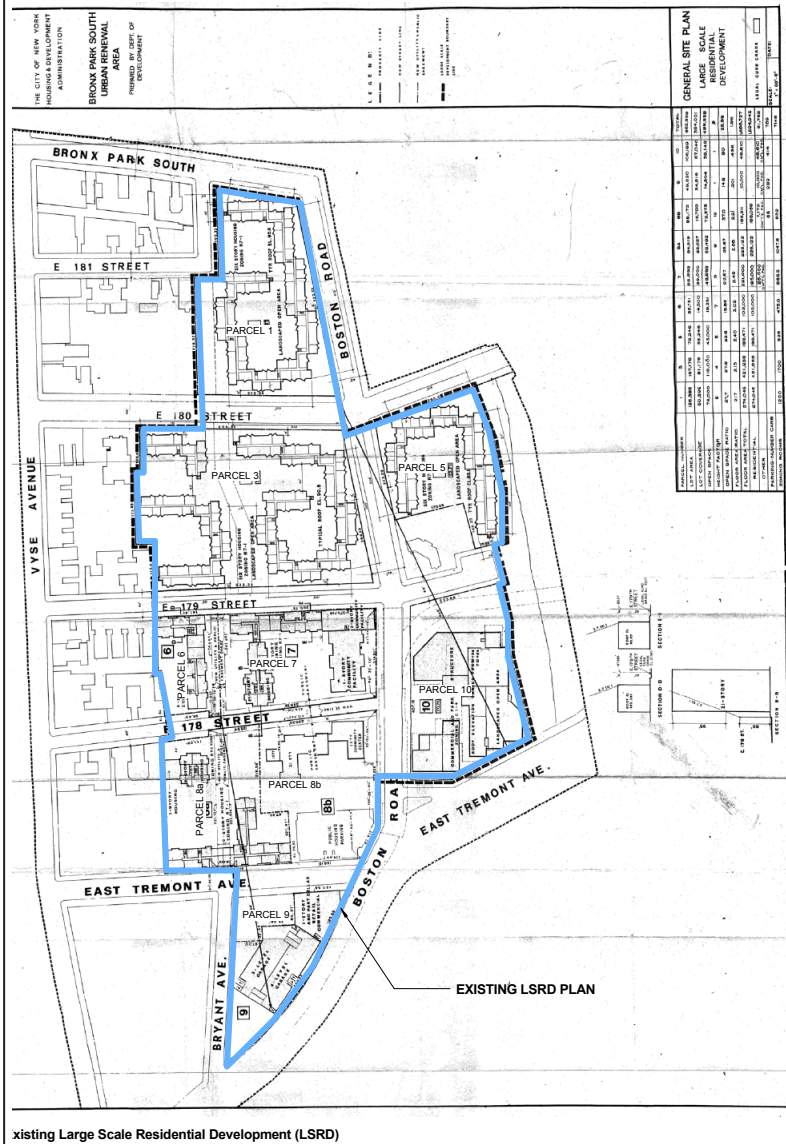
The proposed modification to the previously approved LSRD would cause the areas within the modified LSRD along the south side of East 179th Street and the west side of Boston Road to become areas on the periphery of rather than wholly within the LSRD. To avoid new noncompliances within the modified LSRD, the Applicants are seeking a Special Permit pursuant to ZR 78-312:

- Parcel 6: Along the south side of East 179th Street, an existing building with a height of approximately 71 feet rises without setback at the property line. The R7-1 zoning at this location on a narrow street has a maximum base height of 60 feet within a setback distance of 20 feet, after which a sky exposure plane of 2.7:1 applies. A Special Permit is requested to allow the existing building to exceed the maximum base height by approximately 11 feet and to penetrate the sky exposure plane in this area.
- Parcel 7: The portion of the existing residential building on the south side of East 179th Street rises to a height of approximately 65.1 feet rises without setback at the property line in an area zoned R7-1. A Special Permit is requested to allow the existing building to exceed the maximum allowed base height of 60 feet within 20 feet of the street by approximately 5.1 feet and to penetrate the sky exposure plane in this area.

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<sup>3</sup> The Bronx Park South Large Scale Residential Development also includes five additional parcels: 6, 7, 8a, 8b, and 9.

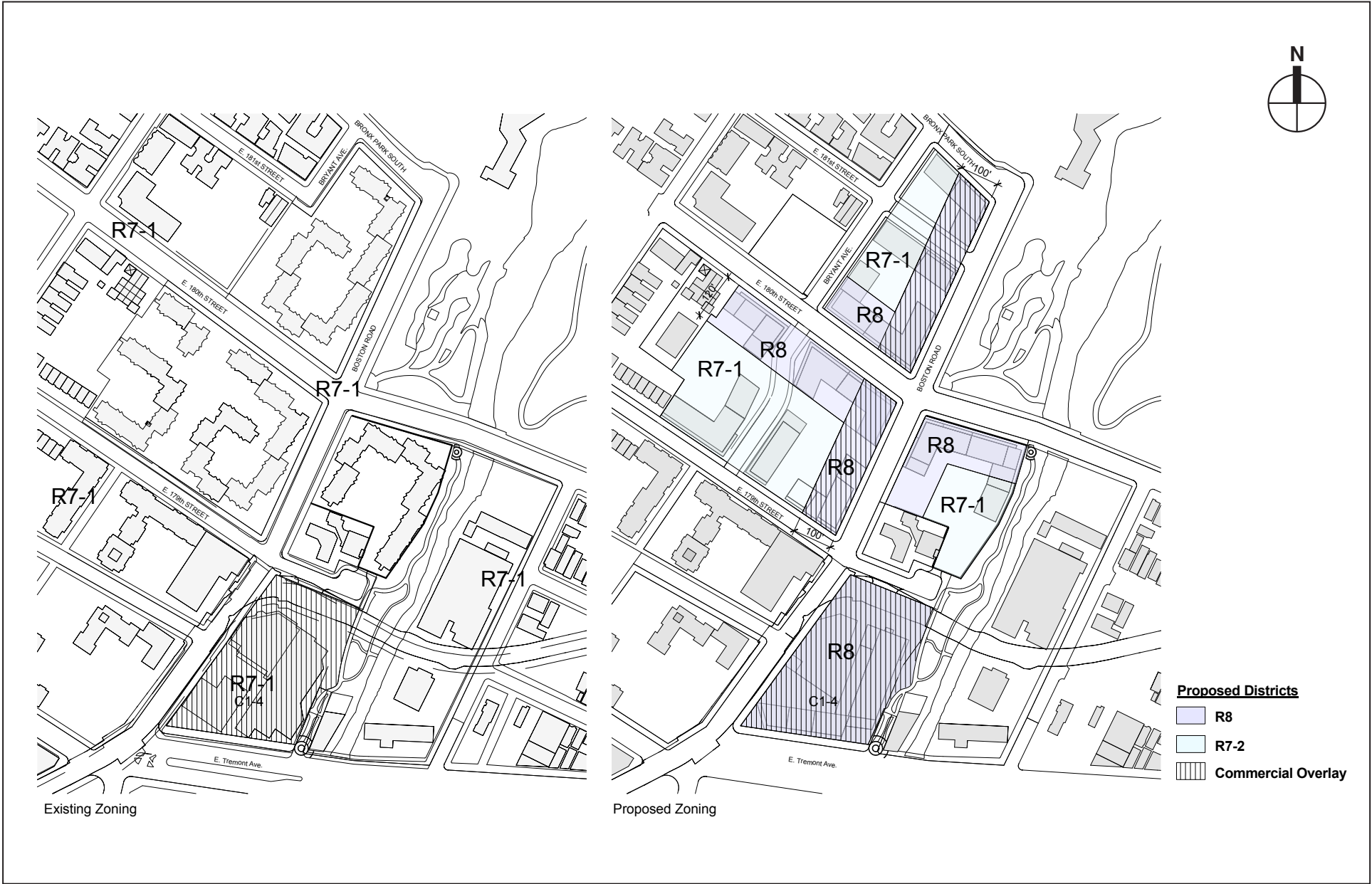
<sup>4</sup> There is currently a proposal for a new residential development, sponsored by the Second Farms Neighborhood HDfC for Parcel 9 in the LSRD.



- LSRD PLAN  
PARCELS 1, 3, 5, 10
- LSRD TO REMAIN  
PARCELS 6, 7, 8a, 8b, 9

Existing LSRD and Proposed Subdivision of LSRD  
Figure 1-2

- Urban Development Action Area Project (UDAAP) Designation and Project Approval and disposition of City-owned property. The small City-owned triangular parcel at the intersection of East Tremont Avenue and Boston Road (Block 3139, Lot 50) would be designated a UDAAP and would be disposed of to the Applicant for incorporation into the Development Site.
- City map amendment to remove Lot 50 from the mapped street.
- Zoning Map Amendment to change portions of the Development Site from R7-1 and Parcel 10 from R7-1/C1-4 as follows (see **Figure 1-3**):
  - Parcel 1: R8 with a depth of 100 ft. parallel to Boston Road, Bronx Park South and East 180th Street. C1-4 overlay with a depth of 100 ft. parallel to Boston Road. R7-1 to remain on the balance of the parcel.
  - Parcel 3: R8 with a depth of 100 ft. parallel to Boston Road and a depth of 120 ft. parallel to East 180th Street. C1-4 overlay with a depth of 100 ft. parallel to Boston Road. R7-1 to remain on the balance of the parcel.
  - Parcel 5: R8 with a depth of 100 ft. parallel to Boston Road and East 180th Street. R7-1 to remain on the balance of the parcel.
  - Parcel 10: R8 / C1-4 overlay.
- Authorizations under ZR Section 78-311 to allow the following within the new LSRD (these authorizations are described in greater detail in Chapter 8, “Urban Design and Visual Resources”):
  - 78-311(a): To permit distribution of the total floor area permitted by the applicable district regulations without regard for zoning lot lines or zoning district boundaries. This would enable the transfer of 76,000 sf of surplus floor area on Parcel 3 from the R7-1 district to the R8/C1-4 district, and 26,497 sf of surplus floor area on Parcel 5 from the R7-1 district to the R8 district.
  - 78-311(b): To permit the total open space required by the applicable district regulations to be distributed without regard for zoning lot lines or zoning district boundaries. This would allow 12,740 sf of open space to be transferred from an R7-1 district to an R8/C1-4 within Parcel 1 and 17,428 sf of open space to be transferred from an R7-1 district to an R8/C1-4 within Parcel 3. Within Parcel 5, 6,745 sf of open space would be transferred from an R7-1 district to an R8.
  - 78-311(d): To modify the required rear yard setback for tall buildings per Section 23-663 for Buildings 3A and 3C on Parcel 3.
  - 78-311(e): To permit variations in the front height and setback regulations including variation in the maximum height and number of stories of the front wall within the initial setback distance, modification of the initial setback distance, and to permit penetration of the sky exposure plane in areas wholly within the LSRD (see Chapter 8).
  - 78-311(h): To permit an interim condition in which the minimum distance between buildings is waived between the new Building 3A and the existing building to the south. The interim waiver will no longer be needed once the new Building 3F is demolished.
- Zoning text amendment to ZR 78-312 to establish that in R7-1 and R8 Districts within Community District 6 in the Borough of the Bronx where a lot line abuts a public park, such lot line may by Special Permit of the City Planning Commission be considered a street line for the purposes of applying the requirements of Section 23-86 (Minimum Distance Between Legally Required Windows and Walls or Lot Lines) (see **Appendix 1**).



Existing and Proposed Zoning  
Figure 1-3



- Special Permit pursuant to ZR 78-312 for minor variations in the height and setback regulations on the periphery of the new LSRD (see Chapter 8) and to permit a lot line abutting a public park to be considered a street line for the purposes of applying the requirements of Section 23-86 (Minimum Distance Between Legally Required Windows and Walls or Lot Lines).
- Zoning text amendment to Appendix F to designate a Mandatory Inclusionary Housing Area.
- Coastal zone consistency determination.
- Site plan approval by the Mayor and City Council pursuant to SCA requirements for the proposed school on Parcel 10.

The proposed project may also use funding from City and/or State agencies including HPD, HDC, HFA, and/or HCR for affordable housing construction. In addition, the project would require approval by HUD of the reassignment of project-based rental assistance contracts, and the proposed project may also request HOME funds or other funding from HUD.

As the project is built out over time, the landscape plans for each parcel will require certification from the Chair of the New York City Planning Commission (CPC).

In connection with the proposed project, a Restrictive Declaration (or declarations) would be recorded at the time all land use-related actions required to authorize the proposed project's development are approved. The Restrictive Declaration(s) would, among other things:

- Require development in substantial accordance with the approved plans, which establish an envelope within which the buildings must be constructed, including limitations on floor area;
- Require that the proposed project's development program be in substantial accordance with the scope of the development scenario analyzed in the EIS; and
- Provide for the implementation of "Project Components Related to the Environment" (i.e., certain project components which were material to the analysis of environmental impacts in the EIS) and mitigation measures, substantially consistent with the EIS.

## **E. PROPOSED PROJECT**

### **CONSTRUCTION SCHEDULE**

Construction of the proposed project would occur over a build out period of approximately 13 years. Construction is anticipated to begin in January 2017 and be complete in September 2029. During construction of the proposed project, current tenants would be relocated from buildings to be demolished to other locations within the Lambert Houses development. Once relocated, the unoccupied buildings would be demolished and construction of new buildings would proceed. Tenants of the next buildings to be demolished would be relocated within the Lambert Houses Development Site to the newly constructed buildings, and the demolition and new construction process would begin again. This process would be repeated through completion of the project. Construction activities would be divided into five building groups, beginning at Parcel 3 with the construction of Building 3A, followed by activities at Parcel 5 with the construction of Buildings 5A and 5B, Parcel 1 with the construction of Buildings 1A through 1D, Parcel 3 with the construction of 3B through 3F, and finally Building 10 at Parcel 10 (see **Table 1-1**).



**Table 1-1**  
**Preliminary Construction Schedule**

Building	Activity	Approximate Start Month	Approximate Finish Month	Approximate Duration (months)
3A	Demolition	January 2017	March 2017	3
	Building Construction	April 2017	December 2018	21
	Relocation	January 2019	November 2019	10
5A, 5B	Demolition	December 2019	February 2020	3
	Building Construction	March 2020	November 2021	21
	Relocation	December 2021	September 2022	10
1A, 1B, 1C, and 1D	Demolition	October 2022	December 2022	3
	Building Construction	January 2023	September 2024	21
	Relocation	October 2024	August 2025	10
3B, 3C, 3D, 3E, 3F	Demolition	September 2025	November 2025	3
	Building Construction	December 2025	August 2027	21
10	Demolition	September 2027	November 2027	3
	Building Construction	December 2027	September 2029	21

**Source:** Phipps Houses

## DEVELOPMENT SITE BUILDINGS

Overall, the proposed project would redevelop the Development Site with the following (see **Table 1-2**):

- A total of 1,665 residential units at the completion of the project, for an increment of 934 units over the No Action condition. The proposed residential units would all be affordable.
- Approximately 61,100 sf of retail, for an increment of 21,610 sf over the No Action condition.
- A new public school of approximately 86,608 sf on a portion of Parcel 10. It is expected that this school would be a 500-seat elementary school.
- A reduction in the amount of parking at the site, for a total of 110 spaces.

In order to address a projected shortfall of public school seats in the area, the SCA will be given an option to acquire the site for proposed school for a nominal fee. If SCA were to decline to exercise this option and construct the school, a residential building with approximately 55 units would be constructed in its place.

The redevelopment has been designed to restore the density of the pre-urban renewal development of the neighborhood, creating a “downtown” sense to West Farms Square and extending it to the rest of the site. The proposed new buildings will be arranged in order to create cohesive street frontage on all of the blocks within the Development Site. Open space will be enclosed in courtyards surrounded by the proposed new buildings, creating a distinction between public and private space.

The proposed project will reintroduce the street grid in areas where streets had been demapped as part of the previous urban renewal plan. East 180th Street will be extended through the Development Site between Bryant Avenue and Boston Road as a privately-owned street segment open to traffic and pedestrians, as will the segments of Bryant Avenue between East 179th and East 181st Streets that were previously demapped. The currently-demapped portions of Bryant Avenue and East 181st Street will be restored as private thoroughfares for vehicular and pedestrian traffic, as well as accessory parking for the residents. In addition to restoring the

street grid, view corridors extending through the blocks will create a sense of openness on the site and allow east-west views across the entire site from Vyse Avenue to the Bronx River.

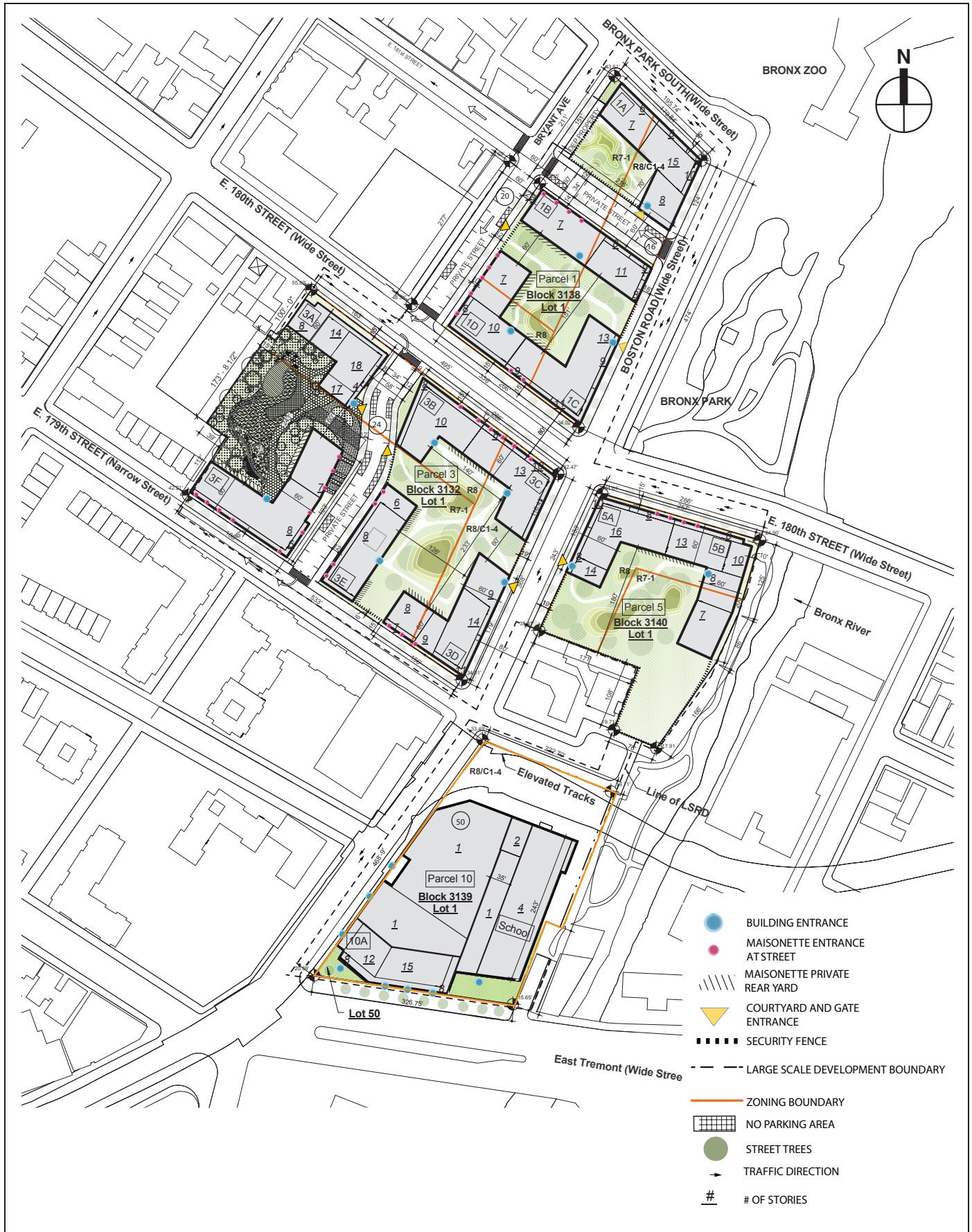
**Figure 1-4** shows the proposed site plan. **Figure 1-5** shows the site's open space areas for building residents. **Figure 1-6** shows the proposed massing, and **Figure 1-7** shows the streetscape elevations.

**Table 1-2**  
**Proposed Project**

Parcel	Building	Lot Area (sf)	Gross Floor Area (sf)	Zoning Floor Area (sf)	Dwelling Units
1	1A	126,395	148,846	34,590	135
	1B		114,473	111,038	104
	1C		178,363	173,012	162
	1D		101,795	98,742	93
			543,477	527,173	494
3	3A	197,178	162,241	157,373	147
	3B		94,965	92,116	89
	3C		149,846	145,351	136
	3D		173,125	167,932	156
	3E		83,092	80,599	76
	3F		146,335	141,945	133
			809,605	785,316	737
5	5A	79,612	180,872	175,446	164
	5B		151,052	146, 520	137
			331,924	321,966	301
10	10A	111,545	146,477	142, 083	133
			146,477	142, 083	133
Total Residential Area:			1,831,483	1,776,539	1,665
10	Retail	111,545	21,931	21,273	
	School		86,608	84,010	
	Supermarket		22,637	21,958	
			131,176	127,241	
Total Non-Residential Area:			131,176	127,241	
Total Area:			1,962,659	1,903,780	
Source: Phipps Houses					

### PARCEL 1

Parcel 1 would include four new buildings, identified as Buildings 1A through 1D, ranging from seven to 15 stories in height and with a total of approximately 494 residential units (see **Figure 1-8**). With the reintroduction of East 181st Street through the Development Site, Parcel 1 would be divided into two blocks. The northern block would have an L-shaped building (Building 1A) with frontage on Bronx Park South and Boston Road. The building would reach a height of seven and eight stories along most of the Bronx Park South and Boston Road frontages, with a portion of the building rising to 15 stories where these two streets meet. The southern section of Parcel 1 would have three buildings (Buildings 1B, 1C and 1D) arranged around a courtyard. Building 1B, on the south side of East 181 Street, would have heights of seven and 11 stories and the two buildings (Building 1C and 1D) along the north side of East 180th Street would have heights stepping up from seven to 13 stories.



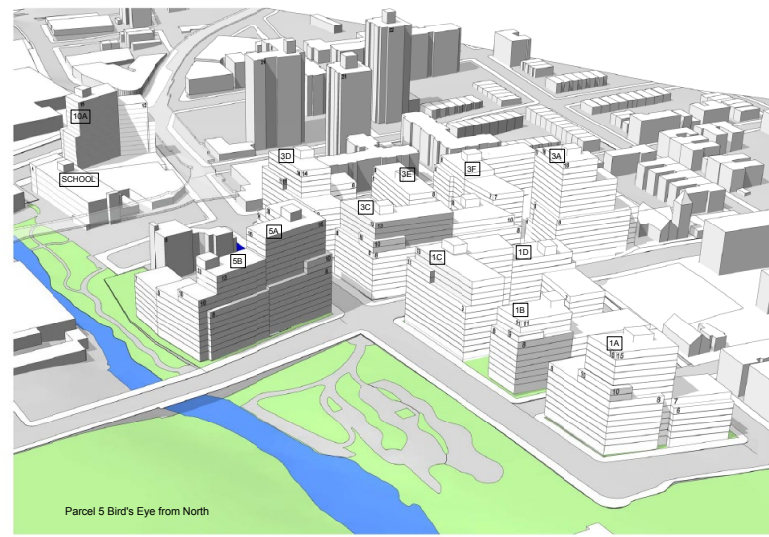
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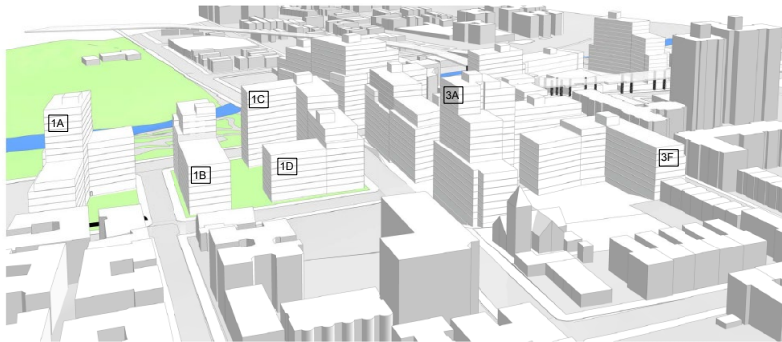




Overall Massing View Looking Northwest



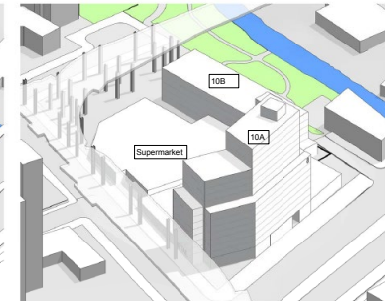
Parcel 5 Bird's Eye from North



View looking East



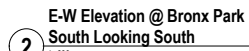
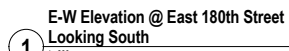
Parcel 10: Option 1: Perspective with School



Parcel 10 Option 2: Perspective with 10B



3 Parcel 3 - South section perspective





Parcel 1 - Site Plan  
**Figure 1-8**



## **Lambert Houses**

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The demapped segments of Bryant Avenue and East 181st Street that fall within Parcel 1 would be reconstructed as privately owned, unmapped streets open to pedestrian and vehicular traffic; approximately 35 accessory parking spaces would be created along the streets. The existing utility easements that correspond to these two new street segments would be continued.

Maisonette units would be constructed on the ground floor of Building 1B along East 181st Street, Building 1D along Bryant Avenue, and Buildings 1C and 1D along East 180th Street to enliven these frontages and activate the streetscape. These units would have individual entrances along the street and would span the ground floor and the second floor street frontage. The Boston Road frontages of Buildings 1A and 1C would include ground floor spaces for retail or community facility use. It is expected that the Universal Pre-Kindergarten facility that currently operates on Parcel 3 would be relocated into one of these ground floor spaces.

### *PARCEL 3*

Six new buildings (Buildings 3A through 3F) with a total of approximately 737 units would be constructed on Parcel 3. These buildings would be arranged in two groups (Building 3A and 3F to the west and 3B, 3C, 3D and 3E to the east) centered around courtyards on either side of a newly created segment of Bryant Avenue (see **Figure 1-9**). Bryant Avenue would be extended through Parcel 3 in the existing easement area between East 179th and East 180th Streets. Like the new street segments on Parcel 1, this segment of Bryant Avenue would be an unmapped street that is open to pedestrian and vehicular traffic. Approximately 25 accessory parking spaces would be created along this street segment.

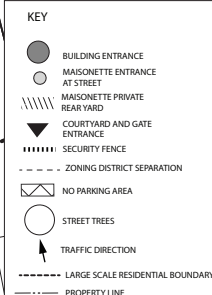
Buildings 3C and 3D along Boston Road would have base heights of eight and nine stories, with setback portions rising to 13 and 14 stories. Ground floor spaces for retail or community facility use totaling 6,000 square feet would be located along Boston Road at the corners of East 179th and East 180th Streets.

Maisonette units would activate the street frontages along East 180th Street, Bryant Avenue, and East 179th Street. Buildings 3B and 3E along the eastern side of the new segment of Bryant Avenue would have base heights of six and eight stories and overall heights of eight and ten stories.

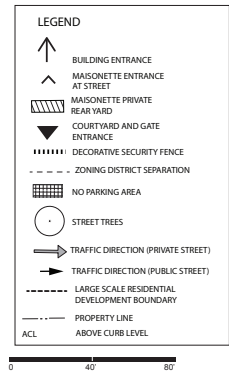
On the west side of Bryant Avenue, Buildings 3A and 3F would have base heights of six to seven stories. Building F, on the south side of the block along East 179th Street, would reach a total of nine stories, while Building A, on East 180th Street, would have a maximum height of 18 stories. The greater height for Building 3A is necessary to accommodate the overall project's construction phasing, as this will be first building constructed and must accommodate the relocation of residents for the next phase of development.

### *PARCEL 5*

Two new buildings (Buildings 5A and 5B) with a total of approximately 301 units would be constructed on Parcel 5 (see **Figure 1-10**). Building 5A, the taller building, would front on Boston Road, with a base height of eight stories, consistent with that of the building across the street on Parcel 3. The overall height of this building would rise to 16 stories at the intersection of Boston Road and East 180th Street. Building 5B, on the eastern portion of Parcel 5, would have a maximum overall height of 16 stories and would step down toward the Bronx River to seven stories. Maisonette units would be constructed at the ground floor level of both buildings



Parcel 3 - Site Plan  
**Figure 1-9**



Parcel 5 - Site Plan  
**Figure 1-10**

along East 180th Streets. An interior courtyard between the buildings would be accessed from Boston Road.

#### *PARCEL 10*

Parcel 10 would be developed with a mixed-use building containing approximately 44,568 square feet of retail space on the ground floor and approximately 133 residential units above (see **Figure 1-11**). The building would have a base height of five stories and the upper portion would step up toward the east, increasing from nine to 16 stories, so as to step back from the elevated subway tracks along Boston Road.

New retail space would be created at the corner of Boston Road and East Tremont Avenue, where subway and bus stops create high levels of pedestrian activity. The new retail space would have higher floor to ceiling heights than the existing retail space at the location to improve access to and visibility from the adjacent streets. Approximately 50 accessory parking spaces would be located on the roof of the retail space in the one-story portion of the building along Boston Road.

At the eastern edge of Parcel 10, where the Bronx River Greenway intersects with East Tremont Avenue, SCA will have the option to acquire land to construct a new school to accommodate the projected increase in the number of public school students on the Development Site and surrounding neighborhood. If constructed, the public elementary school would have approximately 500 seats and approximately 84,726 square feet of floor area. If the SCA chooses not to construct the school, this portion of the Development Site would be developed with a five-story residential building containing approximately 55 units.

## **F. ANALYSIS FRAMEWORK**

The *CEQR Technical Manual* will serve as guidance on the methodologies and impact criteria for evaluating the proposed project's potential effects on the various environmental areas of analysis. In disclosing impacts, the EIS considers the proposed project's potential to result in significant adverse impacts on the environmental setting. It is anticipated that the proposed project would be operational in 2029. Consequently, the environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives first assess existing conditions and then forecast these conditions to 2029 ("Future Without the Proposed Project") for the purposes of determining potential impacts in the future with the proposed project ("Probable Impacts of the Proposed Actions").

### **THE FUTURE WITHOUT THE PROPOSED PROJECT (NO ACTION CONDITION)**

For the purposes of the EIS, it is assumed that in the future without the proposed project (the "No Action" condition), the proposed Development Site will continue in active use as in the existing condition. For each technical analysis in the EIS, the No Action condition will also incorporate approved or planned development projects within the appropriate study area that are likely to be completed by the analysis year. One of these projects, mentioned above in Section D, "Proposed Actions," is the Second Farms Neighborhood HDLC proposal. The site of this project is within the modified existing LSRD that would be created as part of the proposed actions associated with the Lambert Houses Redevelopment. The Second Farms proposal would require further modification of the LSRD that will include Parcels 6, 7, 8a, 8b, and 9 of the Bronx Park South URA. Along with several other proposed actions, this would allow a new

**PHIPPS LAMBERT** HOUSES

## Lambert Houses

development of affordable housing, retail use, and community facility space at 1932 Bryant Avenue (Parcel 9 of the LSRD). If the 1932 Bryant Avenue project is not approved, there would be no effect on the Lambert Houses Redevelopment, which would proceed as proposed within a new LSRD.

### THE FUTURE WITH THE PROPOSED PROJECT (WITH ACTION CONDITION)

For each of the technical areas of analysis identified in the *CEQR Technical Manual*, conditions with the proposed project will be compared to the No Action condition (see **Table 1-3**).

**Table 1-3**  
**Proposed Project**

Parcel	Residential (units)		Retail (sf)		Community Facility (sf) <sup>1,2</sup>		Parking (spaces)	
	Proposed	Increment	Proposed	Increment	Proposed	Increment	Proposed	Increment
1	494	257	10,500	10,500	2,250	2,250	35	35
3	737	412	6,000	6,000	0	-2,250	25	25
5	301	132	0	0	0	0	0	0
10	133	133	44,568	5,078	86,608	86,608	50	-325
<b>Total</b>	<b>1,665</b>	<b>934</b>	<b>61,100</b>	<b>21,610</b>	<b>88,858</b>	<b>86,608</b>	<b>110</b>	<b>-265</b>
<b>Notes:</b> 1. The existing early education facility on Parcel 3 would be relocated to Parcel 1. 2. An approximately 86,608-sf school would be constructed on Parcel 10.								
<b>Source:</b> Phipps Houses								

### INCREMENTAL DEVELOPMENT

The EIS will analyze the following increment: an additional 934 residential units, an additional 21,610 sf of retail space, an 86,608 sf school, and a reduction of 265 parking spaces.

## G. ENVIRONMENTAL REVIEW PROCESS

HPD is the CEQR lead agency, and several other agencies are involved or interested agencies in the environmental review, including the New York City Planning Commission (CPC), the SCA, and HUD. This EIS has been prepared in conformance with all applicable laws and regulations, including CEQR, SEQRA, and NEPA. In addition, the discretionary actions required for the proposed project are subject to the city's Uniform Land Use Review Procedure (ULURP), requiring approval of the CPC and the City Council. Both the environmental review and ULURP procedures are outlined below.

### ENVIRONMENTAL REVIEW

Responding to SEQRA and its implementing regulations, New York City has established rules for its environmental review process known as CEQR. The CEQR process provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify and, when practicable, mitigate significant adverse environmental impacts. CEQR rules guide environmental review through the following steps:

- **Establishing a Lead Agency.** Under CEQR, the "lead agency" is the public entity responsible for conducting the environmental review. Usually, the lead agency is also the

entity primarily responsible for carrying out, funding, or approving the proposed project. HPD is the CEQR lead agency for this application.

- **Determination of Significance.** The lead agency's first charge is to determine whether the proposed project might have a significant impact on the environment. To do so, HPD prepared an Environmental Assessment Statement (EAS). Based on the information contained in the EAS, HPD determined that the project might result in significant adverse environment impacts and issued a Positive Declaration on September 18, 2015.
- **Scoping.** Along with its issuance of a Positive Declaration, HPD issued a draft Scope of Work for the EIS. This also served as the Notice of Intent to Prepare a Draft Environmental Impact Statement (DEIS) as part of the NEPA process. "Scoping," or creating the scope of work, is the process of focusing the environmental impact analyses on the key issues that are to be studied. A public scoping meeting was held for the proposed project on October 21, 2015, and additional comments were accepted until the close of business on November 2, 2015. Modifications to the draft Scope of Work for the project's DEIS were made as a result of public and interested agency input during the scoping process. A Final Public Scoping Document for the project was issued on April 22, 2016.
- **Draft Environmental Impact Statement.** In accordance with the Final Public Scoping Document, a DEIS was prepared. Upon review of the DEIS and determination that the document has fully disclosed the project program, its potential environmental impacts, and recommended mitigation, HPD will issue a Notice of Completion (pursuant to CEQR) and a Notice of Availability (pursuant to NEPA) and the DEIS will be circulated for public review.
- **Public Review.** Publication of the DEIS and issuance of the Notice of Completion and, in this case, Notice of Availability, signal the start of the public review period. During this time, which extends for a minimum of 30 days, the public has the opportunity to review and comment on the DEIS either in writing or at a public hearing convened for the purpose of receiving such comments. Where the CEQR process is coordinated with another city process that requires a public hearing, such as ULURP, or with the federal NEPA process, the hearings may be held jointly. In any event, the lead agency must publish a notice of the hearing at least 14 days before it takes place and must accept written comments for at least 10 days following the close of the hearing. All substantive comments received at the hearing or during the comment period become part of the CEQR record and are summarized and responded to in the Final EIS (FEIS).
- **Final Environmental Impact Statement.** After the close of the public comment period for the DEIS, HPD will prepare an FEIS. This document includes a summary restatement of each substantive comment made about the DEIS and a response to each comment.
- **Findings (and Record of Decision).** To demonstrate that the responsible public decision-maker has taken a hard look at the environmental consequences of a proposed project, any agency taking a discretionary action regarding a project must adopt a formal set of written findings, reflecting its conclusions about the significant adverse environmental impacts of the proposed project, potential alternatives, and potential mitigation measures. The findings may not be adopted until 10 days after the Notice of Completion (pursuant to CEQR) has been issued for the FEIS. A Record of Decision will also be issued (pursuant to NEPA). Once findings are adopted, the lead and involved agencies may take their actions (or take "no action").



## **ULURP**

The city's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: Community Board, Borough President, CPC, and City Council. The procedure sets time limits for each level of review to ensure a maximum total review period of approximately seven months.

The process begins with certification by CPC that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case Bronx Community Board 6). The Community Board has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the ULURP application. The Borough President then has up to 30 days to review the application. CPC then has up to 60 days, during which time a public hearing is held on the ULURP application. If CPC approves the application it is forwarded to the City Council, which has 20 days to decide to review the proposed ULURP actions, except for the zoning map amendments, which are subject to mandatory review by the Council and the zoning text amendments, which are not subject to ULURP but are subject to mandatory review by the Council under City Charter section 200 and 201. The City Council must review the zoning map amendment and any other actions it elects to review subject to ULURP within 50 days after the application is forwarded by the CPC. \*