



**City Environmental Quality Review  
ENVIRONMENTAL ASSESSMENT STATEMENT FULL FORM**

Please fill out, print and submit to the appropriate agency (see instructions)

**PART I: GENERAL INFORMATION**

**PROJECT NAME**

**1. Reference Numbers**

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency)	BSA REFERENCE NUMBER (If Applicable)
ULURP REFERENCE NUMBER (If Applicable)	OTHER REFERENCE NUMBER(S) (If Applicable) (e.g. Legislative Intro, CAPA, etc)

**2a. Lead Agency Information**

NAME OF LEAD AGENCY

**2b. Applicant Information**

NAME OF APPLICANT

NAME OF LEAD AGENCY CONTACT PERSON	NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON
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ADDRESS	ADDRESS
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CITY	STATE	ZIP	CITY	STATE	ZIP
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TELEPHONE	FAX	TELEPHONE	FAX
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EMAIL ADDRESS	EMAIL ADDRESS
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**3. Action Classification and Type**

**SEQRA Classification**

UNLISTED       TYPE I; SPECIFY CATEGORY (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):

**Action Type** (refer to Chapter 2, "Establishing the Analysis Framework" for guidance)

LOCALIZED ACTION, SITE SPECIFIC     LOCALIZED ACTION, SMALL AREA     GENERIC ACTION

**4. Project Description:**

**4a. Project Location: Single Site** (for a project at a single site, complete all the information below)

ADDRESS	NEIGHBORHOOD NAME	
TAX BLOCK AND LOT	BOROUGH	COMMUNITY DISTRICT
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY:		ZONING SECTIONAL MAP NO:

**4b. Project Location: Multiple Sites** (Provide a description of the size of the project area in both City Blocks and Lots. If the project would apply to the entire city or to areas that are so extensive that a site-specific description is not appropriate or practicable, describe the area of the project, including bounding streets, etc.)

**5. REQUIRED ACTIONS OR APPROVALS** (check all that apply)

**City Planning Commission:** YES  NO

- |  |   |
|--|---|
| <input type="checkbox"/> CITY MAP AMENDMENT                        | <input type="checkbox"/> ZONING CERTIFICATION             |
| <input type="checkbox"/> ZONING MAP AMENDMENT                      | <input type="checkbox"/> ZONING AUTHORIZATION             |
| <input type="checkbox"/> ZONING TEXT AMENDMENT                     | <input type="checkbox"/> HOUSING PLAN & PROJECT           |
| <input type="checkbox"/> UNIFORM LAND USE REVIEW PROCEDURE (ULURP) | <input type="checkbox"/> SITE SELECTION — PUBLIC FACILITY |
| <input type="checkbox"/> CONCESSION                                | <input type="checkbox"/> FRANCHISE                        |
| <input type="checkbox"/> UDAAP                                     | <input type="checkbox"/> DISPOSITION — REAL PROPERTY      |
| <input type="checkbox"/> REVOCABLE CONSENT                         |   |

ZONING SPECIAL PERMIT, SPECIFY TYPE:

- MODIFICATION OF  
 RENEWAL OF  
 OTHER

**Board of Standards and Appeals:** YES  NO

- SPECIAL PERMIT
- EXPIRATION DATE    MONTH    DAY    YEAR
- VARIANCE (USE)
- VARIANCE (BULK)

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

**Department of Environmental Protection:** YES  NO

**Other City Approvals:** YES  NO

- |  |  |
|--|--|
| <input type="checkbox"/> LEGISLATION   | <input type="checkbox"/> RULEMAKING                        |
| <input type="checkbox"/> FUNDING OF CONSTRUCTION; SPECIFY  | <input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES |
| <input type="checkbox"/> POLICY OR PLAN; SPECIFY   | <input type="checkbox"/> FUNDING OF PROGRAMS; SPECIFY      |
| <input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL ( <i>not subject to CEQR</i> )                                   | <input type="checkbox"/> PERMITS; SPECIFY:                 |
| <input type="checkbox"/> 384(b)(4) APPROVAL  | <input type="checkbox"/> OTHER; EXPLAIN                    |
| <input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) ( <i>not subject to CEQR</i> ) |  |

**6. State or Federal Actions/Approvals/Funding:** YES  NO  IF "YES," IDENTIFY

**7. Site Description:** *Except where otherwise indicated, provide the following information with regard to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory controls.*

**GRAPHICS** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11x17 inches in size and must be folded to 8.5 x 11 inches for submission.*

- |  |                                     |   |
|--|-------------------------------------|---|
| <input type="checkbox"/> Site location map             | <input type="checkbox"/> Zoning map | <input type="checkbox"/> Photographs of the project site taken within 6 months of EAS submission and keyed to the site location map |
| <input type="checkbox"/> Sanborn or other land use map | <input type="checkbox"/> Tax map    | <input type="checkbox"/> For large areas or multiple sites, a GIS shape file that defines the project sites                         |

**PHYSICAL SETTING** (*both developed and undeveloped areas*)

Total directly affected area (sq. ft.):	Type of waterbody and surface area (sq. ft.):	Roads, building and other paved surfaces (sq. ft.)
Other, describe (sq. ft.):		

**8. Physical Dimensions and Scale of Project** (*if the project affects multiple sites, provide the total development below facilitated by the action*)

Size of project to be developed: \_\_\_\_\_ (gross sq. ft.)

Does the proposed project involve changes in zoning on one or more sites? YES  NO

If 'Yes,' identify the total square feet owned or controlled by the applicant: \_\_\_\_\_ Total square feet of non-applicant owned development: \_\_\_\_\_

Does the proposed project involve in-ground excavation or subsurface disturbance, including but not limited to foundation work, pilings, utility lines, or grading? YES  NO

If 'Yes,' indicate the estimated area and volume dimensions of subsurface disturbance (if known):

Area: \_\_\_\_\_ sq. ft. (width x length) Volume: \_\_\_\_\_ cubic feet (width x length x depth)

Does the proposed project increase the population of residents and/or on-site workers? YES  NO  Number of additional residents? \_\_\_\_\_ Number of additional workers? \_\_\_\_\_

Provide a brief explanation of how these numbers were determined:

Does the project create new open space? YES  NO  If Yes: \_\_\_\_\_ (sq. ft)

Using Table 14-1, estimate the project's projected operational solid waste generation, if applicable: \_\_\_\_\_ (pounds per week)

Using energy modeling or Table 15-1, estimate the project's projected energy use: \_\_\_\_\_ (annual BTUs)

**9. Analysis Year** [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL): \_\_\_\_\_ ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: \_\_\_\_\_

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES  NO  IF MULTIPLE PHASES, HOW MANY PHASES: \_\_\_\_\_

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

**10. What is the Predominant Land Use in Vicinity of Project?** (*Check all that apply*)

- RESIDENTIAL  MANUFACTURING  COMMERCIAL  PARK/FOREST/OPEN SPACE  OTHER, Describe: \_\_\_\_\_

**DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS**

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	<b>EXISTING CONDITION</b>	<b>NO-ACTION CONDITION</b>	<b>WITH-ACTION CONDITION</b>	<b>INCREMENT</b>
<b>Land Use</b>				
<b>Residential</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following				
No. of dwelling units				
No. of low- to moderate income units				
No. of stories				
Gross Floor Area (sq.ft.)				
Describe Type of Residential Structures				
<b>Commercial</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
Describe type (retail, office, other)				
No. of bldgs				
GFA of each bldg (sq.ft.)				
<b>Manufacturing/Industrial</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
Type of use				
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Open storage area (sq.ft.)				
If any unenclosed activities, specify				
<b>Community Facility</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
Type				
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
<b>Vacant Land</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, describe:				
<b>Publicly Accessible Open Space</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify type (mapped City, State, or Federal Parkland, wetland—mapped or otherwise known, other)				
<b>Other Land Use</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, describe				
<b>Parking</b>				
<b>Garages</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
<b>Parking (continued)</b>				
<b>Lots</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
<b>Other (includes street parking)</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, describe				
<b>Storage Tanks</b>				
<b>Storage Tanks</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
Gas/Service stations	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Oil storage facility	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Other, identify:	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes to any of the above, describe:				
Number of tanks				
Size of tanks				
Location of tanks				
Depth of tanks				
Most recent FDNY inspection date				
<b>Population</b>				
<b>Residents</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If any, specify number				
Briefly explain how the number of residents was calculated:				
<b>Businesses</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If any, specify the following:				
No. and type				
No. and type of workers by business				
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
<b>Zoning*</b>				
Zoning classification				
Maximum amount of floor area that can be developed (in terms of bulk)				
Predominant land use and zoning classifications within a 0.25 mile radius of proposed project				
Attach any additional information as may be needed to describe the project.				
If your project involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include the total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

\*This section should be completed for all projects, except for such projects that would apply to the entire city or to areas that are so extensive that site-specific zoning information is not appropriate or practicable.

## PART II: TECHNICAL ANALYSES

**INSTRUCTIONS:** For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the 'NO' box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the 'YES' box.
- For each 'Yes' response, answer the subsequent questions for that technical area and consult the relevant chapter of the CEQR Technical Manual for guidance on providing additional analyses (and attach supporting information, if needed) to determine whether the potential for significant impacts exists. Please note that a 'Yes' answer does not mean that an EIS must be prepared—it often only means that more information is required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to either provide additional information to support the Full EAS Form. For example, if a question is answered 'No,' an agency may request a short explanation for this response.

	YES	NO
<b>1. LAND USE, ZONING AND PUBLIC POLICY:</b> <a href="#">CEQR Technical Manual Chapter 4</a>		
(a) Would the proposed project result in a change in land use or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach.		
(b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach.		
(c) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? If "Yes", complete the <a href="#">Consistency Assessment Form</a> .		
<b>2. SOCIOECONOMIC CONDITIONS:</b> <a href="#">CEQR Technical Manual Chapter 5</a>		
(a) Would the proposed project:		
• Generate a net increase of 200 or more residential units?		
• Generate a net increase of 200,000 or more square feet of commercial space?		
• Directly displace more than 500 residents?		
• Directly displace more than 100 employees?		
• Affect conditions in a specific industry?		
(b) If 'Yes' to any of the above, attach supporting information to answer the following questions, as appropriate. If 'No' was checked for each category above, the remaining questions in this technical area do not need to be answered.		
<b>(1) Direct Residential Displacement</b>		
• If more than 500 residents would be displaced, would these displaced residents represent more than 5% of the primary study area population?		
• If 'Yes,' is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?		
<b>(2) Indirect Residential Displacement</b>		
• Would the expected average incomes of the new population exceed the average incomes of the study area populations?		
• If 'Yes,' would the population increase represent more than 5% of the primary study area population or otherwise potentially affect real estate market conditions?		
• If 'Yes,' would the study area have a significant number of unprotected rental units?		
Would more than 10 percent of all the housing units be renter-occupied and unprotected?		
Or, would more than 5 percent of all the housing units be renter-occupied and unprotected where no readily observable trend toward increasing rents and new market rate development exists within the study area?		

	YES	NO
<b>(3) Direct Business Displacement</b>		
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		
• Or, is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?		
<b>(4) Indirect Business Displacement</b>		
• Would the project potentially introduce trends that make it difficult for businesses to remain in the area?		
• Would the project capture the retail sales in a particular category of goods to the extent that the market for such goods would become saturated as a result, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?		
<b>(5) Affects on Industry</b>		
• Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?		
• Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?		
<b>3. COMMUNITY FACILITIES: <a href="#">CEQR Technical Manual Chapter 6</a></b>		
<b>(a)</b> Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?		
<b>(b)</b> Would the project exceed any of the thresholds outlined in <a href="#">Table 6-1 in Chapter 6</a> ?		
<b>(c)</b> If 'No' was checked above, the remaining questions in this technical area do not need to be answered. If 'Yes' was checked, attach supporting information to answer the following, if applicable.		
<b>(1) Child Care Centers</b>		
• Would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?		
• If Yes, would the project increase the collective utilization rate by 5 percent from the No-Action scenario?		
<b>(2) Libraries</b>		
• Would the project increase the study area population by 5 percent from the No-Action levels?		
• If Yes, would the additional population impair the delivery of library services in the study area?		
<b>(3) Public Schools</b>		
• Would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 105 percent?		
• If Yes, would the project increase this collective utilization rate by 5 percent from the No-Action scenario?		
<b>(4) Health Care Facilities</b>		
• Would the project affect the operation of health care facilities in the area?		
<b>(5) Fire and Police Protection</b>		
• Would the project affect the operation of fire or police protection in the area?		
<b>4. OPEN SPACE: <a href="#">CEQR Technical Manual Chapter 7</a></b>		
<b>(a)</b> Would the project change or eliminate existing open space?		
<b>(b)</b> Is the project located within an underserved area in the <a href="#">Bronx, Brooklyn, Manhattan, Queens, or Staten Island</a> ?		
<b>(c)</b> If 'Yes,' would the proposed project generate more than 50 additional residents or 125 additional employees?		
<b>(d)</b> Is the project located within a well-served area in the <a href="#">Bronx, Brooklyn, Manhattan, Queens, or Staten Island</a> ?		
<b>(e)</b> If 'Yes,' would the project generate more than 350 additional residents or 750 additional employees?		
<b>(f)</b> If the project is not located within an underserved or well-served area, would it generate more than 200 additional residents or 500 additional employees?		
<b>(g)</b> If 'Yes' to any of the above questions, attach supporting information to answer the following:		
• Does the project result in a decrease in the open space ratio of more than 5%?		
• If the project is within an underserved area, is the decrease in open space between 1% and 5%?		
• If 'Yes,' are there qualitative considerations, such as the quality of open space, that need to be considered?		

	YES	NO
<b>5. SHADOWS: <a href="#">CEQR Technical Manual Chapter 8</a></b>		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?		
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?		
(c) If 'Yes' to either of the above questions, attach supporting information explaining whether the project's shadow reach any sunlight-sensitive resource at any time of the year.		
<b>6. HISTORIC AND CULTURAL RESOURCES: <a href="#">CEQR Technical Manual Chapter 9</a></b>		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for, or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; is listed or eligible for listing on the New York State or National Register of Historic Places; or is within a designated or eligible New York City, New York State, or National Register Historic District? If "Yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
<b>7. URBAN DESIGN AND VISUAL RESOURCES: <a href="#">CEQR Technical Manual Chapter 10</a></b>		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?		
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources that is not currently allowed by existing zoning?		
(c) If "Yes" to either of the above, please provide the information requested in <a href="#">Chapter 10</a> .		
<b>8. NATURAL RESOURCES: <a href="#">CEQR Technical Manual Chapter 11</a></b>		
(a) Is any part of the directly affected area within the Jamaica Bay Watershed? If "Yes", complete the <a href="#">Jamaica Bay Watershed Form</a> .		
(b) Does the proposed project site or a site adjacent to the project contain natural resources as defined in <a href="#">Section 100 of Chapter 11</a> ? If "Yes," list the resources: Attach supporting information on whether the proposed project would affect any of these resources.		
<b>9. HAZARDOUS MATERIALS: <a href="#">CEQR Technical Manual Chapter 12</a></b>		
(a) Would the proposed project allow commercial or residential use in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?		
(b) Does the proposed project site have existing institutional controls (e.g. (E) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?		
(c) Does the project require soil disturbance in a manufacturing zone or any development on or near a manufacturing zone or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?		
(d) Does the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?		
(e) Does the project result in development where underground and/or aboveground storage tanks (e.g. gas stations) are or were on or near the site?		
(f) Does the project result in renovation of interior existing space on a site with potential compromised air quality, vapor intrusion from on-site or off-site sources, asbestos, PCBs or lead-based paint?		
(g) Does the project result in development on or near a government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks and rights-of-way?		
(h) Has a Phase I Environmental Site Assessment been performed for the site? If "Yes," were RECs identified? Briefly identify:		
(i) Based on a Phase I Assessment, is a Phase II Assessment needed?		
<b>10. WATER AND SEWER INFRASTRUCTURE: <a href="#">CEQR Technical Manual Chapter 13</a></b>		
(a) Would the project result in water demand of more than one million gallons per day?		
(b) Is the proposed project located in a combined sewer area and result in at least 1,000 residential units or 250,000 SF or more of commercial space in Manhattan or at least 400 residential units or 150,000 SF or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens?		
(c) Is the proposed project located in a <a href="#">separately sewerred area</a> and result in the same or greater development than that listed in <a href="#">Table 13-1 in Chapter 13</a> ?		
(d) Does the proposed project involve development on a site five acres or larger where the amount of impervious surface would increase?		
(e) Would the proposed project involve development on a site one acre or larger where the amount of impervious surface would increase and is located within the <a href="#">Jamaica Bay Watershed</a> or in certain <a href="#">specific drainage areas</a> including: Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek?		
(f) Would the proposed project be located in an area that is partially sewerred or currently unsewerred?		
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a WWTP and/or generate contaminated stormwater in a separate storm sewer system?		
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?		
(i) If "Yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
<b>11. SOLID WASTE AND SANITATION SERVICES: <a href="#">CEQR Technical Manual Chapter 14</a></b>		
(a) Would the proposed project have the potential to generate 1000,000 pounds (50 tons) or more of solid waste per week?		
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?		

	YES	NO
<b>12. ENERGY:</b> <a href="#">CEQR Technical Manual Chapter 15</a>		
(a) Would the proposed project affect the transmission or generation of energy?		
<b>13. TRANSPORTATION:</b> <a href="#">CEQR Technical Manual Chapter 16</a>		
(a) Would the proposed project exceed any threshold identified in <a href="#">Table 16-1 in Chapter 16</a> ?		
(b) If "Yes," conduct the screening analyses, attach appropriate back up data as needed for each stage, and answer the following questions:		
(1) Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour? If "Yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peakhour. See <a href="#">Subsection 313 in Chapter 16</a> for more information.</i>		
(2) Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour? If "Yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?		
(3) Would the proposed project result in more than 200 pedestrian trips per project peak hour? If "Yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?		
<b>14. AIR QUALITY:</b> <a href="#">CEQR Technical Manual Chapter 17</a>		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in <a href="#">Section 210 in Chapter 17</a> ?		
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in <a href="#">Section 220 in Chapter 17</a> ? If "Yes," would the proposed project exceed the thresholds in the <a href="#">Figure 17-3, Stationary Source Screen Graph</a> ? (attach graph as needed)		
(c) Does the proposed project involve multiple buildings on the project site?		
(d) Does the proposed project require Federal approvals, support, licensing, or permits subject to conformity requirements?		
(e) Does the proposed project site have existing institutional controls (e.g. E) designations or a Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?		
(f) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		
<b>15. GREENHOUSE GAS EMISSIONS:</b> <a href="#">CEQR Technical Manual Chapter 18</a>		
(a) Is the proposed project a city capital project, a power plant, or would fundamentally change the City's solid waste management system?		
(b) If "Yes," would the proposed project require a GHG emissions assessment based on the guidance in <a href="#">Chapter 18</a> ?		
(c) If "Yes," attach supporting documentation to answer the following: Would the project be consistent with the City's GHG reduction goal?		
<b>16. NOISE:</b> <a href="#">CEQR Technical Manual Chapter 19</a>		
(a) Would the proposed project generate or reroute vehicular traffic?		
(b) Would the proposed project introduce new or additional receptors (see <a href="#">Section 124 in Chapter 19</a> ) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?		
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?		
(d) Does the proposed project site have existing institutional controls (e.g. E-designations or a Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?		
(e) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		
<b>17. PUBLIC HEALTH:</b> <a href="#">CEQR Technical Manual Chapter 20</a>		
(a) Would the proposed project warrant a public health assessment based upon the guidance in <a href="#">Chapter 20</a> ?		
<b>18. NEIGHBORHOOD CHARACTER:</b> <a href="#">CEQR Technical Manual Chapter 21</a>		
(a) Based upon the analyses conducted for the following technical areas, check Yes if any of the following technical areas required a detailed analysis: Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Historic and Cultural Resources, Urban Design and Visual Resources, Shadows, Transportation, Noise.		
(b) If "Yes," explain here why or why not an assessment of neighborhood character is warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		



		YES	NO
19.	<b>CONSTRUCTION IMPACTS:</b> <i>CEQR Technical Manual Chapter 22</i> Would the project's construction activities involve (check all that apply):		
	• Construction activities lasting longer than two years;		
	• Construction activities within a Central Business District or along an arterial or major thoroughfare;		
	• Require closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc);		
	• Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out;		
	• The operation of several pieces of diesel equipment in a single location at peak construction;		
	• Closure of community facilities or disruption in its service;		
	• Activities within 400 feet of a historic or cultural resource; or		
	• Disturbance of a site containing natural resources.		

If any boxes are checked, explain why or why not a preliminary construction assessment is warranted based on the guidance of in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.

**20. APPLICANT'S CERTIFICATION**

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the

of

\_\_\_\_\_  
APPLICANT/SPONSOR

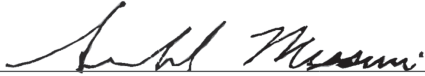
\_\_\_\_\_  
NAME THE ENTITY OR OWNER

the entity which seeks the permits, approvals, funding or other governmental action described in this EAS.

Check if prepared by:  APPLICANT/REPRESENTATIVE **OR**  LEAD AGENCY REPRESENTATIVE (FOR CITY-SPONSORED PROJECTS)

\_\_\_\_\_  
APPLICANT/SPONSOR NAME:

\_\_\_\_\_  
LEAD AGENCY REPRESENTATIVE NAME:

  
\_\_\_\_\_  
SIGNATURE:

\_\_\_\_\_  
DATE:

**PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.**

**PART III: DETERMINATION OF SIGNIFICANCE (To Be Completed By Lead Agency)**

**INSTRUCTIONS:**

In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY §6-06 (Executive Order 91 of 1977, as amended) which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant effect on the environment. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

**Potential  
Significant  
Adverse Impact**

IMPACT CATEGORY	Potential Significant Adverse Impact	
	YES	NO
Land Use, Zoning, and Public Policy		✓
Socioeconomic Conditions		✓
Community Facilities and Services		✓
Open Space		✓
Shadows		✓
Historic and Cultural Resources		✓
Urban Design/Visual Resources		✓
Natural Resources		✓
Hazardous Materials	✓	
Water and Sewer Infrastructure		✓
Solid Waste and Sanitation Services		✓
Energy		✓
Transportation		✓
Air Quality		✓
Greenhouse Gas Emissions		✓
Noise		✓
Public Health		✓
Neighborhood Character		✓
Construction Impacts		✓

2. Are there any aspects of the project relevant to the determination whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the project may have a significant impact on the environment.

**3. LEAD AGENCY'S CERTIFICATION**

Deputy Director, EARD

NYC Department of City Planning

TITLE

LEAD AGENCY

Celeste Evans



NAME

SIGNATURE

Check this box if the lead agency has identified one or more potentially significant adverse impacts that **MAY** occur.

Issue **Conditional Negative Declaration**

A **Conditional Negative Declaration (CND)** may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements in 6 NYCRR Part 617.

Issue **Positive Declaration** and proceed to a draft scope of work for the Environmental Impact Statement.

If the lead agency has determined that the project may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency issues a **Positive Declaration**.

**NEGATIVE DECLARATION (To Be Completed By Lead Agency)**

**Statement of No Significant Effect**

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6NYCRR, Part 617, State Environmental Quality Review, the [ ] assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the [ ] has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS that finds, because the proposed project:

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

\_\_\_\_\_ TITLE

\_\_\_\_\_ LEAD AGENCY

\_\_\_\_\_ NAME

\_\_\_\_\_ SIGNATURE

## Part 1: General Information

### PROJECT DESCRIPTION

#### *Introduction*

This application has been prepared on behalf of Gerald Messuri (the “Applicant”) and affects the roadbed of Ponton Avenue between Blondell Avenue and Waters Avenue (the “Mapped Street”) in the Westchester Village section of the Bronx. The Mapped Street extends approximately 640 linear feet between Blondell Avenue to the west and Waters Avenue to the east. Approximately 490 linear feet of the Mapped Street is located within a New York City Transit (NYCT) maintenance yard. Multiple train tracks, including an elevated spur of the No. 6 subway line, cross over the Mapped Street within the maintenance yard. The yard is up to approximately 18 feet below the grade of the surrounding streets and eight feet below the Applicant’s property. The total square footage of the entire Mapped Street is 38,430 s.f. for which title was vested to the City of New York on December 27, 1946 (see Figure 1, Site Location Map).

The northerly half of the Mapped Street comprise portions of Tax Lots 14 and 101 on Block 4139; the southerly half comprise a portion of Tax Lot 14 in Block 4134. The portions of the Maintenance Yard adjacent to the Mapped Street comprise the remaining and major portion of Block 4139, Lot 14 and Block 4134, Lot 14. The Mapped Street is located within an M1-1 zoning district, and the use and development of the street is subject to the applicable provisions of these zoning districts as set forth in the New York City Zoning Resolution.

The Applicant proposes to acquire from the City of New York and improve a portion of the Mapped Street located on the southern edge of the Applicant’s property on 1364 Blondell Avenue (Block 4139, Lot 101) and the northern edge of Block 4134, Lot 14 (the “Project Site”). This portion of the Mapped Street is currently mapped to a width of 60 feet, not open to through traffic and is not improved, except for a portion of the street contiguous to the Applicant’s property which is partially paved. The Project Site extends approximately 150 feet east from the building line along Blondell Avenue to the security fence separating the street from the maintenance yard. The Project Site comprises a 9,090 s.f. portion of the street located along the southern edge of Block 4139, Lot 101, and northern edge of Block 4134, Lot 14. The area of Block 4139, Lot 101 located within the Mapped Street is approximately 4,493 s.f., while the area of Block 4134, Lot 14 located within the Mapped Street is approximately 4,597 s.f.

The remaining portion of Ponton Avenue would not be affected by the proposed demapping except that it would no longer be shown as a street on the City Map. The remaining portion of the street would continue to be used as a NYCT Maintenance Yard. The Maintenance Yard is an integral part of the New York City subway system and would remain as such in the future.

Since Ponton Avenue is currently mapped as a street, it does not have development rights. After Ponton Avenue is removed from the City Map as a street, it would acquire development rights. The development rights for a 29,340 s.f. area would then become available for the City of New York to use at its discretion. However, it is unlikely that these rights would be used due to the proximity and size of the Maintenance Yard which has approximately 1,320,000 s.f. of land with unused development rights.

#### *Proposed Action*

The Applicant seeks to acquire the Project Site – the 9,090 s.f. portion of the street located along the southern edge of Block 4139, Lot 101, and northern edge of Block 4134, Lot 14 – to

## Ponton Avenue Demapping Environmental Assessment Statement

accommodate 12 accessory parking spaces and vehicle storage. The Applicant's property, immediately north of the Project Site, is currently leased as an auto repair facility. In order to acquire the Project Site, the Applicant is seeking the elimination, discontinuance and closing of Ponton Avenue between Blondell Avenue and Waters Avenue, and the adjustment of grades necessitated thereby, including authorization for any acquisition or disposition of real property related thereto (the "Proposed Action").

As shown in Figure 6. Proposed Site Plan, the 9,090 s.f. Mapped Street to be acquired by the Applicant would be paved and striped to accommodate up to 12 accessory parking spaces. Access and egress would be provided through a proposed 20-foot wide curb cut approximately at the mid-point of Ponton Avenue at Blondell Avenue. The accessory parking spaces would extend back approximately 55 feet from the lot line to the existing eight foot high chain link fence and gate which would remain in the With Action Scenario. The remaining portion of the Mapped Street would be utilized for vehicle storage. The existing MTA security fence separating the Mapped Street from the remaining mapped segment of Ponton Avenue and the NYCT Maintenance Yard at the eastern edge of the Mapped Street would remain.

### *Project Area*

The Mapped Street is located in the Westchester Village section of the Bronx which is part of Community District 11. The Proposed Action would not affect access to the New York City Transit (NYCT)-owned and maintained maintenance yard. Currently, security fences enclose the entirety of the Yard to prevent unauthorized access. Primary access to the yard is available via elevated train tracks or entrances on Eastchester Road and Waters Place for vehicles.

The Project Site comprises a 9,090 s.f. portion of the street located along the southern edge of Block 4139, Lot 101, and northern edge of Block 4134, Lot 14. The area of Block 4139, Lot 101 located within the Mapped Street is approximately 4,493 s.f., while the area of Block 4134, Lot 14 located within the Mapped Street is approximately 4,597 s.f.

The Applicant's property, Block 4139, Lot 101, fronts Blondell Avenue and is occupied by a one-story automobile body shop. The Applicant would use the Project Site for accessory parking and vehicle storage. No new construction would take place on this portion of Ponton Avenue beyond paving, fencing, lighting, and additional security features. It is unlikely that any development would occur on the remaining portion of the Mapped Street that lies within the NYCT maintenance yard.

The property on Block 4134, Lot 4 on the south side of Ponton Avenue, opposite the Applicant's property, is occupied by a parking lot and a storage yard. This property can be accessed from Blondell Avenue and would not be affected by the Proposed Action. The owner of this property is not planning to acquire the portion of the Project Site adjacent to his property and is expected to support the acquisition of that portion of the Project Site by the Applicant.

## **FRAMEWORK FOR ANALYSIS**

### *Existing Conditions*

Ponton Avenue between Blondell Avenue and Waters Avenue is a City-owned street, mapped to a width of 60 feet and not open to through traffic. The majority of the Mapped Street is located within a NYCT maintenance yard. The existing Mapped Street, or the total area of Ponton Avenue between Blondell and Waters avenues, is 38,430 square feet. The Project Site - the portion of Ponton Avenue adjacent to the Applicant's property that would be utilized by the

## Ponton Avenue Demapping Environmental Assessment Statement

Applicant -- is 9,090 square feet. The Project Site is not improved except for the segment of the street contiguous to the Applicant's property which is partially paved. The Project Site is currently utilized as parking and vehicle storage for a number of adjacent businesses in the area.

### *Reasonable Worst Case Development Scenario—No Action Scenario (No Build)*

The No Build scenario assumes that the Project Site and the Mapped Street would remain unchanged from the Existing Condition; the Project Site would likely continue to serve as parking and vehicle storage for adjacent businesses in the area to exist and operate in the Existing Condition. The remaining portion of Ponton Avenue would continue to be used as a NYCT Maintenance Yard. The Maintenance Yard is an integral part of the New York City subway system and would remain as such in the future.

### *Future No-Action Development Projects*

As described in the Land Use, Zoning, and Public Policy section, there are two developments proposed within a half mile of the Site. A 435,956 s.f. accessory parking expansion is proposed for the Albert Einstein School of Medicine located at 1300 Morris Park Avenue. As of this writing, this application is not yet certified. A mixed use development, Blondell Commons, requiring a zoning map amendment, is also proposed just south of the Project Site on Block 4134, Lot 4. Blondell Commons would consist of residential, local retail, community facility and parking uses; the expected build year is 2015.

### *Reasonable Worst Case Development Scenario—With Action Scenario (Build)*

The Applicant proposes to develop the portion of Ponton Avenue adjacent to his property for accessory parking and vehicle storage. Up to 12 accessory parking spaces would be provided. No new construction would take place on this portion of Ponton Avenue beyond paving, fencing, lighting and additional security features. It is unlikely that any development would occur on the portion of the Mapped Street that lies within the NYCT maintenance yard.

As shown in Figure 6. Proposed Site Plan, the 9,090 s.f. Mapped Street would be paved and striped to accommodate up to 12 accessory parking spaces. Access and egress would be provided through a proposed 20-foot wide curb cut approximately at the mid-point of Ponton Avenue at Blondell Avenue. The accessory parking spaces would extend back approximately 55 feet from the lot line to the existing 8 foot high chain link fence and gate which would remain in the With Action Scenario. The remaining portion of the Mapped Street would be utilized for vehicle storage. The existing MTA security fence separating the Mapped Street from the remaining mapped segment of Ponton Avenue and the NYCT Maintenance Yard at the eastern edge of the Mapped Street would remain. Figure 7 shows the Application Map which was submitted as part of the mapping application.

The remaining portion of Ponton Avenue would not be affected by the proposed demapping except that it would no longer be shown as a street on the City Map. The remaining portion of the street would continue to be used as a NYCT Maintenance Yard. The Maintenance Yard is an integral part of the New York City subway system and would remain as such in the future.

Since Ponton Avenue is currently mapped as a street, it does not have development rights. After Ponton Avenue is removed from the City Map as a street, it would acquire development rights. The development rights for a 29,340 s.f. area would then become available for the City of New York to use at its discretion. However, it is unlikely that these rights would be used due to the proximity and size of the Maintenance Yard which has approximately 1,320,000 s.f. of land with unused development rights.

**PURPOSE AND NEED FOR THE PROPOSED ACTION**

The proposed demapping would allow the Applicant's proposal to acquire and improve a 9,090 square foot portion of Block 4139, Lot 101 and Block 4134, Lot 14 that is currently a Mapped Street, into 12 accessory parking spaces and vehicle storage. Currently, the Project Site is utilized as parking and vehicle storage for a number of adjacent businesses in the area.

Screening analyses, provided on the following pages, were conducted for the Proposed Action using guidelines presented in the *CEQR Technical Manual* to determine whether a detailed analysis of a given technical area is appropriate.

**Part I: General Information**

**7. Site Description:**

**Figure 1. Site Location Map**

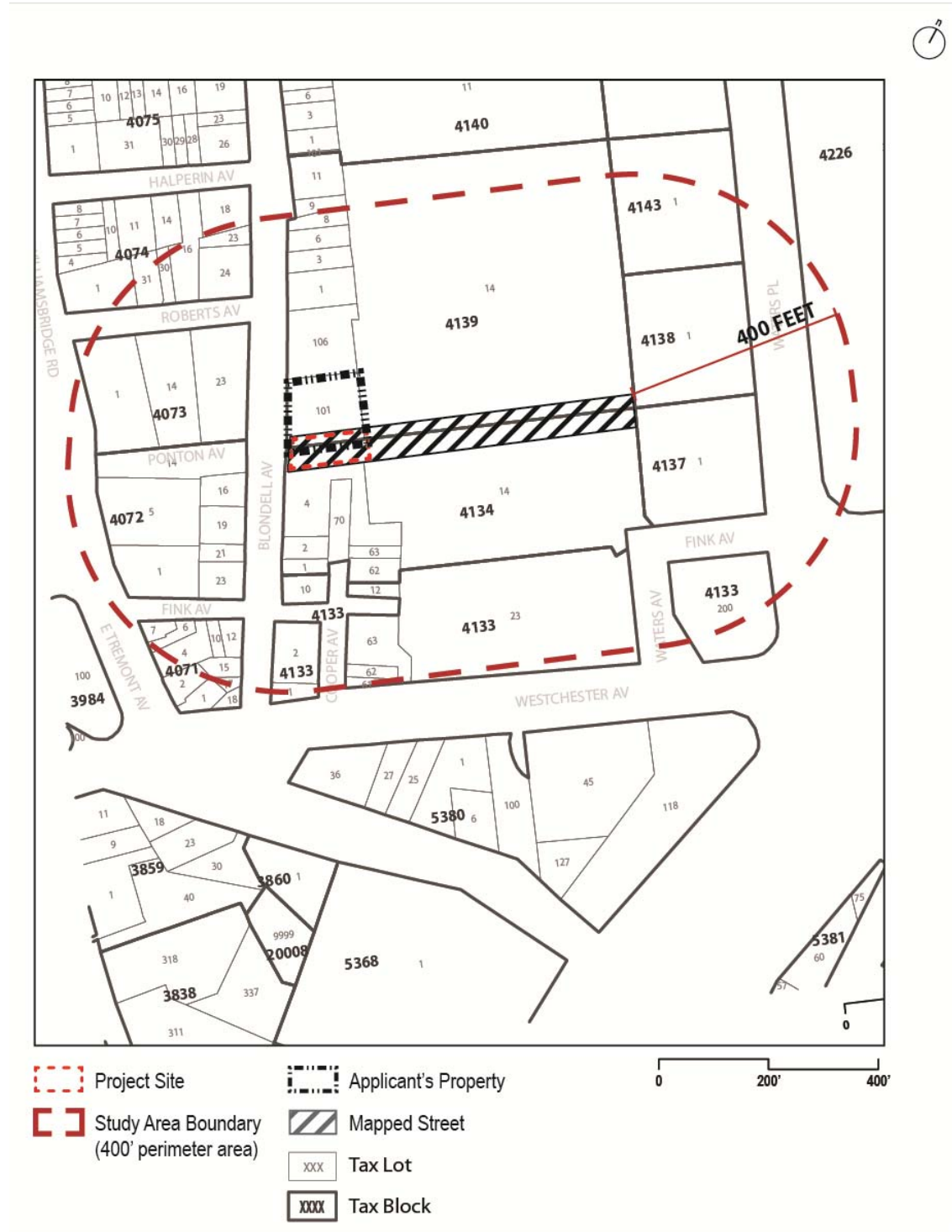
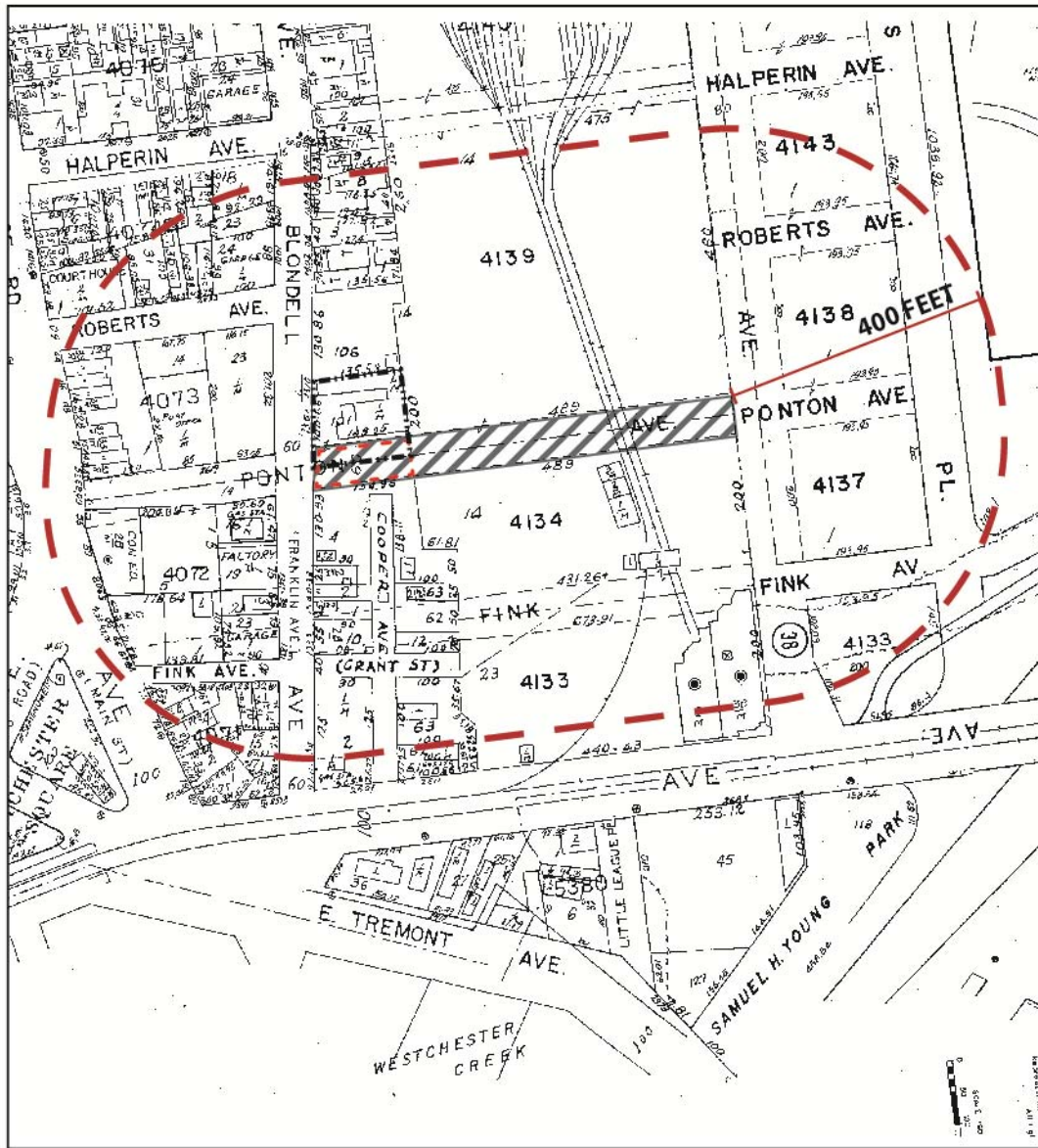






Figure 2. Sanborn Map



-  Project Site
-  Applicant's Property
-  Study Area Boundary (400' perimeter area)
-  Mapped Street

0 200' 400'

Figure 3. Tax Map

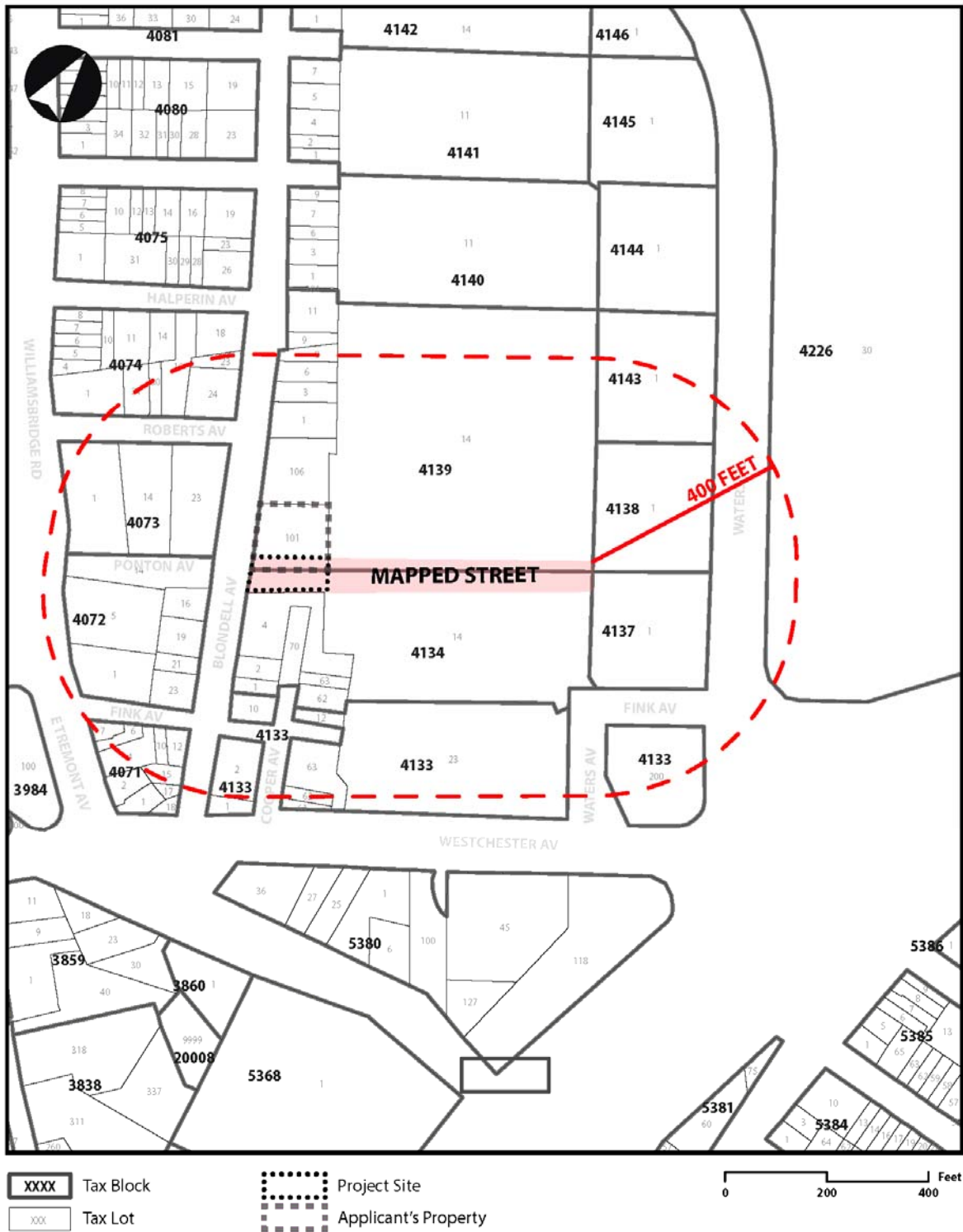


Figure 4. Land Use Map

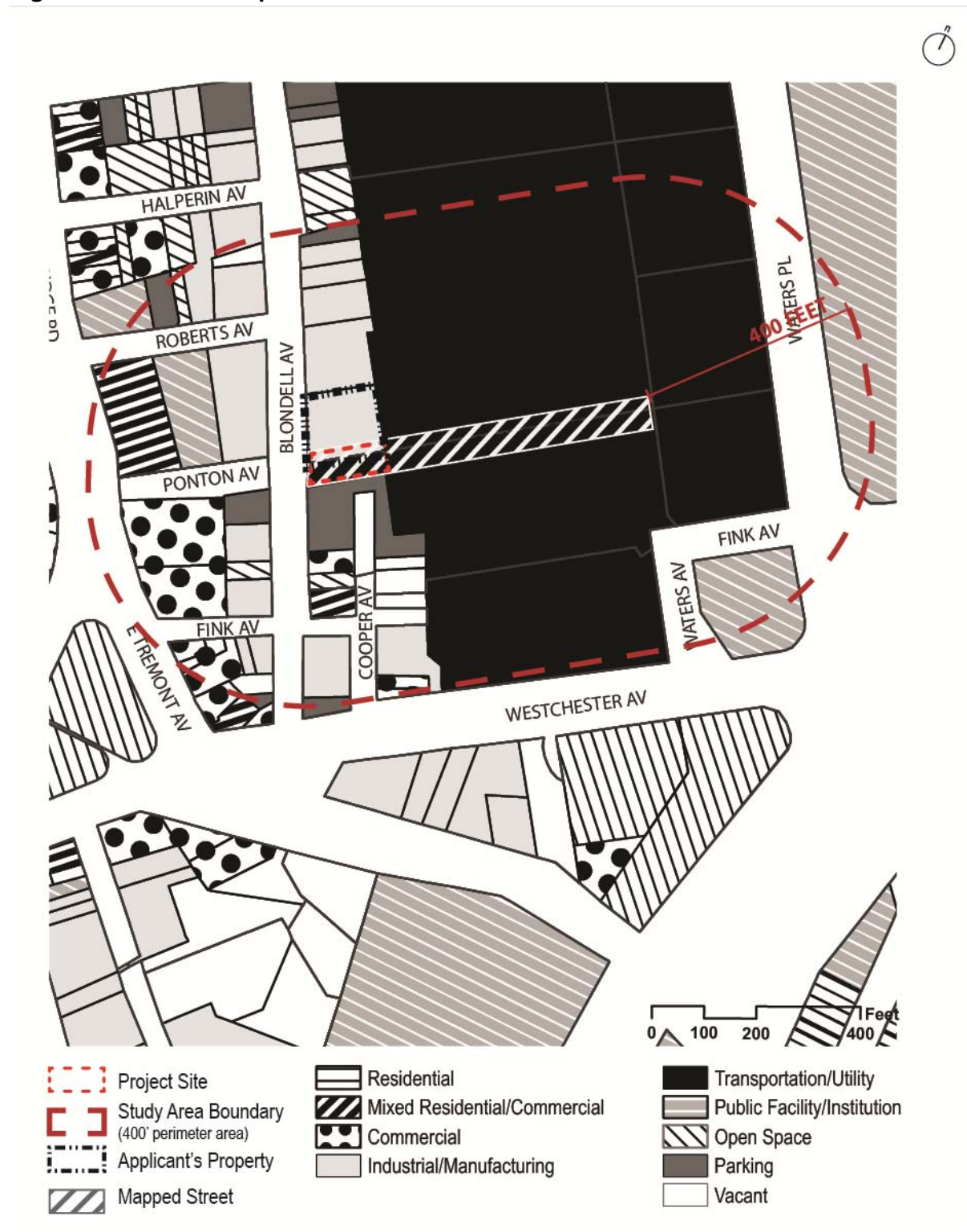
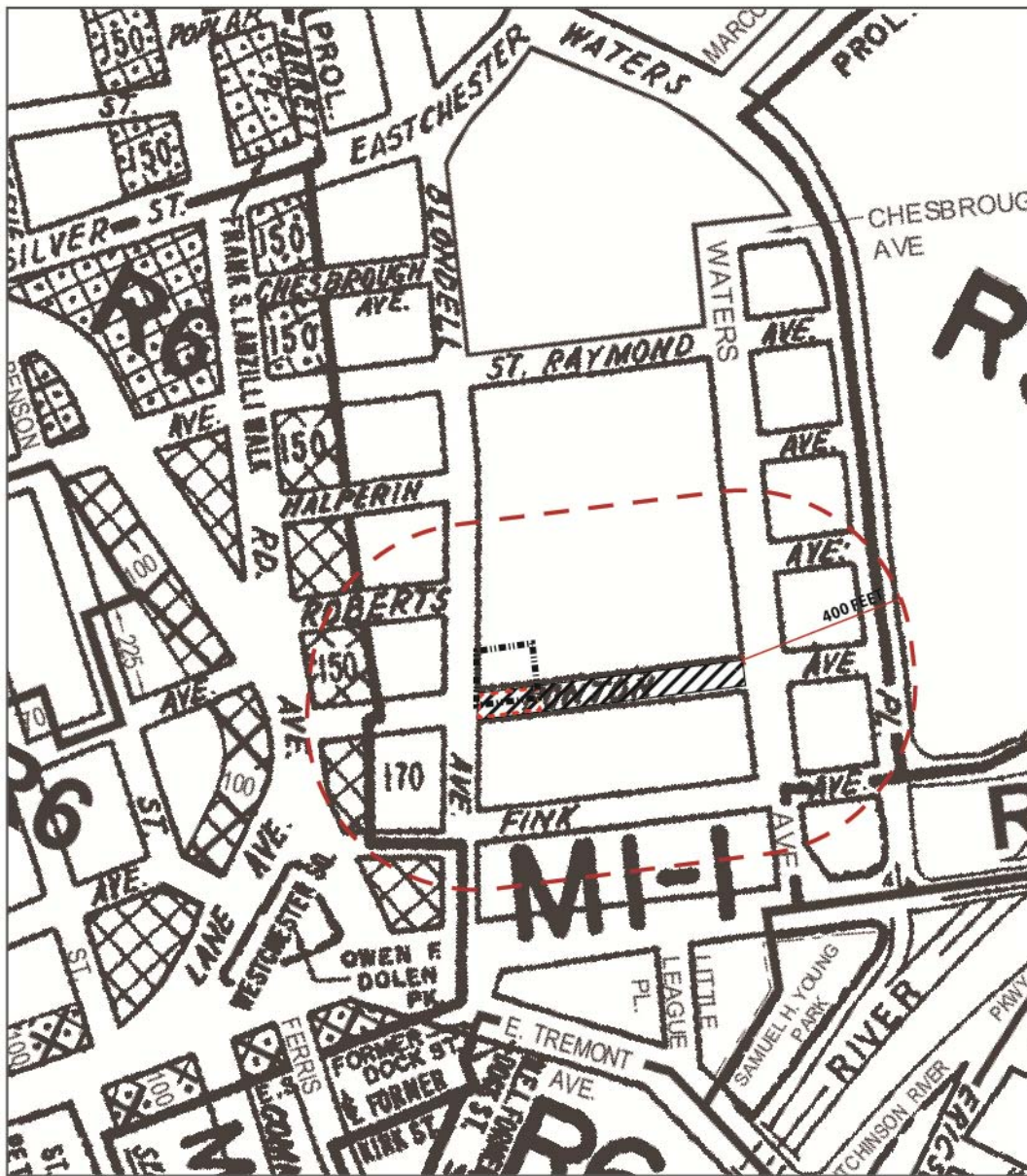
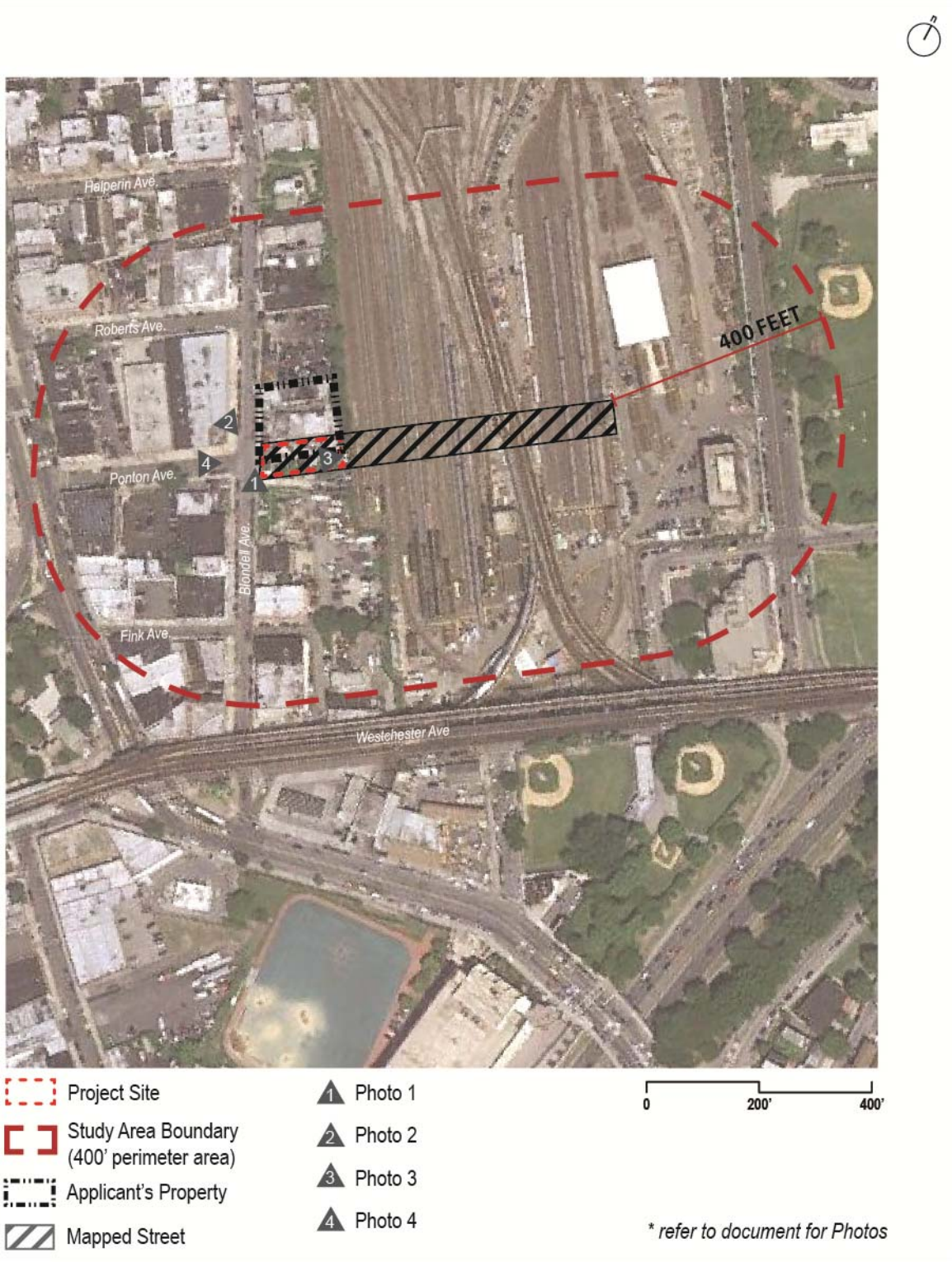


Figure 5. Zoning Map



-  Project Site
-  Study Area Boundary (400' perimeter area)
-  Mapped Street
-  Applicant's Property

Figure 5. Site Photographs Key



**Photo 1. View from Southeast**



**Photo 2. View from Northwest**



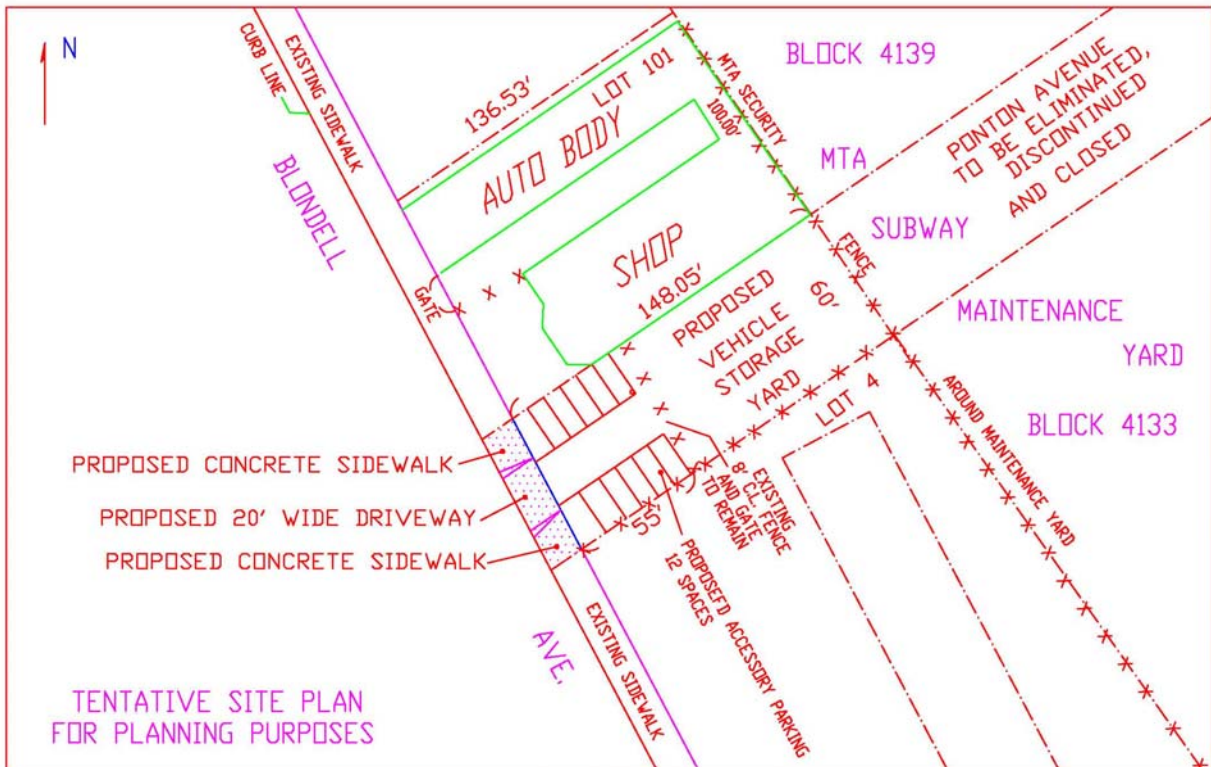
**Photo 3. View East of NYCT Maintenance Yard**



**Photo 4. View East of Blondell Avenue**



Figure 6. Proposed Site Plan (For Illustrative Purposes)







## II. SUPPLEMENTAL CEQR ANALYSIS

### 1. LAND USE, ZONING AND PUBLIC POLICY

#### *INTRODUCTION*

As described in the *CEQR Technical Manual* (page 4-8), the Land Use, Zoning and Public Policy assessment considers whether a project “would affect land use or would change the zoning on a site, regardless of the project’s anticipated effects” and “would be located within areas governed by public policies controlling land use, or has the potential to substantially affect land use regulation or policy controlling land use requires an analysis of public policy.” The following section describes the land use and zoning issues for the Existing Conditions, No Action and With Action scenarios. As required by the *CEQR Technical Manual*, the changes between the No Action and With Action scenario are assessed.

#### *EXISTING CONDITIONS*

##### *Land Use and Zoning*

The land use study area is defined by a 400-foot radius of the Mapped Street, and is roughly bounded by Halperin Avenue to the north, Williamsbridge Road to the west, Westchester Avenue to the south, and Waters Place to the east (see previous pages: Figure 2, Sanborn Map and Figure 3, Tax Map). The Mapped Street is a mapped roadway designated as Ponton Avenue, located between Blondell Avenue and Waters Avenue in the Westchester Square section of the Bronx, and is currently used by adjacent business for parking and vehicle/equipment storage.

The study area is characterized by manufacturing uses (one-story active and vacant manufacturing buildings and rail yards), commercial uses (two-story offices and retail stores), residential uses (one- and two-story detached and semi-detached houses), mixed commercial and retail uses, as well as a Post Office. The US Post Office is located just west of the Mapped Street on Ponton Avenue. A NYCT maintenance yard occupies the center of the study area and a five-story NYCT building is located southeast of the study area. Samuel H. Young Park lies to the east of the Mapped Street and the Pelham Bay Little League Park is south of the study area. Located in the southeastern corner of the study area is PS 721X Stephen McSweeney High School, also known as the Bronx Occupational Training Center, which teaches 500 high school students. (See Figure 4, Land Use Map.)

The Mapped Street is located in an M1-1 zoning district (see Figure 5, Zoning Map). M1-1 districts are light manufacturing districts which are often buffers between M2 or M3 districts and adjacent residential or commercial districts. Light manufacturing industries include auto storage and repair shops, wholesale service, and storage facilities. Offices and most retail uses are also permitted. The nearest cross street is Blondell Avenue. Additional zoning districts in the study area include R5 and R7-1 districts east of the Mapped Street. The M1-1 district is directly north and south of study area and an R-6 zoning district is west and farther south of the study area. NYCT equipment and materials are stored in the center of the study area to the north and to the south of the Mapped Street.

##### *Public Policy*

On July 19, 2006, the City Council adopted New York City Department of City Planning (DCP)-sponsored zoning map changes for 43 full blocks and portions of 32 blocks in Bronx, Community District 11. The neighborhoods of Pelham Parkway and Indian Village are

## Ponton Avenue Demapping Environmental Assessment Statement

characterized by a mix of single- and two-family homes, as well as multi-family housing scattered through the rezoning area. Lower density and contextual zoning districts were proposed and approved to better reflect the scale and character of the neighborhoods and ensure that future development would fit that context. In addition, a new moderate density contextual district was mapped to encourage new mixed use development along six blockfronts on Williamsbridge Road between Pelham Parkway and Rhineland Avenue.

### *NO ACTION SCENARIO*

#### *Land Use and Zoning*

Under the No Action Scenario, the Project Site and the Mapped Street would remain unchanged from the Existing Condition; the Project Site would likely continue to serve as parking and vehicle storage for adjacent businesses in the area. Within the study area, a 435,956 s.f. accessory parking expansion is proposed for the Albert Einstein School of Medicine located at 1300 Morris Park Avenue. A mixed use development, Blondell Commons, requiring a zoning map amendment, is also proposed just south of the Project Site on Block 4134, Lot 4. Blondell Commons would consist of residential, local retail, community facility and parking uses; the expected build year is 2015. There are no expected zoning changes within the study area by 2014.

#### *Public Policy*

There are no anticipated public policy changes within the study area by the 2014 Build year.

### **WITH ACTION SCENARIO**

#### *Land Use and Zoning*

The Proposed Action, which consists of the demapping of Ponton Avenue in order to accommodate a 12-space accessory parking lot adjacent to the Applicant's property, is consistent with existing development in the immediate area. No new construction would take place on this portion of Ponton Avenue beyond paving, fencing, lighting and additional security features. It is unlikely that any development would occur on the portion of the Mapped Street that lies within the NYCT Maintenance Yard. Further, the Proposed Action would not alter or accelerate existing development patterns nor directly displace any existing land uses. The Proposed Action would not change the underlying M1-1 zoning district regulations or result in the loss of a particular use. The screening guidelines presented in the *CEQR Technical Manual* confirm that no further analysis of land use or zoning is warranted. Therefore, the Proposed Action is not anticipated to create any significant land use or zoning impacts.

#### *Public Policy*

The proposed demapping would allow the Applicant to provide much-needed accessory parking space to serve the adjacent auto repair use. Currently, the Project Site is utilized as parking and vehicle storage for a number of adjacent businesses in the area. The proposed demapping would eliminate the existing illegal use of the Project Site for parking and vehicle storage. In addition, the Proposed Action would not contradict the goals of the NYCDOP-sponsored Pelham Parkway and Indian Village Rezoning. Therefore, the Proposed Action is not expected to create an adverse impact on public policy.

## 12. Hazardous Materials

According to the *CEQR Technical Manual* (Chapter 12), a hazardous materials assessment may be necessary when the site of a proposed project or the proposed action could lead to increased exposure of people or the environment to hazardous materials. Hazardous materials are substances that pose a threat to human health or the environment and can include heavy metals, volatile and semi-volatile organic compounds, methane, polychlorinated biphenyls, and other hazardous wastes.

On August 17, 2012, a Phase I Environmental Site Assessment (ESA) of the entire Site was completed by Singer Environmental Group to investigate the potential presence of hazardous materials. The Phase I concluded that historical records showed that the Site was never developed and there was no evidence of recognized environmental conditions in connection with the property. However, there is a potential for environmental concerns related to hazardous materials stemming from historical and present uses of the surrounding site which includes gasoline stations, manufacturing uses, junk yards and auto repair facilities.

Upon review of the Phase I ESA (see Appendix B), the New York City Department of Environmental Protection (DEP) provided a letter of no objection on October 19, 2012 and recommended that any future development of the Site, including any proposed soil disturbance, would require the preparation and submission of a Phase II Subsurface Site Investigation (see Appendix C).

The Applicant has stated the project would not involve soil disturbance, and therefore no hazardous materials analysis and testing would be further required. However, if future development of the demapped property, including soil disturbance is proposed, then a Phase II Subsurface Site Investigation of the property would be conducted for DEP review and approval. The preparation of the Phase II (and Remediation Plan, if necessary) would be required pursuant to the Mapping Agreement entered between the Applicant and the City of New York in connection with the Proposed Action. As discussed the Project Description, the Mapping Agreement would include the portion of the Mapped Street located on the southern edge of the Applicant's property on 1364 Blondell Avenue (Block 4139, Lot 101) and the northern edge of Block 4134, Lot 14. With these measures in place, the Proposed Action would not result in significant adverse hazardous materials impacts and no further analysis is warranted.

Ponton Avenue Demapping Environmental Assessment Statement

**Appendix A**

**City of New York Landmarks Preservation Commission Environmental Review**

## ENVIRONMENTAL REVIEW

**Project number:** DEPARTMENT OF CITY PLANNING / LA-CEQR-X  
**Project:** PONTON AVE DEMAPPING  
**Date received:** 5/4/2011

**Properties with no Architectural or Archaeological significance:**

- 1) ADDRESS: 1364 BLONDELL AVENUE, BBL: 2041390101
- 2) ADDRESS: WATERS PLACE, BBL: 2041370001
- 3) ADDRESS: WATERS AVENUE, BBL: 2041380001
- 4) ADDRESS: HALPERIN AVENUE, BBL: 2041340014
- 5) ADDRESS: HALPERIN AVENUE, BBL: 2041390014

*Gina Santucci*

5/9/2011

---

SIGNATURE  
Gina Santucci, Environmental Review Coordinator

DATE

**File Name:** 27668\_FSO\_DNP\_05092011.doc

Ponton Avenue Demapping Environmental Assessment Statement

**Appendix B**  
**Phase I Environmental Site Assessment**

Ponton Avenue Demapping Environmental Assessment Statement

**Appendix C**  
**DEP Sign Off Letter**





Carter H. Strickland, Jr.  
Commissioner

Angela Licata  
Deputy Commissioner  
of Sustainability  
alicata@dep.nyc.gov

59-17 Junction Boulevard  
Flushing, NY 11373  
T: (718) 595-4398  
F: (718) 595-4479

October 19, 2012

Mr. Robert Dobruskin  
New York City Department of City Planning  
22 Reade Street  
New York, New York 10007

**Re: Ponton Avenue between Blondell Avenue and Waters Avenue  
Block 4134, Lot 14 and Block 4139, Lots 14 and 101  
Project # 13DEPTECH019X/11DCP136X  
Bronx, New York**

Dear Mr. Dobruskin:

The New York City Department of Environmental Protection, Bureau of Environmental Planning and Analysis (DEP) has reviewed the September 2012 Environmental Assessment (EAS) prepared by Vincent A. Delorio, Esq., and the September 2012 Phase I Environmental Site Assessment prepared by Singer Environmental Group, Ltd (Singer) on behalf of Gerald Messuri (applicant) for the above reference project. It is our understanding that the applicant is proposing to demap Ponton Avenue between Blondell Avenue and Waters Place. The proposed action would facilitate a proposal by the applicant to locate 18 accessory parking spaces and vehicle storage on a 9,090 square foot portion of the demapped street, adjacent to property owned by the applicant. The applicant intends to acquire the street bed from the City after it is demapped. The total area to be demapped is 38,430 square feet in size, and is located in an M1-1 district in the Westchester Village neighborhood of Bronx, Community District 11.

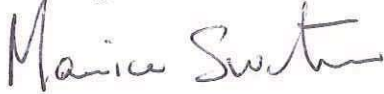
The September 2001 Phase I report revealed that historical on-site and surrounding area land uses consisted of manufacturing, commercial, industrial and residential uses including parking and vehicle storage for a number of adjacent businesses in the area, retail, post office, New York City Transit Rail Yard/Metropolitan Transit Authority (MTA) Yard, one and two story commercial buildings, automobile/truck parking, filling station, auto repairs and services, auto junk yard, auto body and scrap yard. The New York State Department of Environmental Conservation (NYSDEC) database revealed two New York Spill sites within a quarter mile radius of the site; 35 leaking Underground Storage Tanks (LUST) within half a mile radius of the site and 11 Underground Storage Tanks (USTs) within a quarter mile radius of the site.

Based on upon our review of the submitted documents, we have the following comments/ recommendations to DCP:

DEP has no objection to the proposed demapped project. However, if future development of the demapped property, including soil disturbance is proposed, then, a Phase II Subsurface Site Investigation of the property should be conducted for DEP review and approval.

Future correspondence and submittal related to this project should include the following tracking number **13DEPTECH019X**. If you have any questions, you may contact Mohammad Khaja-Moinuddin at (718) 595-4445.

Sincerely,

A handwritten signature in black ink that reads "Maurice S. Winter". The signature is written in a cursive style with a large initial "M".

Maurice S. Winter  
Deputy Director, Site Assessment

c: E. Mahoney  
M. Winter  
W. Yu  
T. Estes  
C. Evans- DCP  
J. Keller- DCP  
File

Ponton Avenue Demapping Environmental Assessment Statement

**Appendix D**

**NYC Waterfront Revitalization Program – Consistency Assessment Form**

For Internal Use Only:

WRP no. \_\_\_\_\_

Date Received: \_\_\_\_\_

DOS no. \_\_\_\_\_

## NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the New York City Waterfront Revitalization Program (WRP). The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, other state agencies or the New York City Department of City Planning in their review of the applicant's certification of consistency.

### A. APPLICANT

1. Name: Gerald c/o Vincent A. Delorio, Esq
2. Address: 800 Westchester Avenue, Rye Brook, NY 10573
3. Telephone: 914-696-5555 Fax: 914-696-0450 E-mail: vad@deioriolawgroup.com
4. Project site owner: Gerald Messuri

### B. PROPOSED ACTIVITY

1. Brief description of activity:

The Applicant is seeking the elimination, discontinuance and closing of Ponton Avenue between Blondell Avenue and Waters Place, and the adjustment of grades necessitated thereby, including authorization for any acquisition or disposition of real property related thereto. The Applicant proposes to utilize the 9,090 square feet portion of the street adjacent to his property to accommodate 18 accessory parking spaces and vehicle storage.

2. Purpose of activity:

The proposed demapping would allow the Applicant to provide much-needed accessory parking and vehicle storage to serve the existing auto repair facility. Currently, the Site is utilized as parking and vehicle storage for a number of adjacent businesses in the area.

3. Location of activity: (street address/borough or site description):

Bed of Ponton Avenue between Blondell and Waters Avenues in the Bronx.  
The Site is City-owned, mapped to a width of 60 feet, and is not open to traffic.  
The total area of Ponton Avenue to be closed is 38,430 square feet.

**Proposed Activity Cont'd**

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:

No

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).

No

6. Will the proposed project require the preparation of an environmental impact statement?

Yes \_\_\_\_\_ No  If yes, identify Lead Agency:

7. Identify city discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.

Elimination, discontinuance and closing of Ponton Avenue between Blondell Avenue and Waters Place, and the adjustment of grades.

**C. COASTAL ASSESSMENT**

**Location Questions:**

**Yes No**

1. Is the project site on the waterfront or at the water's edge?

\_\_\_\_\_

2. Does the proposed project require a waterfront site?

\_\_\_\_\_

3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?

\_\_\_\_\_

**Policy Questions**

**Yes No**

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)

\_\_\_\_\_

5. Is the project site appropriate for residential or commercial redevelopment? (1.1)

\_\_\_\_\_

6. Will the action result in a change in scale or character of a neighborhood? (1.2)

\_\_\_\_\_

**Policy Questions cont'd**

	Yes	No
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)	_____	✓
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)	_____	✓
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)	_____	✓
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)	_____	✓
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)	_____	✓
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)	_____	✓
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)	_____	✓
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)	_____	✓
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)	_____	✓
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)	_____	✓
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)	_____	✓
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)	_____	✓
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)	_____	✓
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1 and 9.2)	_____	✓
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)	_____	✓
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)	_____	✓
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)	_____	✓
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)	_____	✓
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)	_____	✓
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)	_____	✓
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)	_____	✓
28. Would the action cause violations of the National or State air quality standards? (5.2)	_____	✓

**Policy Questions cont'd**

	Yes	No
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)	_____	✓
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)	_____	✓
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)	_____	✓
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)	_____	✓
33. Would the action result in any construction activities that would lead to erosion? (6)	_____	✓
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)	_____	✓
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)	_____	✓
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)	_____	✓
37. Would the proposed project affect a non-renewable source of sand ? (6.3)	_____	✓
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)	_____	✓
39. Would the action affect any sites that have been used as landfills? (7.1)	_____	✓
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)	_____	✓
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)	_____	✓
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)	_____	✓
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)	_____	✓
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)	_____	✓
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)	_____	✓
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)	_____	✓
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)	_____	✓
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)	_____	✓
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)	_____	✓
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)	_____	✓

**Policy Questions cont'd**

**Yes      No**

51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)

\_\_\_\_\_

52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)

\_\_\_\_\_

**D. CERTIFICATION**

The applicant or agent must certify that the proposed activity is consistent with New York City's Waterfront Revitalization Program, pursuant to the New York State Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If the certification can be made, complete this section.

"The proposed activity complies with New York State's Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent Name: GERALD MESSURI

Address: 20 ORCHARD HILL RD

KATONAH NY 10536 Telephone (914) 232-8099

Applicant/Agent Signature: [Signature] Date: 7/29/04