



City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • Please fill out and submit to the appropriate agency ([see instructions](#))

Part I: GENERAL INFORMATION

1. Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)? YES NO

If “yes,” STOP and complete the [FULL EAS FORM](#).

2. Project Name Veteran's Road West Commercial Development

3. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency) 13DCP116R	BSA REFERENCE NUMBER (if applicable)
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ULURP REFERENCE NUMBER (if applicable) N130193RAR, N130194ZCR, N130197ZAR	OTHER REFERENCE NUMBER(S) (if applicable) (e.g., legislative intro, CAPA)
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4a. Lead Agency Information NAME OF LEAD AGENCY NYC Department of City Planning	4b. Applicant Information NAME OF APPLICANT Westbridge Properties LLC
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NAME OF LEAD AGENCY CONTACT PERSON Robert Dobruskin	NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Hiram A. Rothkrug, EPDSCO
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ADDRESS 22 Reade Street	ADDRESS 55 Water Mill Road
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CITY New York	STATE NY	ZIP 10007	CITY Great Neck	STATE NY	ZIP 11021
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TELEPHONE 212-720-3423	EMAIL rdobrus@planning.nyc.gov	TELEPHONE 718-343-0026	EMAIL hrothkrug@epdsco.com
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5. Project Description
See attached Project Description.

Project Location

BOROUGH Staten Island	COMMUNITY DISTRICT(S) 3	STREET ADDRESS 3021 Veterans Road West
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TAX BLOCK(S) AND LOT(S) Block 7515, lot 307	ZIP CODE 10309
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DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Southwest corner of Veterans Road West and West Shore Parkway (North Bridge Street)

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY (SSRDD) M1-1	ZONING SECTIONAL MAP NUMBER 32d
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6. Required Actions or Approvals (check all that apply)

City Planning Commission: YES NO UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

<input type="checkbox"/> CITY MAP AMENDMENT	<input checked="" type="checkbox"/> ZONING CERTIFICATION	<input type="checkbox"/> CONCESSION
<input type="checkbox"/> ZONING MAP AMENDMENT	<input checked="" type="checkbox"/> ZONING AUTHORIZATION	<input type="checkbox"/> UDAAP
<input type="checkbox"/> ZONING TEXT AMENDMENT	<input type="checkbox"/> ACQUISITION—REAL PROPERTY	<input type="checkbox"/> REVOCABLE CONSENT
<input type="checkbox"/> SITE SELECTION—PUBLIC FACILITY	<input type="checkbox"/> DISPOSITION—REAL PROPERTY	<input type="checkbox"/> FRANCHISE
<input type="checkbox"/> HOUSING PLAN & PROJECT	<input type="checkbox"/> OTHER, explain:	

SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 107-68, 36-592, 36-597

Board of Standards and Appeals: YES NO

VARIANCE (use)

VARIANCE (bulk)

SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: YES NO If “yes,” specify:

Other City Approvals Subject to CEQR (check all that apply)

<input type="checkbox"/> LEGISLATION	<input type="checkbox"/> FUNDING OF CONSTRUCTION, specify:
<input type="checkbox"/> RULEMAKING	<input type="checkbox"/> POLICY OR PLAN, specify:

PROJECT DESCRIPTION

Introduction

This Environmental Assessment Statement (EAS) is filed under the City Environmental Quality Review (CEQR) procedures in connection with an application made to the City Planning Commission (CPC) pursuant to Sections 197-c and 201 of the New York City Charter for required Authorizations and a Certification pertaining to property located at 3021 Veterans Road West at the southwest corner of Veterans Road West and West Shore Parkway (North Bridge Street) (Block 7515, lot 307) in the Charleston neighborhood of Staten Island.

Proposed Action

In order to facilitate the construction of a commercial retail building with a floor area of 8,586 zoning square feet on the subject site, the applicant requests Special South Richmond Development District (SSRDD) Authorizations and a Certification pursuant to the following Zoning Resolution (ZR) Sections (§): ZR §36-597, Authorization for Waivers or Modifications of Cross Access Connections, ZR §107-68, Authorization for Modification of Group Parking Facility and Access Regulations, and ZR §36-592, Certification of Cross Access Connections.

The applicant proposes to develop the 32,389 square foot property with an 8,586 zoning square foot one-story commercial retail building and 38 parking spaces. Ingress and egress to the proposed development would be provided via a 24-foot wide curb cut along Veterans Road West.

The M1-1 zoning of the property permits an FAR of 1.0 which would allow for a maximum development of 32,389 square feet of floor area on the property. The proposed 8,586 zoning square foot building is considered to be the Reasonable Worst Case Development Scenario (RWCDS) for the subject site. It should be noted that the property contains a 35-foot wide easement running southwest from approximately the center of the Veterans Road West street frontage and no future development would be permitted to occur on this easement.

To facilitate the proposed building, parking, and loading areas, a number of existing trees on the site would need to be removed. The property contains 46 trees, six inches or more in caliper for a total of 71 existing on-site tree credits. A landscaped buffer strip would be created around the entire periphery of the site except for areas where this is not feasible such as at the curb cut to the site and adjacent to the proposed building which would be located along the property line. 8 new trees would be planted in the open parking areas, 11 new trees would be planted as part of the perimeter landscaping on the site, and groundcovers and shrubs would be planted to meet or exceed the SSRDD landscaping requirements.

The project build year is 2015.

Existing Conditions

The project site is identified as 3021 Veterans Road West (Tax Block 7415, Lot 307), and consists of approximately 32,389 square feet of undeveloped land area. The property has 180 feet of street frontage along both Veterans Road West and the West Shore Parkway (North Bridge Street). The property drops approximately 12 feet in elevation from its northeast corner at an elevation of 72 feet to the southwest corner at an elevation of 60 feet. The property contains a 35-foot wide easement running southwest from approximately the center of the Veterans Road West frontage of the site.

No permanent structures have existed at the property since at least as early as 1924. The property contains 46 trees, six inches or more in caliper for a total of 71 existing on-site tree credits. Portions of the subject site have been cleared of vegetation at various times since 1924, most recently during the mid-1990s in association with the construction of the United States Postal Service facility at the adjoining property to the south. Several soil stockpiles currently exist in the eastern portion of the site.

The project site is located at the southwest corner of Veterans Road West and West Shore Parkway (North Bridge Street) in the Charleston neighborhood of Staten Island. The site is bordered by Veterans Road West to the north, West Shore Parkway (North Bridge Street) to the east, and a United States Postal Service center which wraps around the property to the south and west. A former automotive repair garage and a landscaper's garden center are located directly across Veterans Road West from the property to the north. This property has recently been approved for the development of an approximately 70,000 zoning square-foot grocery store and 233-space accessory parking lot. A retail development is located across West Shore Parkway/North Bridge Street from the project site to the east and the Bricktown Centre shopping center is located diagonally across the intersection of Veterans Road West and West Shore Parkway to the northeast. The surrounding 400-foot radius area is characterized primarily by commercial developments and vacant land.

The project site and the surrounding area are predominantly zoned M1-1. The proposed supermarket property noted above has recently been rezoned from M1-1 to C8-2. The project site and the surrounding project study area are located within the Special South Richmond Development District (SSRDD).

No-Build Condition

Under the No-Build Condition, it is assumed that the project site would be developed with approximately 8,586 square feet of commercial retail space and 29 accessory parking spaces at the required ratio of one parking space per 300 square feet of retail floor area. This as-of-right scenario does not require the issuance of any Certifications or

Authorizations related to cross access connections or parking in excess of 30 cars and a curb cut on an arterial street.

Build Condition

The following Certifications and Authorizations would be required for the proposed development to proceed.

1. ZR §36-597, Authorization for Waivers or Modifications of Cross Access Connections

The City Planning Commission may authorize modifications or waivers of the requirements of Section 36-59 provide that the Commission finds that:

(b) site planning constraints necessitate the placement of a new or enlarged building against a lot line or other boundary between properties that precludes a cross access connection along such lot line or boundary, and no other site plan is feasible.

An Authorization for the waiver of a Cross Access Connection is required for the south lot line of the property. The proposed building would be located on the south lot line and leaves no possible location for a Cross Access Connection.

2. ZR §107-68, Authorization for Modification of Group Parking Facility and Access Regulations

For a permitted commercial, community facility or manufacturing use, the City Planning commission may authorize more than 30 accessory off-street parking spaces, and for any use may modify access restrictions with regard to curb cuts as set forth in paragraph (a) of Section 107-251 (Special provisions for arterials) or paragraph (a) of Section 107-252 (Special provisions for park streets). In order to grant such authorization, the Commission, upon a review of the site plan, shall find that:

(c) the location of such vehicular access and egress permits better site planning.

The application seeks an Authorization to allow for 30 or more accessory off-street parking spaces for a permitted commercial use on the subject site. Under the property's M1-1 zoning, the proposed commercial retail development requires the provision of one parking space per 300 square feet of floor area or 29 parking spaces which would be provided. A parking facility for 38 cars exceeds the maximum size of a 29 car group parking facility which is permitted as-of-right pursuant to ZR §107-472. In order to create a group parking facility for 38 cars, an Authorization is required pursuant to ZR §107-68.

Vehicle access and egress has been limited to a single curb cut located on Veterans Road West 74'-7" west from the intersection of West Shore Parkway (North Bridge Street). Limiting the development to this single curb cut is intended to improve the flow of traffic around the property and in the vicinity of the very busy intersection of

Veterans Road West and West Shore Parkway (North Bridge Street). The curb cut is also centrally located relative to the 38 on-site parking spaces provided for the development. This is intended to optimize vehicular circulation within the site itself.

3. ZR §36-592, Certification of Cross Access Connections

The development will consist of commercial retail floor area requiring accessory parking for 29 cars. 38 parking spaces will be provided and will be sited in an open parking area occupying a portion of the approximately 23,803 square feet of open space on the property. Therefore, Cross Access Connections are required to adjoining properties. One Cross Access Connection will be provided at the west property line. The connection location is the extension of a parking travel lane serving parking spaces 14 to 25 running east-west.

Note that this Certification is a ministerial action and is not subject to environmental review.

Development Proposal

As stated above, the applicant's proposed development of an approximately 8,586 zoning square foot commercial retail building and 38 parking spaces would be considered to be the RWCDS for environmental review purposes. The proposed building would be one-story in height, and would be serviced by a 38 space accessory parking lot. The proposed development would comply with the recently adopted design regulations for commercial parking lots. It is proposed to place the building along the south lot line of the subject site and all of the required 38 parking spaces would be located between the proposed building and the street line of Veterans Road West. The proposed FAR for this development would be 0.26, which is well below the allowable FAR of 1.0 in the M1-1 zoning district.

Ingress and egress to the proposed development would be provided via a 24-foot wide curb cut along Veterans Road West. One Cross Access Connection will be provided to the adjoining property at the west property line. The connection location is the extension of a parking travel lane serving parking spaces 14 to 25 running east-west.

To facilitate the proposed building, parking, and loading areas, a number of existing trees on the site would need to be removed. The property contains 46 trees, six inches or more in caliper for a total of 71 existing on-site tree credits. A landscaped buffer strip would be created around the entire periphery of the site except for areas where this is not feasible such as at the curb cut to the site and adjacent to the proposed building which would be located along the property line. 8 new trees would be planted in the open parking areas, 11 new trees would be planted as part of the perimeter landscaping on the site, and groundcovers and shrubs would be planted to meet or exceed the SSRDD landscaping requirements.

CONSTRUCTION OF PUBLIC FACILITIES
 384(b)(4) APPROVAL
 OTHER, explain:

FUNDING OF PROGRAMS, specify:
 PERMITS, specify: Department of Buildings building permit

Other City Approvals Not Subject to CEQR (check all that apply)

PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
 LANDMARKS PRESERVATION COMMISSION APPROVAL
 OTHER, explain:

State or Federal Actions/Approvals/Funding: YES NO If "yes," specify:

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

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 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.

SITE LOCATION MAP
 TAX MAP
 PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

ZONING MAP
 FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)

SANBORN OR OTHER LAND USE MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 32,389 SF Waterbody area (sq. ft) and type: None

Roads, buildings, and other paved surfaces (sq. ft.): None Other, describe (sq. ft.): 32,389 SF undeveloped land

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 8,586 SF

NUMBER OF BUILDINGS: 1 GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 8,586 SF

HEIGHT OF EACH BUILDING (ft.): 18 NUMBER OF STORIES OF EACH BUILDING: 1

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

If "yes," specify: The total square feet owned or controlled by the applicant:
The total square feet non-applicant owned area:

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 permanent and temporary disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: sq. ft. (width x length) VOLUME OF DISTURBANCE: 97,167CF cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 32,389 sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	Commercial	Community Facility	Industrial/Manufacturing
Size (in gross sq. ft.)	None	8,586 SF	None	None
Type (e.g., retail, office, school)	None units	Commercial Retail	None	None

Does the proposed project increase the population of residents and/or on-side workers? YES NO

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 0 NUMBER OF ADDITIONAL WORKERS: 26

Provide a brief explanation of how these numbers were determined: Based on 3 workers/1,000 SF (both fulltime and parttime employees)

Does the proposed project create new open space? YES NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? YES NO

If "yes," see [Chapter 2](#), "Establishing the Analysis Framework" and describe briefly: The Future No-Action scenario for the project site consists of approximately 8,586 square feet of commercial retail space and 29 accessory parking spaces at the required ratio of one parking space per 300 square feet of retail floor area. This as-of-right scenario does not require the issuance of any Certifications or Authorizations related to cross access connections or parking in excess of 30 cars and a curb cut on an arterial street.

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

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2015

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 8 months

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

10. Predominant Land Use in the Vicinity of the Project (check all that apply)

- RESIDENTIAL MANUFACTURING COMMERCIAL PARK/FOREST/OPEN SPACE OTHER, specify: Pub
Facilities, Vacant Land

Part II: TECHNICAL ANALYSIS

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, provide additional analyses (and attach supporting information, if needed) based on guidance in the CEQR Technical Manual 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 means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Short EAS Form. For example, if a question is answered “no,” an agency may request a short explanation for this response.

	Y E S	N O
1. LAND USE, ZONING, AND PUBLIC POLICY: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If “yes,” to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City’s Waterfront Revitalization Program boundaries ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If “yes,” complete the Consistency Assessment Form .		
2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Generate a net increase of 200,000 or more square feet of commercial space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 500 residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Affect conditions in a specific industry?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
o Child Care Centers: Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Libraries: Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Public Schools: Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Health Care Facilities and Fire/Police Protection: Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Is the project located within an under-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(c) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(d) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Y E S	N O
5. SHADOWS: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. HISTORIC AND CULTURAL RESOURCES: CEQR Technical Manual Chapter 9		
(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; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. URBAN DESIGN AND VISUAL RESOURCES: CEQR Technical Manual Chapter 10		
(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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Form , and submit according to its instructions .		
9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Would 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See attached narrative report.	<input type="checkbox"/>	<input type="checkbox"/>
10. WATER AND SEWER INFRASTRUCTURE: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If the proposed project located in a separately sewered area , would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas , including Bronx River, Coney	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Y E S	N O
Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewerred or currently unsewerred?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14 , the project's projected operational solid waste generation is estimated to be (pounds per week): 2,054 lbs. (79 lbs./employee)		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. ENERGY: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15 , the project's projected energy use is estimated to be (annual BTUs): 1,857,151		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 peak hour. See Subsection 313 of Chapter 16 for more information.</i>	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17 ? (Attach graph as needed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18 ?	<input type="checkbox"/>	<input type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Y E S	N O
noise that preclude the potential for significant adverse impacts?		

17. PUBLIC HEALTH: [CEQR Technical Manual Chapter 20](#)

(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20 , "Public Health." Attach a preliminary analysis, if necessary.		

18. NEIGHBORHOOD CHARACTER: [CEQR Technical Manual Chapter 21](#)

(a) Based upon the analyses conducted, do any of the following technical areas require 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21 , "Neighborhood Character." Attach a preliminary analysis, if necessary.		

19. CONSTRUCTION: [CEQR Technical Manual Chapter 22](#)

(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance 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. A preliminary assessment of construction impacts resulting from the proposed actions is required because the actions, if approved, would result in construction activities along an arterial or major thoroughfare. See EAS Narrative Attachment for this preliminary assessment.		

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 the 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 applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME Hiram A. Rothkrug, Director, EPDSCO	SIGNATURE 	DATE April 30, 2014
--	---	------------------------

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.

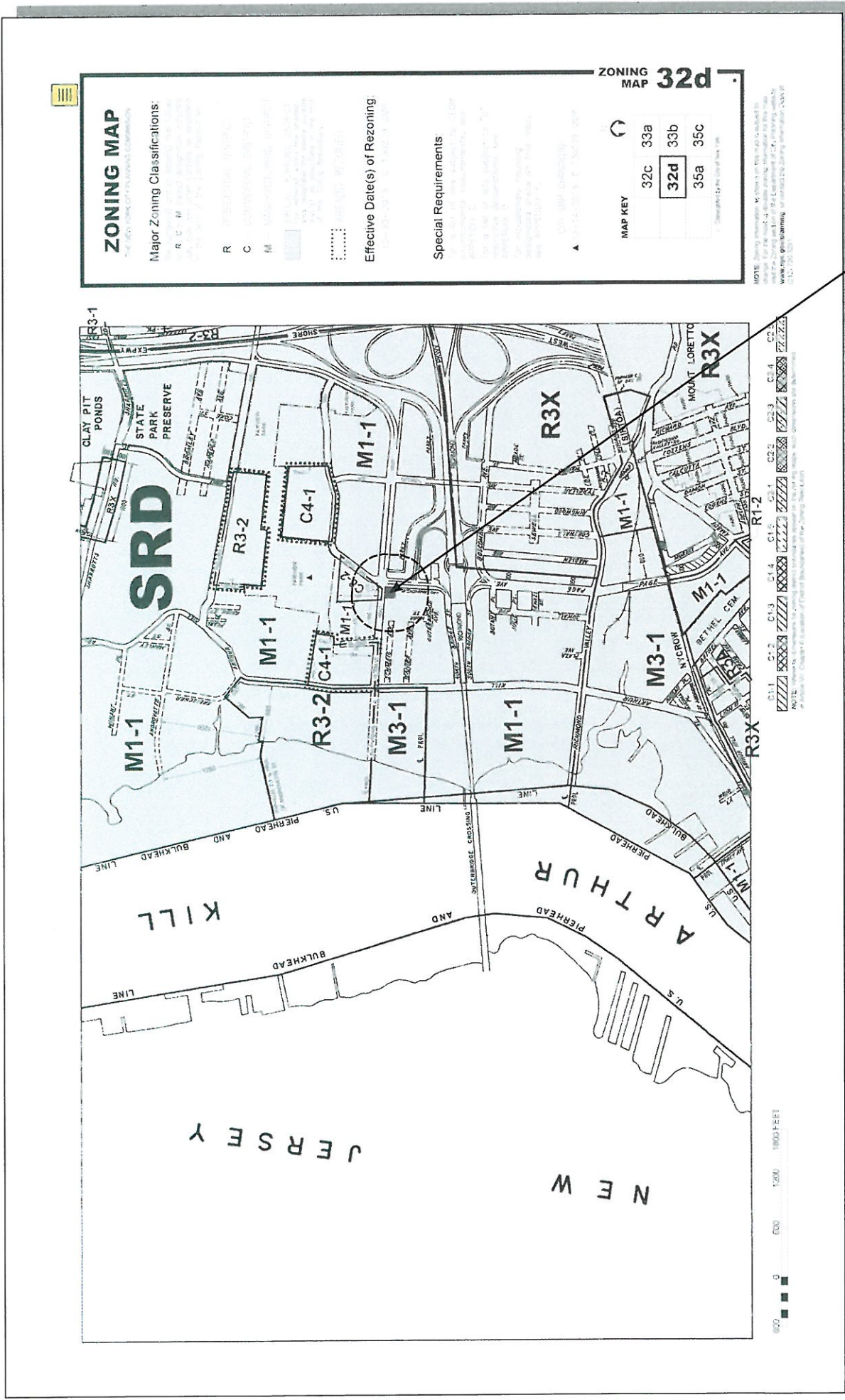
Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 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 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.		Potentially Significant Adverse Impact	
		YES	NO
IMPACT CATEGORY			
Land Use, Zoning, and Public Policy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Socioeconomic Conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Community Facilities and Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Open Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Shadows	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Historic and Cultural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Urban Design/Visual Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Natural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Water and Sewer Infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Solid Waste and Sanitation Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Greenhouse Gas Emissions	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Public Health	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Neighborhood Character	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Are there any aspects of the project relevant to the determination of 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, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.		<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Check determination to be issued by the lead agency:			
<input type="checkbox"/> Positive Declaration: 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 <i>Positive Declaration</i> and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).			
<input type="checkbox"/> Conditional Negative Declaration: A <i>Conditional Negative Declaration</i> (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 of 6 NYCRR Part 617.			
<input checked="" type="checkbox"/> Negative Declaration: If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a <i>Negative Declaration</i> . The <i>Negative Declaration</i> may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.			
4. LEAD AGENCY'S CERTIFICATION			
TITLE	LEAD AGENCY		
Director, EARD	NYC Department of City Planning		
NAME	SIGNATURE	DATE	
Robert Dobruskin	<i>Robert Dobruskin</i>	4/30/14	







ZONING MAP 32d

Major Zoning Classifications:

R Residential Single-Family
 C Community Center
 M Medium Density Residential
 SRD Special Residential District

Effective Date(s) of Rezoning

Special Requirements

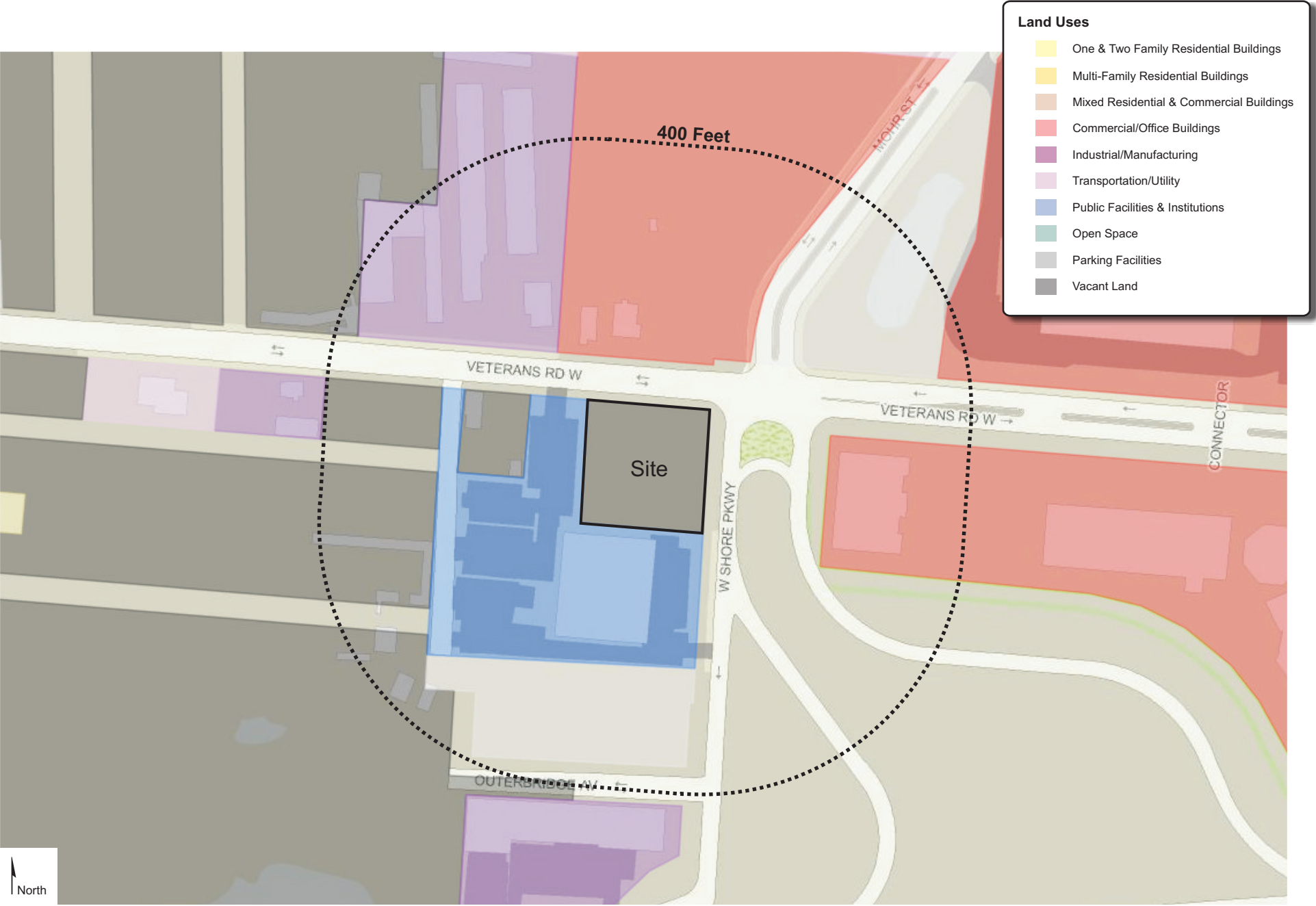
MAP KEY

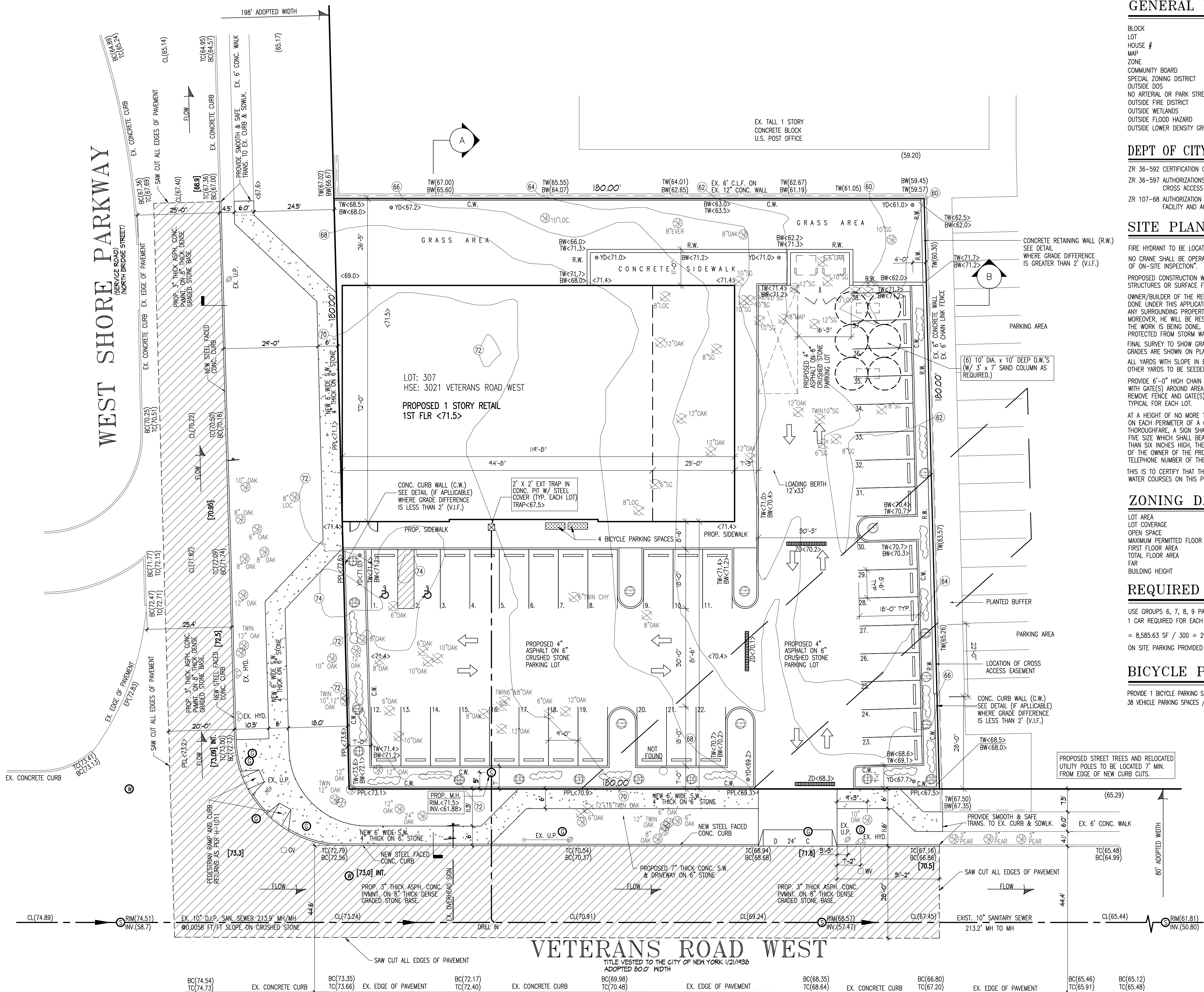
32c	33a
32d	33b
35a	35c

Copyright © 2010 Urban Cartographics

NOTE: Zoning information is shown for the purpose of providing a general overview of the zoning map. It is not intended to be used as a legal document. For more information, please contact the Planning Department at 100 West Street, 10th Floor, New York, NY 10038. Website: www.nyc.gov/planning or contact the Planning Information Line at 311-332-3333.

Site





SITE PLAN
SCALE 1"=15'-0"

GENERAL DATA

BLOCK	7515
LOT	307
HOUSE #	3021
MAP	32d
ZONE	M1-1
COMMUNITY BOARD	503
SPECIAL ZONING DISTRICT	SOUTH RICHMOND DISTRICT
OUTSIDE DOCS	
NO ARTERIAL OR PARK STREETS	
OUTSIDE FIRE DISTRICT	
OUTSIDE WETLANDS	
OUTSIDE FLOOD HAZARD	
OUTSIDE LOWER DENSITY GROWTH MANAGEMENT	

DEPT OF CITY PLANNING ACTIONS

- ZR 36-592 CERTIFICATION OF CROSS ACCESS CONNECTIONS
- ZR 36-597 AUTHORIZATIONS FOR WAIVERS OR MODIFICATIONS OF CROSS ACCESS CONNECTIONS
- ZR 107-68 AUTHORIZATION FOR MODIFICATION OF GROUP PARKING FACILITY AND ACCESS REGULATIONS

SITE PLAN NOTES

FIRE HYDRANT TO BE LOCATED WITHIN 250 FT. OF BLDG. ENTRANCE. NO GRANE SHALL BE OPERATED ON THIS LOT WITHOUT A "CERTIFICATE OF ON-SITE INSPECTION".

PROPOSED CONSTRUCTION WILL NOT HAVE ANY EFFECT ON EXISTING STRUCTURES OR SURFACE FACILITIES LOCATED ON ADJACENT LOTS.

OWNER/BUILDER OF THE REFERENCED PROPERTY STATE THAT WORK DONE UNDER THIS APPLICATION WILL HAVE NO ADVERSE EFFECT ON ANY SURROUNDING PROPERTIES CONCERNING STORM WATER DRAINAGE. MOREOVER, HE WILL BE RESPONSIBLE TO MAKE CERTAIN THAT WHILE THE WORK IS BEING DONE, THE SURROUNDING PROPERTIES WILL BE PROTECTED FROM STORM WATER DRAINAGE.

FINAL SURVEY TO SHOW GRADES AT ALL POINTS WHERE PROPOSED GRADES ARE SHOWN ON PLAN.

ALL YARDS WITH SLOPE IN EXCESS OF 3% TO BE SODDED, ALL OTHER YARDS TO BE SEEDED.

PROVIDE 6'-0" HIGH CHAIN LINK TEMPORARY CONSTRUCTION FENCE WITH GATE(S) AROUND AREA OF DISTURBANCE. CONTRACTOR TO REMOVE FENCE AND GATE(S) AT COMPLETION OF CONSTRUCTION. TYPICAL FOR EACH LOT.

AT A HEIGHT OF NO MORE THAN TWELVE FEET ABOVE GROUND AND ON EACH PERIMETER OF A CONSTRUCTION SITE FRONTING ON A PUBLIC THOROUGHFARE, A SIGN SHALL BE ERECTED NO MORE THAN TWENTY-FIVE FEET HIGH, THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE OWNER OF THE PROPERTY, AND THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE GENERAL CONTRACTOR.

THIS IS TO CERTIFY THAT THERE ARE NO STREAMS NOR NATURAL WATER COURSES ON THIS PROPERTY.

ZONING DATA

LOT AREA	32,389.00 SF
LOT COVERAGE	8,585.63 SF (26.5%)
OPEN SPACE	23,803.37 SF (73.5%)
MAXIMUM PERMITTED FLOOR AREA	32,389.00 SF
FIRST FLOOR AREA	8,585.63 SF
TOTAL FLOOR AREA	8,585.63 SF
FAR	.26 < 1.0
BUILDING HEIGHT	18.0'

REQUIRED PARKING

USE GROUPS 6, 7, 8, 9 PARKING CATEGORIES B, B1
1 CAR REQUIRED FOR EACH 300.0 SF OF ZONING FLOOR AREA
= 8,585.63 SF / 300 = 29 CARS REQUIRED
ON SITE PARKING PROVIDED = 38 CARS

BICYCLE PARKING

PROVIDE 1 BICYCLE PARKING SPACE FOR EVERY 10 VEHICLE PARKING SPACES
38 VEHICLE PARKING SPACES / 10 = 4 REQUIRED BICYCLE PARKING SPACES

LEGEND

- [] LEGAL GRADE
- < > PROPOSED GRADE
- () EXISTING GRADE

TREE LEGEND

- ⊗ EXISTING TREE TO REMAIN
- ⊗ EXISTING TREE TO BE REMOVED
- ⊗ PROPOSED STREET TREE
- ⊗ PROPOSED OPEN PARKING AREA TREE
- ⊗ PROPOSED PERIMETER PARKING AREA TREE

REQUIRED TREE PLANTING & SCREENING

ZR 26-41, ZR 33-03, ZR 43-02 - STREET TREE PLANTING CALIPER AND SPECIES AS DIRECTED BY DEPARTMENT OF PARKS AND RECREATION PROVIDE (1) TREE FOR EVERY 25 LINEAR FEET OF STREET FRONTAGE OF ZONING LOT

COMBINED STREET FRONTAGES OF VETERANS RD WEST & WEST SHORE PARKWAY 360.0' / 25' = 14 TREES

EXISTING STREET TREE CREDITS= 18
REQUIRED # OF STREET TREES= 14
OF NEW STREET TREES TO BE PROVIDED= 0

ZR 107-322 TREE REQUIREMENTS
(a) ON SITE TREE PLANTING REQUIREMENTS - N/A AS PER SECTION ZR 107-483
(b) PLANTING FOR OPEN PARKING AREAS WITH 10 SPACES OR MORE TO BE PROVIDED AS PER SECTION ZR 107-483

ZR 107-483 PLANTING AND SCREENING FOR OPEN PARKING AREAS
1 TREE SHALL BE PROVIDED FOR EACH 4 PARKING SPACES
38 ON SITE PARKING SPACES PROVIDED 38 / 4 = 10 TREES REQUIRED

EXISTING OPEN PARKING AREA TREE CREDITS= 2
REQUIRED # OF TREES= 10
OF NEW TREES TO BE PROVIDED= 8

ZR 37-92 PERIMETER LANDSCAPING
(1) 2" CALIPER TREE SHALL BE PROVIDED FOR EVERY 25 FEET OF OPEN PARKING AREA STREET FRONTAGE

STREET FRONTAGE OF OPEN PARKING AREA 269' / 25 = 11 TREES

EXISTING PERIMETER PARKING AREA TREE CREDITS= 0
REQUIRED # OF TREES= 11
OF NEW TREES TO BE PROVIDED= 11

REFER TO LANDSCAPE PLAN FOR ADDITIONAL DETAIL INCLUDING PERIMETER GROUND COVER, SHRUBS, & TREE SPECIES

REQ. OFF STREET LOADING BERTHS

AS PER SECTION ZR 44-52, M1-1 ZONING		
BUILDING FLOOR AREA	ACTUAL BLDG FLOOR AREA	REQUIRED BERTHS
COMMERCIAL USES ALL RETAIL USES LISTED IN USE GROUPS 6A, 6C, 7B, 8B, 9A, 9B, 10A, 14A OR 16A		
FIRST-8,000 SF - NONE		
NEXT-17,000 SF - 1	8,585.63 S.F.	1
REQUIRED BERTHS FOR 8,585.63 SF BLDG - 1		
LOADING BERTHS PROVIDED - 1		

calvanico associates
2535 victory blvd. staten island, n.y. 10314
(718) 494-0444

PROJECT: **PROPOSED COMMERCIAL DEVELOPMENT VETERANS ROAD WEST, STATEN ISLAND NY**

DRAWING TITLE: **SITE PLAN**

DATE:	2/14/13
PROJECT NO.:	727B
DRAWING BY:	DN
CHECKED BY:	
DATE FILED:	
DRAWING NO.:	CPC-01.0
	1 OF



1



02/12/2013 11:54

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02/12/2013 11:58

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02/12/2013 11:57



02/12/2013 11:52

VETERANS ROAD WEST COMMERCIAL DEVELOPMENT

ENVIRONMENTAL ASSESSMENT STATEMENT

INTRODUCTION

Based on the analysis and the screens contained in the Environmental Assessment Statement Short Form, the only analysis areas that require further explanation include land use, zoning, and public policy (including waterfront revitalization), historic and cultural resources, urban design and visual resources, hazardous materials, infrastructure, transportation, air quality, noise, and construction impacts as further detailed below. The subject heading numbers below correlate with the relevant chapters of the 2014 *CEQR Technical Manual*.

4. LAND USE, ZONING, AND PUBLIC POLICY

Introduction

The analysis of land use, zoning, and public policy characterizes the existing conditions of the project site and the surrounding study area; anticipates and evaluates those changes in land use, zoning, and public policy that are expected to occur independently of the proposed action; and identifies and addresses any potential impacts related to land use, zoning, and public policy resulting from the proposed project.

In order to assess the potential for project related impacts, the land use study area has been defined as the area located within a 400-foot radius of the project site, which is the area within which the proposed action has the potential to affect land use or land use trends. The 400-foot radius study area is generally bounded by an area between Veterans Road West and Englewood Avenue to the north, South Bridge Street to the south, an area to the east of Tyrellan Avenue to the east, and Arthur Kill Road to the west. Various sources have been used to prepare a comprehensive analysis of land use, zoning and public policy characteristics of the area, including field surveys, studies of the neighborhood, census data, and land use and zoning maps. See Figure 1, Site Location Map and Figure 2, Tax Map.

Land Use

Existing Conditions

Site Description

The project site is identified as 3021 Veterans Road West (Tax Block 7415, Lot 307), and consists of approximately 32,389 square feet of undeveloped land area located at the southwest corner of Veterans Road West and West Shore Parkway (North Bridge Street) in the Charleston neighborhood of Staten Island. The property has 180 feet of street frontage along both Veterans Road West and the West Shore Parkway (North Bridge Street). The property drops approximately 12 feet in elevation from its northeast corner at an elevation of 72 feet to the southwest corner at an elevation of 60 feet. The property contains a 35-foot

wide easement running southwest from approximately the center of the Veterans Road West frontage of the site.

No permanent structures have existed at the property since at least as early as 1924. The property contains 46 trees, six inches or more in caliper for a total of 71 existing on-site tree credits. Portions of the subject site have been cleared of vegetation at various times since 1924, most recently during the mid-1990s in association with the construction of the United States Postal Service facility at the adjoining property to the south. Several soil stockpiles currently exist in the eastern portion of the site.

Surrounding Area

The project site is bordered by Veterans Road West to the north, West Shore Parkway (North Bridge Street) to the east, and a United States Postal Service center which wraps around the property to the south and west. A former automotive repair garage and a landscaper's garden center are located directly across Veterans Road West from the property to the north. This property has recently been approved for the development of an approximately 70,000 zoning square-foot grocery store and 233-space accessory parking lot. A retail development is located across West Shore Parkway/North Bridge Street from the project site to the east and the Bricktown Centre shopping center is located diagonally across the intersection of Veterans Road West and West Shore Parkway to the northeast. The surrounding 400-foot radius area is characterized primarily by commercial developments and vacant land. See Figure 4, Land Use Map.

It should be noted that the NYC Economic Development Corporation (EDC), on behalf of the City, is presently reviewing proposals for a mixed-use project in the northern portion of the project study area known as the Charleston Municipal Site, an approximately 60-acre City-owned property. The proposed development will include a new park, senior housing, a public school, a library branch, retail space, and the mapping of an improved Englewood Avenue. In 2011, NYCEDC released a Request for Proposals (RFP) for two retail sites and an RFP to create a master site plan, conduct an environmental review, and prepare necessary ULURP applications to facilitate the proposed development. Any development pursued as a consequence of EDC's proposal would be subject to its own separate environmental review.

No-Build Condition

Under the No-Build Condition, it is assumed that the project site would be developed with approximately 8,586 square feet of commercial retail space and 29 accessory parking spaces at the required ratio of one parking space per 300 square feet of retail floor area.

Surrounding land uses within the immediate study area are expected to remain largely unchanged by the project build year of 2015. No development plans are known to exist for the vacant parcels within the study area by the project build year of 2015. It is possible that

some relatively small commercial projects could be built on some of the small vacant lots located within the study area.

Build Condition

The applicant proposes to develop the 32,389 square foot property with an 8,586 zoning square foot one-story retail building and 38 parking spaces. This would be considered to be the Reasonable Worst Case Development Scenario (RWCDS) for the subject site based on the demands of the future site tenant. The proposed building would be one-story in height and would be serviced by the 38 space accessory parking lot. The proposed development would comply with the recently adopted design regulations for commercial parking lots. It is proposed to place the building along the south lot line of the subject site and all of the 38 parking spaces would be located between the proposed building and the street line of Veterans Road West.

Ingress and egress to the proposed development would be provided via a 24-foot wide curb cut along Veterans Road West. One Cross Access Connection would be provided to the adjoining property at the west property line. The connection location is the extension of a parking travel lane serving parking spaces 14 to 25 running east-west.

To facilitate the proposed building, parking, and loading areas, a number of existing trees on the site would need to be removed. The property contains 46 trees, six inches or more in caliper for a total of 71 existing on-site tree credits. A landscaped buffer strip would be created around the entire periphery of the site except for areas where this is not feasible such as at the curb cut to the site and adjacent to the proposed building which would be located along the property line. 8 new trees would be planted in the open parking areas, 11 new trees would be planted as part of the perimeter landscaping on the site, and groundcovers and shrubs would be planted to meet or exceed the Special South Richmond Development District (SSRDD) landscaping requirements. The project build year is 2015.

Conclusion

The increment under analysis is an additional nine parking spaces above that allowed (because only 29 spaces are as-of-right) on the project site, as requested under the Authorization for Modification of Group Parking. The proposed project would complement and strengthen the surrounding commercial environment by providing a quality retail facility. The project site is currently undeveloped and unutilized. The proposed development would service the existing residential areas west and south of the site as well as the wider area of the south shore of Staten Island.

No potentially significant adverse impacts related to land use are expected to occur as a result of the proposed action. Therefore, further analysis of land use is not warranted.

Zoning

Existing Conditions

The project site and the surrounding 400-foot radius study area are predominantly zoned M1-1. A 199,791 square foot property located directly across Veterans Road West from the project site to the north has recently been rezoned from M1-1 to C8-2. The project site and the surrounding project study area are located within the Special South Richmond Development District (SSRDD). See Figure 3, Zoning Map.

M1 districts are designed for a wide range of manufacturing, commercial, and related uses that can conform to a high level of performance standards. The M1 district is often a buffer between M2 and M3 districts and adjacent residential or commercial districts. Light industries typically found in M1 areas include woodworking shops, auto storage and repair shops, and wholesale service and storage facilities. Offices and most retail uses are also permitted. The M1-1 district permits a maximum FAR of 1.0 for manufacturing and commercial uses and 2.4 for Use Group 4 community facility uses. The M1-1 district permits a maximum building height of 30 feet. Parking is required based on the type of use and the size of the establishment.

C8 zoning districts, bridging commercial and manufacturing uses, provide for automotive and other heavy commercial services that often require large amounts of land. Typical uses include automobile showrooms and repair shops, warehouses, gas stations and car washes, although all commercial uses as well as certain community facility uses are also permitted. C8 districts are mainly mapped along major traffic arteries where concentrations of automotive uses have developed. The C8-2 district permits a maximum commercial FAR of 2.0 and a maximum community facility FAR of 4.8.

The Special South Richmond Development District (SSRDD) was established to guide development of predominately undeveloped land in the southern half of Staten Island. The special district is intended to maintain the densities established by the underlying zoning districts and to ensure that new development is compatible with existing communities. To maintain the existing community character, the district mandates tree preservation and tree planting requirements, controls on changes to topography, limits to building height, and setback and curb cut restrictions along railroads and certain roads.

No-Build Condition

In the future and absent the action, development on the project site would continue to be governed by the provisions of the existing M1-1 (SSRDD) zoning district. No Zoning Authorizations or Certifications would be sought from the CPC.

Under the No-Build Condition, it is assumed that the project site would be developed with approximately 8,586 square feet of commercial retail space and 29 accessory parking spaces at the required ratio of one parking space per 300 square feet of retail floor area.

No changes are anticipated to the zoning districts and zoning regulations relating to the project site or the surrounding study area by the project build year of 2015. However, it should be noted that the project site and surrounding areas are located within the Staten Island West Shore Land Use and Transportation Study Area. This study is discussed in the Public Policy section below.

Build Condition

In order for 30 or more accessory off-street parking spaces on the subject site, the applicant requests SSRDD Authorizations and a Certification pursuant to the following Zoning Resolution (ZR) Sections (§): ZR §36-597, Authorization for Waivers or Modifications of Cross Access Connections, ZR §107-68, Authorization for Modification of Group Parking Facility and Access Regulations, and ZR §36-592, Certification of Cross Access Connections. These are further discussed below.

1. ZR §36-597, Authorization for Waivers or Modifications of Cross Access Connections

The City Planning Commission may authorize modifications or waivers of the requirements of Section 36-59 provide that the Commission finds that:

(b) site planning constraints necessitate the placement of a new or enlarged building against a lot line or other boundary between properties that precludes a cross access connection along such lot line or boundary, and no other site plan is feasible.

An Authorization for the waiver of a Cross Access Connection is required for the south lot line of the property. The proposed building would be located on the south lot line and leaves no possible location for a Cross Access Connection.

2. ZR §107-68, Authorization for Modification of Group Parking Facility and Access Regulations

For a permitted commercial, community facility or manufacturing use, the City Planning commission may authorize more than 30 accessory off-street parking spaces, and for any use may modify access restrictions with regard to curb cuts as set forth in paragraph (a) of Section 107-251 (Special provisions for arterials) or paragraph (a) of Section 107-252 (Special provisions for park streets). In order to grant such authorization, the Commission, upon a review of the site plan, shall find that:

(c) the location of such vehicular access and egress permits better site planning.

The application seeks an Authorization for 30 or more accessory off-street parking spaces for a permitted commercial use on the subject site. A parking facility for 38 cars exceeds the maximum size of 30 cars for a group parking facility which is permitted as-of-right pursuant to ZR §107-472. In order to create a group parking facility for 38 cars, an Authorization is required pursuant to ZR §107-68.

Vehicle access and egress has been limited to a single curb cut located on Veterans Road West 74'-7" west from the intersection of West Shore Parkway (North Bridge Street). Limiting the development to this single curb cut will improve the flow of traffic around the property and in the vicinity of the very busy intersection of Veterans Road West and West Shore Parkway (North Bridge Street). The curb cut is also centrally located relative to the 42 on-site parking spaces provided for the development. This optimizes vehicular circulation within the site itself.

3. ZR §36-592, Certification of Cross Access Connections

38 parking spaces will be provided and will be sited in an open parking area occupying a portion of the approximately 23,803 square feet of open space on the property. Therefore, Cross Access Connections are required to adjoining properties. One Cross Access Connection will be provided at the west property line. The connection location is the extension of a parking travel lane serving parking spaces 14 to 25 running east-west.

Note that this Certification is a ministerial action and is not subject to environmental review.

Conclusion

The increment under analysis is an additional nine parking spaces above that allowed as-of-right on the project site, as requested under the Authorization for Modification of Group Parking. The proposed Authorizations and Certification would provide the zoning provisions necessary for the proposed project to proceed. No significant impacts to zoning patterns in the area would be expected. The proposed project would comply with all the applicable requirements of the property's existing M1-1 zoning as well as the SSRDD provisions of the Zoning Resolution. The proposed action would therefore not have a significant impact on the extent of conformity with the current zoning in the surrounding area, and it would not adversely affect the viability of conforming uses on nearby properties.

Potentially significant adverse impacts related to zoning are not expected to occur as a result of the proposed action, and further assessment of zoning is not warranted.

PUBLIC POLICY

Existing Conditions

The Charleston neighborhood of Staten Island in the area of the project site, which is located in Staten Island Community District 3, is primarily a commercial and industrial area with large amounts of vacant land as well as open space areas. According to the 2010 U. S. Census, the population of the area, which includes other residential communities along the south shore of Staten Island, increased by 4.8 percent from 152,908 persons in 2000 to 160,209 people in 2010.

In addition to the zoning provisions discussed above, the project site is subject to the provisions of the City's Waterfront Revitalization Program (WRP), as the site and the surrounding study area are located within the City's Coastal Zone Boundary.

The project site and surrounding areas are located within the Staten Island West Shore Land Use and Transportation Study Area. The DCP website states the following about this study.

The West Shore Land Use and Transportation study, managed by the Department of City Planning and the Economic Development Corporation, was recommended by the Mayor's Staten Island Growth Management Task Force. The Task Force consists of the Borough President, all three City Council Members, City Commissioners, and local civic representatives. This study is an effort to provide a comprehensive framework to guide public and private actions and investment decisions on Staten Island's West Shore over the next 20 years and beyond.

The West Shore has been the subject of several rezonings in the Charleston area that allowed retail and senior housing development. However, these rezonings raised community concerns that continued development would conflict with the existing limited infrastructure.

While the West Shore is home to historic neighborhoods and manufacturing uses, it is still without infrastructure to serve the needs of business and residents. There are areas without roads and many homes are still on septic systems. The community has raised concerns that on-going development pressures may conflict with providing jobs, preserving wetlands and open spaces and providing better access to parks and the waterfront. Task Force members requested a comprehensive review of future land uses and infrastructure needs for the West Shore, rather than piecemeal rezonings.

The study will bring together city and state agencies to provide suggestions on future infrastructure needs and to coordinate potential recommendations, including the NYC Department of Transportation, NY State Department of Transportation, the Metropolitan Transit Authority and the Port Authority of New York and New Jersey.

The goal of the study is to develop a community-supported framework, including short-term priority action items, for Staten Island's West Shore that:

- *Prioritizes job creation;*
- *Identifies critical road and transit improvements;*
- *Strengthens neighborhoods through improved transportation, better services, and housing choices;*
- *Provides parks and open space and makes sure they are accessible.*

The goals of the study are stated below.

Goals

The framework is based on **four goals** that balance the needs of the West Shore and those of all of Staten Island:

- **Create Quality Local Jobs** – Provide diverse, high quality jobs on Staten Island that reduce the need for off-island commutes;
- **Provide Connections** – Upgrade the existing road network, build new roads, and provide an improved transit network with regional connections to relieve traffic congestion and answer future demand;
- **Improve Community Choices** – Provide more retail and services for the West Shore and its bordering North Shore, Mid-Island and South Shore neighborhoods, and provide a more diverse housing stock that can attract and retain young adults and offer more options for seniors with special housing and transit needs; and
- **Preserve and Link Open Space** – Connect surrounding neighborhoods with the waterfront, parks and open space and identify Bluebelt opportunities for storm water management.

The study terms the Charleston/Tottenville area, in which the project site is located, as “the South Shore’s Regional Destination”. The 2030 year goal for the area relevant to the proposed action on the project site is to “provide an extensive range of retail, service, and commercial options”.

No other public policies would apply to the proposed action as the project site and the surrounding 400-foot radius study area are not located within the boundaries of any 197-a Community Development Plans or Urban Renewal Area plans, and also are not within a historic district, a critical environmental area, a significant coastal fish and wildlife habitat, a wildlife refuge, or a special natural waterfront area.

No-Build Condition

In the future without the action, the project site would continue to be governed by the provisions of the existing M1-1 (SSRDD) zoning district, the City’s Waterfront Revitalization Program, and the Staten Island West Shore Land Use and Transportation Study Area Plan (2030). No other public policy initiatives are anticipated to pertain to the project site or to the 400-foot study area around the property by the project build year of 2015. No changes are anticipated to any public policy documents relating to the project site or the surrounding study area by the project build year.

Build Condition

The Waterfront Consistency Assessment Form and a narrative relating to the proposal’s consistency with the applicable waterfront policies are included to this document. The

narrative explains how the project complies with the policies noted after each Consistency Assessment Form question that has been affirmatively responded to. The proposed action is consistent with all WRP policies, and as indicated in Attachment 4-1, no significant adverse impacts related to the WRP are anticipated as a result of the project, and further assessment is not warranted.

The proposed development would meet the Staten Island West Shore Land Use and Transportation Study Area Plan 2030 year goal for the area to “provide an extensive range of retail, service, and commercial options”. The proposed development would service the existing residential areas west and south of the site as well as the wider area of the south shore of Staten Island.

No impact to public policies would occur as a result of the proposed action. The proposed new development would be compatible with the New York City Waterfront Revitalization Program policies applicable to the site, as explained in detail in the Waterfront Consistency attachments to this document. The proposed action would provide for additional commercial development on an undeveloped site in close proximity to other commercial and retail facilities, would serve the retail needs of residents and workers in this area of Staten Island, and would meet the goals of the Staten Island West Shore Land Use and Transportation Study Area Plan.

Conclusion

The increment under analysis is an additional nine parking spaces above that allowed as-of-right on the project site, as requested under the Authorization for Modification of Group Parking. In accordance with the stated public policies within the study area, the action would be an appropriate development on the project site, would be a positive addition to the surrounding neighborhood, and would serve to further the goals of the existing public policies for the area.

No potentially significant adverse impacts related to public policy are anticipated to occur as a result of the proposed action, and further assessment of public policy is not warranted.

No significant adverse impacts related to land use, zoning, and public policy are anticipated to occur as a result of the action. The action is not expected to result in any of the conditions that warrant the need for further assessment of land use, zoning, or public policy.

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: _____
2. Address: _____
3. Telephone: _____ Fax: _____ E-mail: _____
4. Project site owner: _____

B. PROPOSED ACTIVITY

1. Brief description of activity:

2. Purpose of activity:

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

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:

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

- 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.

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? (4.1and 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: Hiram A. Rothkrug, Director, EPDSCO

Address: 55 Water Mill Road, Great Neck, NY 11021

Telephone: 718-343-0026

Applicant/Agent Signature:  Date: 4/14/14

Veterans Road West Commercial Development
Explanation of Consistency with Waterfront Policies

1. Policy 1.1: Encourage commercial and residential redevelopment in appropriate coastal zone areas.

The project site is an appropriate location for the proposed development and meets the criteria of Policy 1.1 as described below.

A. Criteria to determine areas appropriate for reuse through public and private actions include: the lack of importance of the location to the continued functioning of the designated Special Natural Waterfront Areas or Significant Maritime and Industrial Areas; the absence of unique or significant natural features or, if present, the potential for compatible development; the presence of substantial vacant or underused land; proximity to residential or commercial uses; the potential for strengthening upland residential or commercial areas and for opening up the waterfront to the public; and the number of jobs potentially displaced balanced against the new opportunities created by redevelopment.

Relative to Policy 1.1 A., the project site is not designated either as a Special Natural Waterfront Area (SNWA) or as a Significant Maritime and Industrial Area (SMIA) nor is it in close proximity to any areas so designated. The project site is located inland and does not border the shoreline. The property does not contain any unique or significant natural features as it is partially disturbed and partially vegetated with plant species common to the area. The site contains only 46 trees six inches or more in caliper. Many of the trees not located in the area of the proposed building footprint would be retained on the property. A landscaped buffer strip would be created around the entire periphery of the site except for areas where this is not feasible such as at the curb cut to the site and adjacent to the proposed building which would be located along the property line. 8 new trees would be planted in the open parking areas, 11 new trees would be planted as part of the perimeter landscaping on the site, and groundcovers and shrubs would be planted to meet or exceed the SSRDD landscaping requirements.

The proposed project would complement and strengthen the surrounding commercial environment by providing a quality retail development. The proposed development would service the existing residential areas west and south of the site as well as the wider area of the south shore of Staten Island. Development of the proposed project would have no impact upon public access to the waterfront as the project site is not located along or near the waterfront. The proposed project would not result in the loss of any jobs as the site is vacant and unused. The proposed development is anticipated to result in the generation of approximately 26 new jobs on the property.

B. Public actions, such as property disposition, Urban Renewal Plans, and infrastructure provision, should facilitate redevelopment of underused property to promote housing and economic development and enhance the city's tax base.

The proposed project would not involve public actions such as property disposition or Urban Renewal Plans as noted above under Policy 1.1 B. The proposed project would occur on land that is currently undeveloped and unutilized and the proposed retail facility would fully develop the site. The development would serve to enhance the City's tax base by contributing significantly higher tax revenues than the current uses on the property. Therefore, the proposed action would meet the goals of this policy.

2. Policy 4.1: Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas, Recognized Ecological Complexes, and Significant Coastal Fish and Wildlife Habitats.

The project site is not located within, adjacent to, or in close proximity to a Special Natural Waterfront Area (SNWA) or a Significant Coastal Fish and Wildlife Habitat. It is located within the South Shore of Staten Island, which is identified as a Recognized Ecological Complex, and within the Special South Richmond Development District (SSRDD), which is identified in the NYC Zoning Resolution as an area whose natural characteristics should be preserved. The proposed action would comply with Policy 4.1 as further described below.

A. Avoid activities that may cause or cumulatively contribute to permanent adverse changes to the ecological complexes and their natural processes. When avoidance is not possible, minimize the impacts of the project to the extent feasible and mitigate any physical loss or degradation of ecological elements. Use mitigation measures that are likely to result in the least environmentally damaging feasible alternative.

The property does not contain any intact ecological complexes as the site is relatively small, partially consists of disturbed areas, and is surrounded by streets and existing development on all sides. The site contains only 46 trees six inches or more in caliper. Many of the trees not located in the area of the proposed building footprint would be retained on the property. In order to mitigate the loss of existing vegetation on the site, a landscaped buffer strip would be created around the entire periphery of the site except for areas where this is not feasible such as at the curb cut to the site and adjacent to the proposed building which would be located along the property line. 8 new trees would be planted in the open parking areas, 11 new trees would be planted as part of the perimeter landscaping on the site, and groundcovers and shrubs would be planted to meet or exceed the SSRDD landscaping requirements. The proposed action would therefore comply with Policy 4.1A.

The proposed action includes a request for an Authorization pursuant to ZR Section 107-68 for a group parking facility with 30 spaces or more. As shown on the Landscape Plan filed with this application, new lot and parking area trees, and parking area screening would be provided in accordance with the SSRDD requirements of ZR §107. The proposed development would be

screened from the adjacent streets and the adjoining parcels by a strip of densely planted shrubs and trees in seven-foot wide buffer strips as required.

B. Avoid fragmentation of natural ecological communities and maintain corridors to facilitate the free exchange of biological resources within and among these communities. Protect those sites which have been identified as key to maintaining habitat connections within the ecological complexes.

There are no natural ecological communities on the project site and the property is entirely bordered by roadways and existing commercial developments. The parcel to the north across Veterans Road West is proposed for development with a new commercial use. Therefore, there are no significant natural ecological communities or corridors within the surrounding area. Policy 4.1B. does not apply to the proposed action.

D. Where practical, restore ecological complexes so as to ensure their continued existence as natural, self-regulating systems.

As stated above, the property does not contain any intact ecological complexes. Therefore, Policy 4.1D. does not apply to the proposed action.

E. Protect designated Significant Coastal Fish and Wildlife Habitats from land or water uses or development which would:

- destroy habitat values associated with the designated habitat through direct physical alteration, disturbance, or pollution, or indirect effects of actions that would result in a loss of habitat; or*
- significantly impair the viability of the designated habitat beyond the tolerance range of important fish or wildlife species which rely on the habitat values within the designated area through: degradation of existing habitat elements, change in environmental conditions, functional loss of habitat values, or adverse alteration of physical, biological, or chemical characteristics.*

Where destruction or significant impairment of habitat values cannot be avoided, the potential impacts of land use or development should be minimized and any resulting losses of habitat mitigated to the extent practicable.

Policy 4.1E. relates to the protection of Significant Coastal Fish and Wildlife Habitats from damaging land or water uses or development. The project site is not designated as a Significant Coastal Fish and Wildlife Habitat nor is it located adjacent to or in close proximity to any areas so designated. The proposed action would, therefore, have no significant adverse impacts on any Significant Coastal Fish and Wildlife Habitats and this policy does not apply to the project.

F. Protect indigenous plants from excessive loss or disturbance and encourage greater quantity and diversity of indigenous plants to the extent practical. Avoid use of non-indigenous plants except in ornamental gardens, as collector specimens, or for erosion control and filtration provided that it is not feasible to use native species to perform the same functions. Avoid use of non-indigenous plants that are invasive species likely to alter existing natural community composition. Where destruction or significant impairment of plants cannot be avoided, the potential impacts of land use or development should be minimized and any resulting losses of plants mitigated to the extent practicable.

As stated above, the project site contains only 46 trees six inches or more in caliper. Many of the trees not located in the area of the proposed building footprint would be retained on the property. A tree, shrub, and groundcover planting plan has been developed to plant indigenous species to replace the existing vegetation that would be removed from the property. The new trees to be planted would be chosen from the list of trees approved for planting in this area as included in Appendix B of the Special South Richmond Development District regulations (Article X, Chapter 7 of the NYC Zoning Resolution). The project would have no impact on vegetation located in adjacent areas and the proposed development would not include any new vegetation that could potentially have an invasive impact upon the existing natural community composition of the area. The proposed project would therefore comply with Policy 4.1F.

3. Policy 9.2: Protect scenic values associated with natural resources.

A. In the Special Natural Area Districts (SNAD), SNWAs and Recognized Ecological Complexes, avoid structures or activities that interrupt landscapes, including introduction of discordant elements such as intrusive artificial light sources, fragmentation of and structural intrusion into open space areas, and changes to the continuity and configuration of natural shorelines and associated vegetation.

This project site is not located within a SNAD or an SNWA but is within the Staten Island South Shore Recognized Ecological Complex. The project site and the adjacent area consists entirely of roadways and lands developed with commercial uses. No significant natural resources are located on the project site or on the adjacent properties. The proposed project would comply with the provisions of Policy 9.2A. in that it would be a relatively low scale development consisting of one new one-story building. The building would be surrounded by trees and shrubs which would minimize views of the development from outside the boundaries of the site. All lighting on the site would be shielded to prevent intrusion into areas surrounding the property. There are no open space areas on or adjacent to the project site. The project would not affect natural shoreline areas or vegetation within these areas.

B. In SNADs, SNWAs and Recognized Ecological Complexes, design new development to complement the scenic character of natural resources. Minimize and screen discordant elements which cannot be inconspicuously located.

This project site is not located within a SNAD or an SNWA but is within the Staten Island South Shore Recognized Ecological Complex. The project site and the adjacent area consist entirely of roadways and lands developed with commercial uses. No significant natural resources are located on the project site or on the adjacent properties. The proposed project would comply

with the provisions of Policy 9.2B. in that it would consist of a low scale development that would be surrounded by trees, shrubs, ground covers, and lawn areas to minimize and complement views of the project from surrounding areas. The proposed commercial building would be only one-story in height and would be similar to or lower in height than the existing commercial buildings in the surrounding area. The project site does not currently contain nor would the proposed development contain any discordant elements which cannot be inconspicuously located.

9. HISTORIC AND CULTURAL RESOURCES

Per 2014 *CEQR Technical Manual* guidelines, the NYC Landmarks Preservation Commission (LPC) was consulted regarding the potential architectural and archaeological sensitivity of the project site. LPC's July 25, 2013 letter states that the subject property has no architectural and no archaeological sensitivity.

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 13DCP116R

Project:

Address: VETERANS ROAD WEST, **BBL:** 5075150307

Date Received: 7/17/2013

No architectural significance

No archaeological significance

Designated New York City Landmark or Within Designated Historic District

Listed on National Register of Historic Places

Appears to be eligible for National Register Listing and/or New York City Landmark Designation

May be archaeologically significant; requesting additional materials

Comments:

Gina Santucci

7/25/2013

SIGNATURE

Gina Santucci, Environmental Review Coordinator

DATE

File Name: 28681_FSO_DNP_07252013.doc

10. URBAN DESIGN AND VISUAL RESOURCES

An assessment of urban design is needed when a project may have effects on any of the elements that contribute to the pedestrian experience of public space. A preliminary assessment is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following:

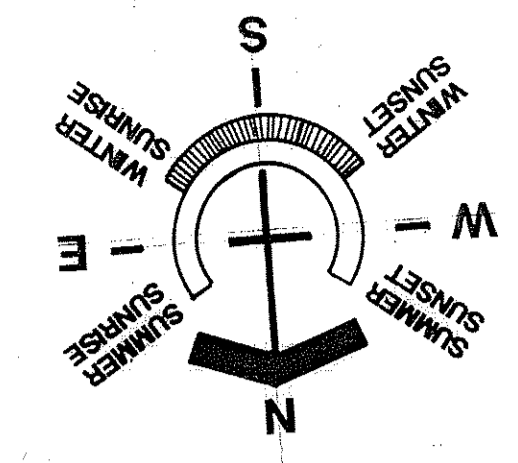
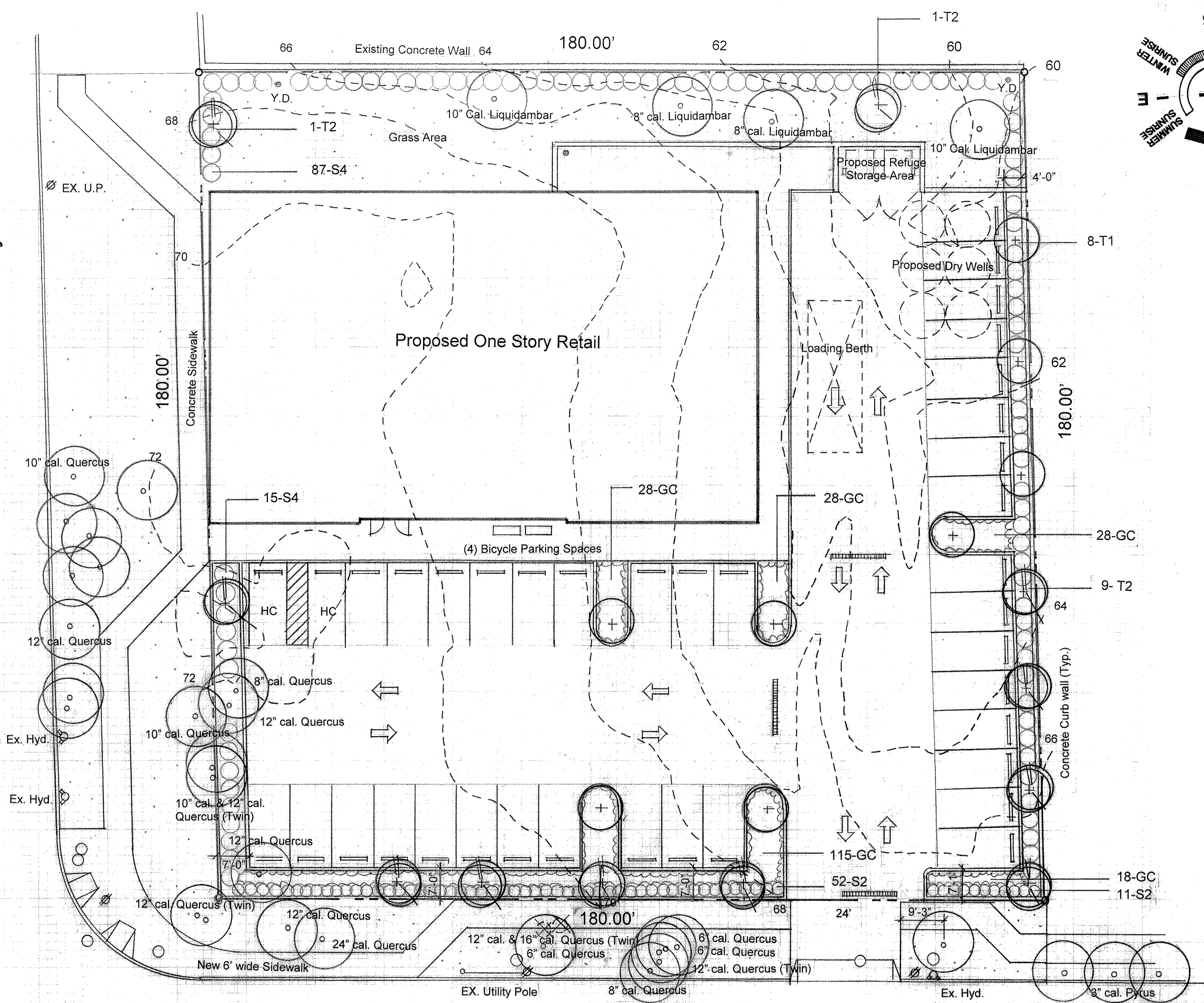
1. Projects that permit the modification of yard, height, and setback requirements;
2. Projects that result in an increase in built floor area beyond what would be allowed 'as-of-right' or in the future without the proposed project.

The proposed action requests Special South Richmond Development District (SSRDD) Authorizations and a Certification pursuant to the following Zoning Resolution (ZR) Sections (§): ZR §36-597, Authorization for Waivers or Modifications of Cross Access Connections, ZR §107-68, Authorization for Modification of Group Parking Facility and Access Regulations, and ZR §36-592, Certification of Cross Access Connections. These Authorizations and Certification are requested in order to facilitate the construction of a commercial retail building with a floor area of 8,586 zoning square feet as well as 38 parking spaces on the subject site. Only 29 parking spaces are allowed as-of-right. Under the No-Build Condition, it is assumed that the project site would be developed with approximately 8,586 square feet of commercial retail space and 29 accessory parking spaces at the required ratio of one parking space per 300 square feet of retail floor area. The increment under analysis is an additional nine parking spaces above that allowed as-of-right on the project site, as requested under the Authorization for Modification of Group Parking.

The proposed project would not result in the modification of yard, height, and setback requirements. In addition, the project would not result in an increase in built floor area beyond what would be allowed 'as-of-right' or in the future without the proposed project. Therefore, an urban design and visual resources analysis would not be required for the proposed action.

The proposed project would not result in a significant adverse impacts to urban design or visual resources in the vicinity of the project site and further analysis would therefore not be warranted.

West Shore Parkway



- ### Landscape Legend
- Existing Tree To Be Removed or Missing
 - Existing Tree to Remain
 - Proposed Open Area Open Parking Area Tree
 - Proposed Perimeter Tree
 - Proposed Screening Shrub To be planted 4' o.c.
 - Proposed Shrub To be planted 2' o.c.
 - Proposed Groundcover w/mulch Over Jute Netting

- ### Reference Data
- Block - 7515
 - Lot - 307
 - Number - 3021
 - Zone - M1-1
 - Map No. - 32 d
 - Community Board - 503
 - South Richmond District - Inside

- ### NOTES:
1. Street trees may be modified as to location, species and/or number as directed by department of Parks.
 2. Substitution of similar plant size and species on the street tree list and special urban design regulations (Article 1137-98 Landscape Selections Lists) only if the Landscape Architect as appropriate for the site conditions.

Per Z.R. 107-483(b) Screening Requirements
The parking area shall be screened from all adjoining zoning lots by a landscaped area at least 4' in width, densely planted with shrubs maintained at a maximum height of 3'.

Per Z.R. 107-483(a) Tree Planting Requirements
Where 30 or more parking spaces are provided, at least 50% of the required trees shall be located within planting islands within the parking area.

Tree Planting and Screening Requirements

Street Trees Z.R. 26-41 (43-02)
One Tree, of three inch caliper or more, pre-existing or newly planted, shall be provided for every 25' of Street Frontage.
Combined Street Frontages on Veterans Road West & West Shore Parkway- 360.0/25= 14 Trees
Existing Street Trees Credits to Remain = 18 **0- New Street Trees are Required**

Parking Area Trees Z.R. 107-483
One Tree, of three inch caliper or more, pre-existing or newly planted, shall be provided for each four parking spaces. Such trees shall be provided in the perimeter landscaped area of the parking area or in the planting islands within the parking area.
Total Parking Spaces 38 / 4 = 10 Trees Required
Existing Open Area Tree Credits to Remain = 2 **8- New Parking Area Trees Required**

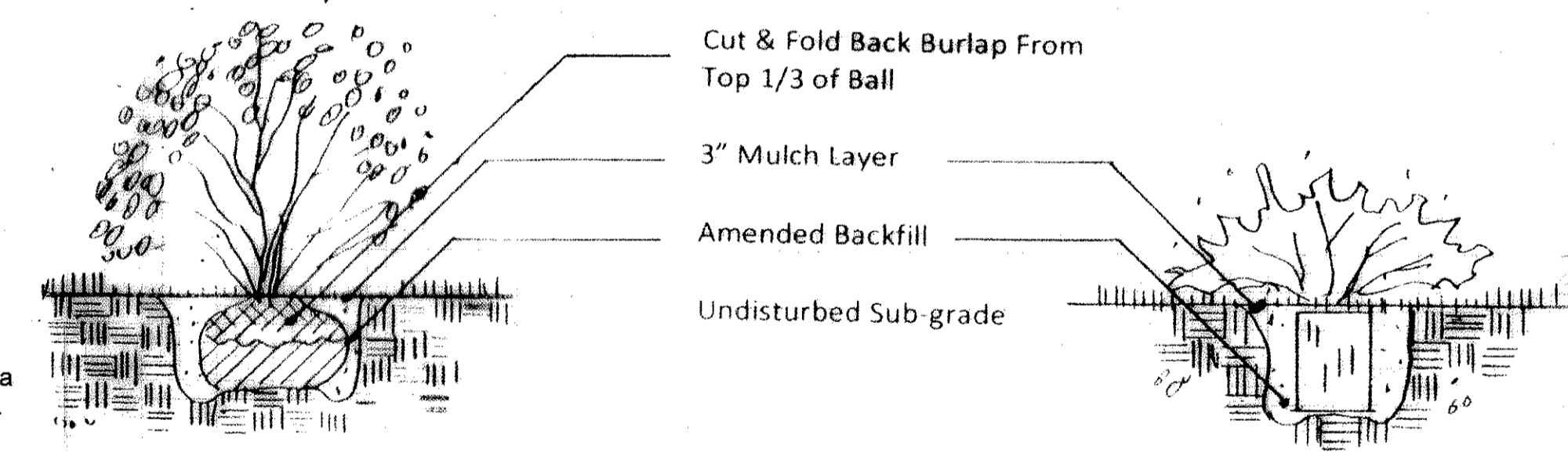
Perimeter Landscaping Z.R. 37-921
Street Frontage of Open Parking area 269'/25= 11 Trees **11- New Perimeter Trees Required**

- (1) **Parking Lot Frontage**
The first two feet of the planting island fronting the open parking lot area shall be comprised of mulch with densely planted groundcover above Jute mesh to stabilize the slope. All required groundcover shall be selected from the list in Section 37-963.
- (2) **Sidewalk Frontage**
The remainder of the perimeter landscaped area shall be densely planted with shrubs at a distance of 24 inches on center and maintained at a maximum height of three feet above the surface of the adjoining public sidewalk. All required shrubs shall be selected from the list in Section 37-963.
- (3) **Perimeter Tree planting** requires (1) 2" cal. tree per 25' of open parking area street frontage. A radius of at least 20' shall be maintained between trunks of perimeter trees and Street Trees. If such distances cannot be maintained, the perimeter tree shall be waived in that location. All required perimeter trees shall be selected from the list in 37-961.

Landscaped Buffer for Manufacturing Development Z.R. 107-482
Where an existing residential use is located adjacent to a proposed manufacturing or commercial development, the developer shall plant along that part of the side or rear lot line adjacent to a residential use, a row of evergreen shrubs at least four feet high at the time of planting and which are of a type which is expected to form a year-round dense screen at least six feet high within three years, or trees selected from Appendix B and spaced 10' on center. Such screening shall be maintained in good condition at all times.

Planting Schedule

Key	Type	Quan.	Botanical Name	Common Name	Size	Root	Note
T1	One Tree per 4 Parking Spots	8	Prunus virginiana	Schubert Cherry	3" cal.	B&B	As Per Z.R. 107-483
T2	Perimeter Tree	11	Prunus subhirtella 'Autumnalis'	Autumn Flowering Cherry	2" cal.	B&B	As Per Z.R. 37-921
S2	Shrubs at 2' o.c.	63	Ilex glabra 'Compacta'	Compact Inkberry	5 gal.	Potted	From List in Z.R. 37-921
S4	Shrubs @ 4' o.c.	102	Cornus sericea	Redtwig Dogwood	4' ht.	B&B	As per Z.R. 107-482
GC	Groundcover w/ Mulch over Jute Netting	217	Juniperus horizontalis 'Blue Chip'	Blue Chip Juniper	2 gal.	Potted	From list in 37-921 Z.R.



Shrub and Groundcover Planting Detail

Not to Scale
Planting Notes:

1. All new plant material shall be the type and size specified unless otherwise approved by the Landscape Architect in writing at least 72 hours prior to scheduled installation. Plant material shall be in accordance with the American Standard for Nursery Stock by Nurseryman Association Standards (ANSI Z60.1) regarding size and quality.
2. Provide new or amended topsoil backfill for all newly planted materials. Topsoil mix shall be a minimum of 20% organic matter, a pH range of 5.0-6.5, free from stones 1" diameter or greater and free of all debris and extraneous materials.
3. Install 6" of topsoil in all new planting beds. Scarify existing soil before placement. Topsoil shall be a minimum of 20% organic matter, a pH range of 5.0-6.5, free from stones 1" diameter or greater and free of all debris and extraneous materials.
4. All plant material shall be installed using acceptable standards for landscape practices.
5. All proposed planting beds, and individual plants shall be mulched with 3" of shredded bark mulch.
6. All Lawn areas shall be planted with a Bluegrass-Fescue mix sod over 3" of screened topsoil.
7. The contractor shall warranty all plant material for a period of one year.
8. Contractor shall verify the locations of all utilities prior to construction (Call 811).
9. The Landscape Architect is not responsible for the means, methods or appropriateness of the installation procedures under taken by any contractor, nor for the job site safety.

Parking Lot Landscaping Plan

Scale: 1"= 15'-0"

Perimeter Landscaping Z.R. 37-921
All open parking areas with 18 spaces or more or 6,000 sf or more in area that front upon a street shall be screened at the street line by a perimeter landscaped area at least 7' in width measured perpendicular to the street line.

(a) Grading, drainage and soil
The open parking area shall be graded to allow stormwater runoff to drain into all required perimeter landscaped areas and planting areas and planting islands required pursuant to Section 37-922 (Interior landscaping). The perimeter landscaped area shall be comprised of soil with a depth of at least two and a half feet measured from the adjoining open parking area. Beneath such soil, filter fabric and one foot of gravel shall be provided. Proper drainage rates shall be attained through underdrains that are connected detention storage that meets drainage and flow requirements of the DEP or through infiltration through the surrounding soil volume.

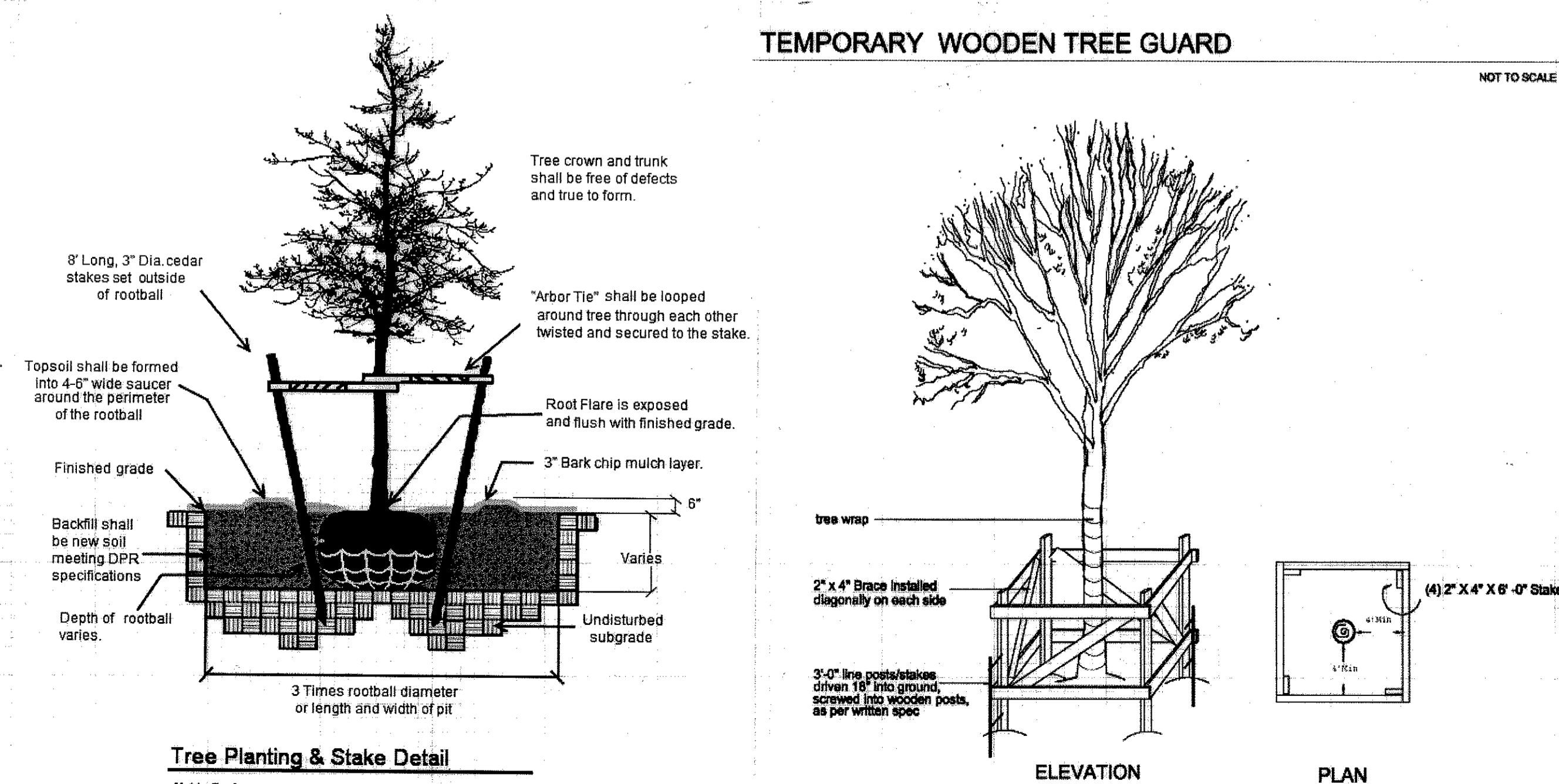
"Will contact NYC Parks if any underground infrastructure (gas/water/electric etc.) affects any proposed/existing trees on site. Project Manager is aware that any work done on or near a city tree requires a permit from NYC Parks. This includes utility, sidewalk, pruning or any other work within the drip-line of a tree (within the right of way) done by the general contractor or any subcontractors. Will follow NYC Parks planting & forestry specifications. Utilities may not be labelled. If unknown, the Project Manager must amend plan with NYC Parks in the future."

□ Total number of trees required by NYC DOB	0
• Existing trees to protect	24
• Proposed trees to remove/relocate	2 (must have DPR approval and documentation for tree removals)
• Proposed trees to plant	0
• Trees to plant offsite	0
• Trees to pay into tree fund	0

"All pit sizes indicated are to be fully excavated to the dimensions labelled and replaced with new topsoil to NYC Parks Standards."

TEMPORARY WOODEN TREE GUARD

NOT TO SCALE



Tree Planting & Stake Detail
Not to Scale

ELEVATION

PLAN

Project: **Proposed Commercial Development**
Veterans Road West Staten Island, NY

Drawing: **Parking Lot Landscaping Plan**

Date: January 24, 2014
Project No.:
Drawn By: HHW
Checked By: HHW
Drawing No.: PP100.00
File No.:

Proposed Commercial Development
Veterans Road West Staten Island, NY

Scale: 1"= 15'-0"
Date: January 24, 2014
Drawn by: HHW
Revisions: January 31, 2014

Wiesner Landscape Architecture, P.C.
"where architecture and nature meet"

Hans H. Wiesner, A.S.L.A.
Registered Landscape Architect
LEED A.P. ISA: Certified Arborist
2402 Victory Boulevard, Staten Island, New York 10314
Phone: (718) 761-5141 Fax: (718) 698-6294

12. HAZARDOUS MATERIALS

Introduction

Based on 2014 *CEQR Technical Manual* guidelines, a hazardous materials assessment is required for the proposed action as the project would entail construction requiring soil disturbance in a manufacturing zone.

Phase I Environmental Site Assessment (ESA)

VHB Engineering, Surveying and Landscape Architecture, P.C. (“VHB”) completed a Phase I Environmental Site Assessment (ESA) of the property located at 3021 Veterans Road West, Staten Island, New York in June 2012. The following findings were presented in a July 2012 letter report summary of the ESA.

1. VHB has established a history of the above-referenced property (the “subject site”) based on review of government agency records, historic aerial photographs, Sanborn Fire Insurance maps, the Environmental Data Resources, Inc. (EDR) database report, a prior (2004) site assessment and interviews with the property owner, Mr. John Livoti. From 1924 to the present, the subject site has existed as vacant/undeveloped land. Portions of the subject site have been cleared of vegetation at various times since 1924, most recently during the mid-1990s in association with the construction of the United States Postal Service facility at the adjoining property to the south. Currently, the majority of the subject site is wooded, although grasses and other herbaceous vegetation are dominant at the more recently-disturbed southeastern property area.
2. The subject site and adjacent properties are not listed in any of the environmental databases searched by EDR.
3. According to correspondence from the NYC Department of Environmental Protection (DEP), no agency records currently exist for the site.
4. As observed by VHB during a June 14, 2012 site inspection, the subject site is currently not developed with any structures. New York City Department of Buildings (NYCDOB) records indicate that plumbing and other associated permits were issued for the construction of a new building at the subject site in July 2005. However, based upon a review of historic aerial photographs, Sanborn Fire Insurance maps and the June 14, 2012 site inspection, no permanent structures have existed at the property since at least as early as 1924.
5. No water supply wells or at-grade drainage structures, (i.e., storm drains, drywells, cesspools) were observed by VHB at the subject site. According to a site map included in a March 2004 Phase II Environmental Site Assessment (ESA) prepared by Groundwater Environmental Services, Inc. (GES), a sub-grade storm sewer conduit traverses the extreme northern portion of the subject site from east to west. The site map further indicates that an

at-grade sewer manway provides access to the storm sewer conduit, however, due to dense vegetation in this area, VHB was unable to confirm the existence of this structure.

6. No natural gas connections or meters were observed at the subject site by VHB. The 2004 GES Phase II ESA site map indicates the presence of sub-grade natural gas lines to the north and east of the subject site, beneath Veterans Road West and Bridge Street, respectively.

7. According to the NYC Fire Department (FDNY), no agency records for aboveground or underground storage tanks (ASTs or USTs) exist for the subject site, and no AST or UST inventories for the subject site are included in the EDR database report.

8. VHB observed several soil stockpiles at the eastern portion of the subject site. Scattered trash and rubbish (i.e., bottles, tires, shopping carts) was also observed at the subject site.

9. The 2004 GES Phase II ESA included the installation of sixteen soil borings and four temporary groundwater monitoring wells at the subject site. A total of 27 soil samples collected from various depths between four and 20 feet below grade surface (bgs) and two groundwater samples were submitted for laboratory analysis for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs) and Resource Conservation and Recovery Act (RCRA) metals. The soil laboratory results were compared to New York State Department of Environmental Conservation (NYSDEC) Recommended Soil Cleanup Objectives (RSCOs), the prevailing regulation at that time. No VOCs or SVOCs were detected in contravention of NYSDEC RSCOs in any of the soil and groundwater samples. One soil sample [SB-2 (5-9')] collected from the northwestern portion of the site contained chromium at a concentration of 51.00 milligrams per kilogram (mg/kg), in contravention of the NYSDEC RSCO of 50 mg/kg for this metal. This concentration is also in contravention of NYSDEC Part 375 Unrestricted Use Soil Cleanup Objective (UUSCO) of 30 mg/kg for chromium, which is the current actionable concentration for this metal. As a result of this detection, GES notified the NYSDEC, which assigned NYSDEC Spill No. 03-11839 to the subject site on January 21, 2004. According to the Phase II ESA, the NYSDEC closed the spill on February 2, 2004, due to the low level of chromium detected in the aforementioned sample. Chromium was not detected in contravention of the NYSDEC RSCO in any of the remaining soil boring samples, including samples from four soil borings installed proximate to the north, south, east and west of GES soil boring SB-2. VHB compared these same data to the aforementioned NYSDEC Part 375 UUSCO for chromium of 30 mg/kg and determined that chromium concentrations in all of the remaining GES soil boring samples are below the currently applicable NYSDEC Part 375 standards. Furthermore, chromium was not detected in contravention of the NYSDEC Technical and Operational Guidance Series Ambient Water Quality Standards and Guidance Value (TOGS AWQSGVs) for this metal in a groundwater sample collected from a temporary groundwater monitoring well installed proximate to the south of GES

soil boring SB-2. Based upon the results of the GES Phase II ESA sampling effort, chromium-impacted soils appear to be isolated vertically between five and nine feet bgs at the northwestern portion of the subject site, in the immediate vicinity of GES soil boring SB-2.

10. No electrical transformers or other PCB-containing equipment or materials were observed at the subject site.

11. No asbestos-containing materials or lead-based painted surfaces were observed at the subject site during the site inspection.

Phase II Environmental Site Investigation

VHB also completed a Phase II Environmental Site Investigation (ESI) of the subject property. The following findings were presented in a July 2012 letter report summary of the ESI.

1. VHB advanced three soil borings and installed groundwater monitoring wells within each boring. A total of six soil samples were collected from various depths between zero and 20 feet bgs within the three soil borings and submitted for laboratory analysis for Target Compound List (TCL) VOCs and TCL SVOC Base Neutrals. Additionally, one of the soil samples was analyzed for RCRA metals. No VOCs, SVOCs or metals were detected in contravention of NYSDEC Part 375 UUSCOs in the six soil samples.

2. As indicated above, three monitoring wells were installed at the subject site and subsequently measured and sampled. Based upon depth-to-groundwater measurements from the three monitoring wells, VHB determined that groundwater elevation beneath the site ranges from approximately 46 to 48 feet above mean sea level (amsl), and that groundwater flow is to the northwest.

3. Groundwater samples were collected from each of the three monitoring wells and submitted for laboratory analysis for TCL VOCs and TCL SVOC Base Neutrals. Additionally, one groundwater sample was also analyzed for RCRA metals. The VOC methylene chloride was detected in contravention of the NYSDEC TOGS AWQSGVs for this compound in all three groundwater samples. However, methylene chloride was also detected in the associated laboratory analysis batch blank and was determined to be laboratory artifact. The SVOC bis(2-ethylhexyl)phthalate was detected in contravention of the NYSDEC TOGS AWQSGV for this compound in the MW-1 groundwater sample, but was not detected above laboratory method detection limits (MDLs) in the MW-2 and MW-3 groundwater samples. No other analyzed compounds were detected in contravention of NYSDEC TOGS AWQSGVs in the three groundwater samples.

4. As indicated above, several soil stockpiles were observed at the eastern portion of the subject site during the site inspection. Based upon aerial photographs and site

observations, it appeared that the stockpiles were created from on-site soils during site clearing activities at the time the adjacent post office facility was constructed. However, as a conservative measure, a composite soil sample was collected from the stockpiles and submitted for laboratory analysis for TCL VOCs, TCL SVOCs and RCRA metals. No VOCs, SVOCs or metals were detected in contravention of NYSDEC Part 375 UUSCOs in the soil stockpile composite sample.

5. Based upon the results of the current soil boring sampling effort, no impacts to on-site soils in contravention of applicable regulatory standards were detected. With respect to elevated chromium detected during the 2004 GES Phase II ESA, these impacts appear to be isolated vertically within subsurface soils located between five and nine feet below grade surface (bgs) at the northwestern portion of the subject site, in the immediate vicinity of GES soil boring SB-2. The chromium-impacted soils do not appear to have impacted groundwater beneath the subject site.

6. Based on the results of the groundwater sampling, bis(2-ethylhexyl) phthalate was detected in contravention of applicable regulatory standards in groundwater beneath the east-central portion of the subject site. Given the site history as an undeveloped parcel, as well as the depth to groundwater beneath the subject site of approximately 18 to 23 feet bgs, VHB concludes that the elevated concentration of this SVOC is likely attributable to overall regional impacts from upgradient urban/industrial land uses, rather than from an on-site source.

7. Based upon the results of the soil stockpile composite sample, VHB concludes that the various soil stockpiles located at the eastern portion of the subject site are comprised of non-impacted soils.

Recommendations

1. VHB recommends area-specific remediation of chromium-impacted soils between five and nine feet bgs at the northwestern portion of the subject site.

2. VHB recommends consultations with the NYSDEC regarding the elevated concentration of the SVOC bis(2-ethylhexyl)phthalate in the MW-2 groundwater sample. However, given that impacted groundwater beneath the subject site is likely attributable to an off-site source(s), and taking into account that groundwater would not be encountered during construction activities, no remedial actions are recommended.

3. VHB recommends that the scattered trash and rubbish observed at the subject site be disposed of in accordance with applicable regulatory standards prior to construction activities.

DEP Review

Upon review of the above VHB Phase II Soil Investigation report, the DEP, in their letter dated August 27, 2013, made the following comments/recommendations to DCP:

The applicant shall submit a site-specific Construction Health and Safety Plan (CHASP) on the basis of workers exposure to contaminants for the proposed construction project. A CHASP will be submitted to DEP for review and approval. Soil disturbance will not occur without DEP's written approval of the CHASP.

- The applicant will ensure that excavated soils, which are temporarily stockpiled on-site, will be covered with polyethylene sheeting while disposal options are determined. Additional testing may be required by the disposal/recycling facility.
- If any petroleum-impacted soils (which display petroleum odors and/or staining) are encountered during the excavation/grading activities, the applicant will remove the impacted soils and properly dispose of it in accordance with all NYSDEC regulations.
- Dust suppression will be maintained by the contractor during the excavating and grading activities at the site.
- All known or found underground storage tanks (including dispensers, piping, and fill-ports) will be properly removed/closed in accordance with all applicable NYSDEC regulations.
- If any de-watering into New York City storm/sewer drains will occur during the proposed construction, a New York City Department of Environmental Protection Sewer Discharge Permit will be obtained prior to the start of any de-watering activities at the site.

Based on their review of the December 2013 Construction Health and Safety Plan (CHASP) prepared by VHB, DEP's letter dated February 11, 2014, made the following comments/recommendations to DCP:

- The consultant will incorporate the names of the Project Manager, Site Supervisor and Site Health and Safety Officers as well as their alternates in the CHASP.

The Applicant will address all of the above recommendations from DEP in the future.



Carter H. Strickland, Jr.
Commissioner

Angela Licata
Deputy Commissioner
of Sustainability
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59-17 Junction Boulevard
Flushing, NY 11373
T: (718) 595-4398
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August 27th, 2013

Mr. Robert Dobruskin
Director, Environmental Assessment and Review
New York City Department of City Planning
22 Reade Street, Room 4E
New York, New York 10007

Re: Veterans Road West Commercial Development
3021 Veterans Road West
Block 7515, Lot 307
DEP #14DEPTECH012R/ CEQR 13DCP116R
Staten Island, New York

Dear Mr. Dobruskin:

The New York City Department of Environmental Protection, Bureau of Environmental Planning and Analysis (DEP) has reviewed the March 2013 Environmental Assessment Statement (EAS) prepared by Environmental Project Data Statements Company, the July 2013 Phase I Environmental Site Assessment (Phase I) and Limited Phase II Environmental Site Assessment (Limited Phase II), prepared by VHB Engineering, Surveying and Landscape Architecture, P.C. (VHB), on behalf of Westbury Properties LLC (applicant) for the above referenced project. It is our understanding that the applicant is requesting Special South Richmond Development District (SSRDD) Authorizations and a Certification pursuant to Zoning Resolution (ZR) Sections ZR 36-597, Authorization for Waivers or Modifications of Cross Access Connections, ZR 107-68, Authorization for Modification of Group Parking facility and Access Regulations and ZR 36-592, Certification of Cross Access Connections. As currently proposed, the action will facilitate the construction of a commercial retail building with a floor area of 12,738 zoning square feet one- story building with 42 parking spaces on a 32,389 square foot property. The proposed site is located at the southwest corner of Veterans Road West and North Bridge Street and is identified as Tax Block 7515 and Lot 307 in M1-1 Manufacturing Zoning district.

The July 2013 Phase I report revealed that historical on-site and surrounding area land uses consisted of residential and commercial uses including an automotive repair facility, a florist with several greenhouses, vacant parcel and United States Postal Service building with a parking lot. Several soil stockpiles were observed on the eastern portion of the subject property. The New York State Department of Environmental Conservation (NYSDEC) database revealed six leaking underground storage tanks, two Petroleum Bulk Storage (PBS) Underground Storage Tanks (USTs), two PBS aboveground storage tank sites and one Chemical Bulk Storage Site within ¼ mile radius of the site. In addition, one spill site was also reported within 1/8 mile radius of the subject property.

During the June 2013 field work, VHB collected one composite sediment sample from the several soil stockpiles on the eastern portions of the property and analyzed for Target Compound List (TCL) Volatile Organic Compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, TCL Semi Volatile Organic Compounds (SVOCs) by EPA Method 8270 and Resource Conservation and Recovery Act (RCRA) metals by USEPA Methods 6010 and 7471. Three soil borings (SB-1 through SB-3) were conducted to terminal depths of approximately 24 feet below ground surface. Two soil samples were collected from each soil boring and analyzed for TCL VOCs by USEPA Method 8260 and SVOCs base neutrals using USEPA Method 8270. Three groundwater samples were collected via temporary groundwater monitoring wells (MW-1 through MW-3) and analyzed for TCL VOCs by USEPA Method 8260 and SVOCs base neutrals using USEPA Method 8270. In addition, one soil sample, SB-3 (6-8') and groundwater sampled from MW-2 were also analyzed for RCRA Metals by EPA Methods 6010 and 7471. It should be noted that the Phase II workplan for the June 2013 field work was not reviewed and or approved by DEP and was not conducted in accordance with City Environmental Quality Review Technical Manual.

The soil analytical result for the composite sediment sample revealed that VOCs and SVOCs were either non-detect or below NYSDEC Part 375 Unrestricted Use Soil Cleanup Objective (UUSCO). The soil analytical results revealed that VOCs, SVOCs and metals were either non-detect or below their respective NYSDEC UUSCOs. The groundwater analytical results revealed that VOC (methylene chloride) and SVOC bis(2-ethylhexyl)phthalate were detected above the NYSDEC Technical and Operation Guidance Series (TOGS) 1.1.1 list of Ambient Water Quality Standards and Guidance Values. It should be noted that a NYSDEC Spill No. 03-11839 was assigned to the property on January 2004 for the exceedance of Chromium. The NYSDEC SPILL No was closed in February 2004.

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

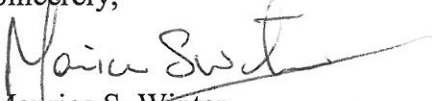
- DCP should instruct the applicant to submit a site-specific Construction Health and Safety Plan (CHASP) on the basis of workers exposure to contaminants for the proposed construction project. The CHASP should be submitted to DEP for review and approval. Soil disturbance should not occur without DEP's written approval of the CHASP.
- DCP should instruct the applicant that excavated soils, which are temporarily stockpiled on-site, must be covered with polyethylene sheeting while disposal options are determined. Additional testing may be required by the disposal/recycling facility.
- DCP should instruct the applicant that if any petroleum-impacted soils (which display petroleum odors and/or staining) are encountered during the excavation/grading activities, the impacted soils should be removed and properly disposed of in accordance with all NYSDEC regulations.
- DCP should instruct the applicant that dust suppression must be maintained by the contractor during the excavating and grading activities at the site.
- DCP should instruct the applicant that all known or found underground storage tanks

(including dispensers, piping, and fill-ports) must be properly removed/closed in accordance with all applicable NYSDEC regulations.

- DCP should instruct the applicant that if de-watering into New York City storm/sewer drains will occur during the proposed construction, a New York City Department of Environmental Protection Sewer Discharge Permit must be obtained prior to the start of any de-watering activities at the site.

Future correspondence and submittal related to this project should include the following tracking number **14DEPTECH012R**. If you have any questions, you may contact Mohammad Khaja-Moinuddin at (718) 595-4445.

Sincerely,



Maurice S. Winter
Deputy Director, Site Assessment

- c: E. Mahoney
M. Winter
M. Khaja-Moinuddin
W. Yu
T. Estes
M. Wimbish
C. Evans- DCP
File



Carter H. Strickland, Jr.
Commissioner

Angela Licata
Deputy Commissioner
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February 11, 2014

Mr. Robert Dobruskin
Director, Environmental Assessment and Review
New York City Department of City Planning
22 Reade Street, Room 4E
New York, New York 10007

Re: Veterans Road West Commercial Development
3021 Veterans Road West
Block 7515, Lot 307
DEP #14DEPTECH012R/ CEQR 13DCP116R
Staten Island, New York

Dear Mr. Dobruskin:

The New York City Department of Environmental Protection, Bureau of Environmental Planning and Analysis (DEP) has reviewed the December 2013 Construction Health and Safety Plan (CHASP) prepared by VHB Engineering, Surveying and Landscape Architecture, P.C. (VHB), on behalf of Westbury Properties LLC (applicant) for the above referenced project. It is our understanding that the applicant is requesting Special South Richmond Development District (SSRDD) Authorizations and a Certification pursuant to Zoning Resolution (ZR) Sections ZR 36-597, Authorization for Waivers or Modifications of Cross Access Connections, ZR 107-68, Authorization for Modification of Group Parking facility and Access Regulations and ZR 36-592, Certification of Cross Access Connections. As currently proposed, the action will facilitate the construction of a commercial retail building with a floor area of 12,738 zoning square feet one-story building with 42 parking spaces on a 32,389 square foot property. The proposed site is located at the southwest corner of Veterans Road West and North Bridge Street and is identified as Tax Block 7515 and Lot 307 in M1-1 Manufacturing Zoning district.

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

- DCP should instruct the consultant to incorporate the names of the Project Manager, Site Supervisor and Site Health and Safety Officers as well as their alternates in the CHASP.

DEP finds the December 2013 CHASP for the proposed project acceptable as long as the aforementioned information is incorporated into the CHASP. Future correspondence and submittal related to this project should include the following tracking number **14DEPTECH012R**. If you have any questions, you may contact Mohammad Khaja-Moinuddin at (718) 595-4445.

Sincerely,

A handwritten signature in cursive script, appearing to read "Maurice S. Winter".

Maurice S. Winter
Deputy Director, Site Assessment

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

13. INFRASTRUCTURE

Based on the responses provided in the EAS Form, the only infrastructure item of concern would relate to the management of storm water runoff generated by the proposed project. There is a 10" city sanitary sewer in the bed of Veterans Road West fronting the property and the proposed development would tie into this sewer with a 6" connection to handle its sanitary sewer needs. The proposed development would not exceed the 100,000 square foot commercial threshold in an M zone which would require the preparation of a sanitary sewer analysis.

The project site and the surrounding area are not serviced by storm sewers. Storm water runoff generated on the site would be collected in a series of drywells beneath the surface of the property. The proposed system of on-site drywells would collect storm water runoff and gradually release the filtered water back into the groundwater table beneath the site so that no adverse impacts to groundwater volume or flow would occur from the project.

The location and size of the drywell system is shown on the attached Site Plan drawing CPC-01.0 dated February 14, 2013. The drywell system will be located at the rear corner of the property and will consist of six 10' diameter by 10' deep precast rings. Soil testing was done by Soil Mechanics Drilling Corp. and a percolation test was performed that was adequate. This Site Plan is consistent with the most recent Landscaping Plan for the project dated January 31, 2014 as attached.

DEP will be required to approve the installation of dry wells as part of the building/construction permit process, and if it is determined that the soil is not appropriate for drywells, the Applicant will follow up with City Planning to ensure that the EAS is updated to reflect how the project will manage storm water.

It is therefore concluded, based on 2014 *CEQR Technical Manual* criteria, that the proposed project would have no significant adverse impacts related to infrastructure, and further assessment would not be warranted.

16. TRANSPORTATION

Traffic, Parking, Transit and Pedestrians

To determine the potential for the proposed action to result in significant adverse impacts to traffic and parking, screening analyses were performed pursuant to the methodologies identified in the 2014 *CEQR Technical Manual*. Based on the projected development scenario as compared to the Future No-Action Condition (AOR), it was determined that the proposed action would not result in significant adverse impacts.

Future With-Action Condition

In the future and with the action, the project site would be developed with an 8,586 square foot one-story commercial retail building and 38 parking spaces.

Future No-Action Condition (AOR)

Under the Future No-Action condition, the project site would be developed, as-of-right, with approximately 8,586 square feet of commercial retail space and 29 accessory parking spaces at the required ratio of one parking space per 300 square feet of retail floor area.

Level One Screening

Based on the 2014 *CEQR Technical Manual*, Chapter 16, Table 16-1, the minimum development density for new retail development in Zone 5 that would potentially require a Transportation analysis is 10,000 sq. ft. As the action only proposes 8,586 square feet of new retail development, a further analysis of transportation impacts would not be warranted.

17. AIR QUALITY

Introduction

Under CEQR, two potential types of air quality impacts are examined. These are mobile and stationary source impacts. Potential mobile source impacts are those which could result from an increase in traffic in the area, resulting in greater congestion and higher levels of carbon monoxide (CO). Potential stationary source impacts are those that could occur from stationary sources of air pollution, such as major industrial processes or heat and hot water boilers of major buildings in close proximity to a proposed project. Both the potential impacts of a proposed project on surrounding buildings and potential impacts of uses in the environs of a proposed sensitive use, such as residences, schools, and hospitals, are considered in the assessment. Odors resulting from the operation of a proposed development or affecting a project are also discussed in the assessment, if relevant.

Mobile Source

Under guidelines contained in the 2014 *CEQR Technical Manual*, and in this area of New York City, projects generating fewer than 170 additional vehicular trips in any given hour

are considered as highly unlikely to result in significant mobile source impacts, and do not warrant detailed mobile source air quality studies. The proposed development would generate fewer than 170 vehicle trips at any intersection in the study area during any peak hour. Therefore, no detailed mobile source air quality analysis would be required per the 2014 *CEQR Technical Manual*, and no significant mobile source air quality impacts would be generated by proposed action. In addition, a retail development would not be considered to be a sensitive use based on 2014 *CEQR Technical Manual* criteria, and it is therefore concluded that the proposed project would not experience any adverse mobile source air quality impacts from its surroundings.

Stationary Source

A stationary source analysis is required for the proposed action as further discussed below.

A screening analysis was performed, using the methodology described in the 2014 *CEQR Technical Manual*, to determine if the heat and hot water systems of the proposed retail building would result in potential air quality impacts to any other buildings in the vicinity. This methodology determines the threshold of development size below which the action would not have a significant impact. The results of this analysis found that there would be no significant air quality impacts from the proposed project's heating, ventilation, and air conditioning (HVAC) systems.

Impacts from boiler emissions associated with the proposed commercial development are a function of fuel type, stack height, minimum distance from the source to the nearest building of similar or greater height, and square footage of the proposed development. The analysis was based on the proposed 8,586 zoning square foot commercial building, approximately 18 feet in height, with an emissions stack height of three feet higher than the building height or 21 feet. The 2014 *CEQR Technical Manual* Stationary Source Screen graph (17-3) was used for the analysis. The building of similar or greater height closest to the stack of the proposed building would be the one-story US Post Office building located south of the project site on the adjoining lot (Block 7515, Lot 302). See Site Plan, Drawing CPC-01.0, dated February 14, 2013.

A screening analysis was conducted, using the Figure 17-6 of the 2014 *CEQR Technical Manual* Air Quality Appendix, which is for commercial and non-residential developments using fuel oil #2 in its HVAC system, to determine if there is a potential for the HVAC emissions of the proposed development to significantly impact the nearby Post Office building, which is the closest building to the proposed development site.

The gross floor area of the proposed development is 8,586 square feet and the distance to the nearest building with the same height or taller is 42 feet. These values are identified in Figure 17-6, and establish that the height of the proposed building relative to the distance of the adjacent building is less than this threshold distance, therefore the proposed building

passes the screening analysis and no significant impact is predicted.

A retail development would not be considered to be a sensitive use based on 2014 *CEQR Technical Manual* criteria, and it is therefore concluded that the proposed project would not experience any adverse stationary source air quality impacts from its surroundings.

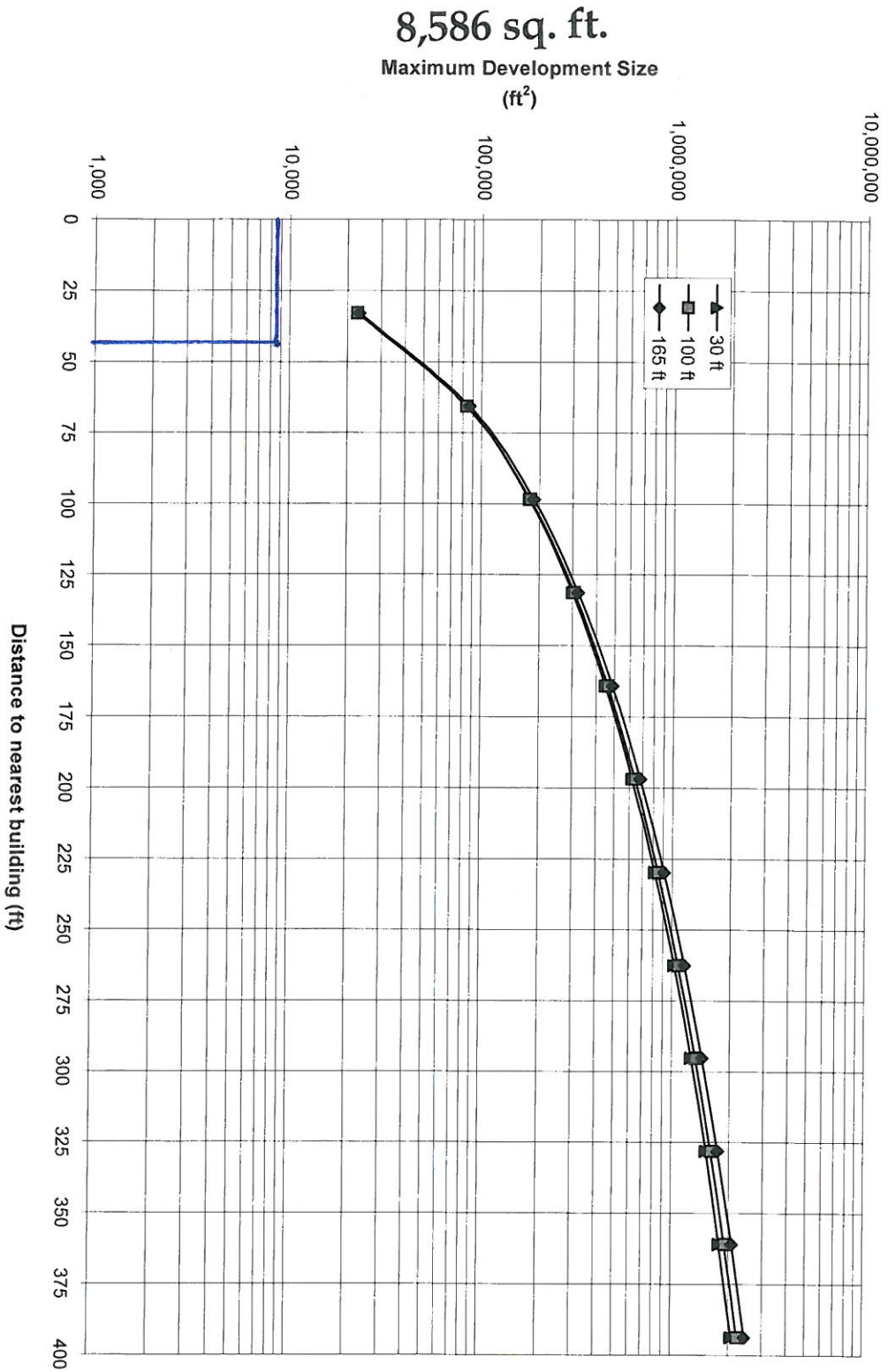
Therefore, the potential for significant adverse impacts due to boiler stack emissions from the proposed project is unlikely, and a detailed analysis of stationary source impacts is not required.

Conclusion

Conditions associated with the project development would not result in any violations of the ambient air quality standards. Therefore, the action would not result in any potentially significant adverse stationary or mobile source air quality impacts, and further assessment is not warranted.

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FIG App 17-6
SO₂ BOILER SCREEN
COMMERCIAL AND OTHER NON-RESIDENTIAL DEVELOPMENT - FUEL OIL #2



42'

22. CONSTRUCTION IMPACTS

A preliminary assessment of construction impacts from the project is required because the proposed action would result in construction activities along an arterial or major thoroughfare as further discussed below.

Transportation

The project site is located along a major thoroughfare, that being Veterans Road West. However, it is not expected that the project's construction activities would require closing, narrowing, or otherwise impeding moving lanes, roadways, pedestrian elements such as sidewalks, crosswalks, and corners, parking lanes and/or parking spaces in on-site or nearby parking lots and garages, bicycle routes and facilities, bus lanes or routes, or access points to transit. Even if some limited disturbance were to occur to moving lanes along Veterans Road West, the affected area would not be considered to be sensitive to such a closure, as the surrounding area does not have high pedestrian activity and is not near any sensitive land uses such as schools or hospitals. In addition, the sidewalks, roadways, and walkways comprising Veterans Road West would not be near capacity under the future No-Action conditions.

An analysis of transportation impacts from construction of the project is also not required as the majority of traffic along Veterans Road West in the vicinity of the site is destined for the Bricktown Centre shopping center directly east of the project site. Most stores in the shopping center do not open until 10 AM, and construction traffic would take place much earlier than the AM and PM traffic peak hours for Veterans Road West. In addition, the construction peak would generate fewer vehicle trips than the operational project peak and, as discussed in the Transportation section above, the project has been determined not to produce the potential for significant adverse traffic impacts during the operational period.

Construction vehicles, equipment, and supplies would all be stored on the project site. Only one new curb cut would be developed along Veterans Road West. No other transportation related disturbances to the surrounding transportation network are anticipated.

Based on the 2014 *CEQR Technical Manual*, Chapter 16, Table 16-1, the minimum development density for new retail development in Zone 5 that would potentially require a Transportation analysis is 10,000 sq. ft. As the action only proposes 8,586 square feet of new retail development, a further analysis of Transportation impacts would not be warranted.

The proposed action would not have any potentially adverse construction impacts, and further analysis would not be warranted.