



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** Richmond Avenue and Barlow Avenue

3. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
15DCP153R

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)
150090RAR

OTHER REFERENCE NUMBER(S) (if applicable)
(e.g., legislative intro, CAPA)

4a. Lead Agency Information

NAME OF LEAD AGENCY

NYC Department of City Planning

NAME OF LEAD AGENCY CONTACT PERSON

Robert Dobruskin

ADDRESS 22 Reade Street

4b. Applicant Information

NAME OF APPLICANT

8617, LLC

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

Hiram Rothkrug, EPDS CO Inc

ADDRESS 55 Water Mill Road

CITY New York

STATE NY

ZIP 10007

CITY Great Neck

STATE NY

ZIP 11021

TELEPHONE 212-720-3423

EMAIL

rdobrus@planning.nyc.gov

TELEPHONE 718-343-0026

EMAIL

hrothkrug@epdsco.com

5. Project Description

The applicant, 8617, LLC is seeking a Zoning Authorization pursuant to ZR 107-68 for a modification of group parking facility and access regulations in the Special South Richmond District of Staten Island Community District 3. The proposed action would facilitate the development of four single-family residential properties totaling 8,400 gs of floor area.

Project Location

BOROUGH Staten Island

COMMUNITY DISTRICT(S) 3

STREET ADDRESS 3333-3341 Richmond Avenue

TAX BLOCK(S) AND LOT(S) Block 5533, Lots 5, 7, 9 and 11

ZIP CODE 10312

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Richmond Avenue and Barlow Avenue

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R3-1

ZONING SECTIONAL MAP NUMBER 33C

6. Required Actions or Approvals (check all that apply)

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

CITY MAP AMENDMENT

ZONING CERTIFICATION

CONCESSION

ZONING MAP AMENDMENT

ZONING AUTHORIZATION

UDAAP

ZONING TEXT AMENDMENT

ACQUISITION—REAL PROPERTY

REVOCABLE CONSENT

SITE SELECTION—PUBLIC FACILITY

DISPOSITION—REAL PROPERTY

FRANCHISE

HOUSING PLAN & PROJECT

OTHER, explain:

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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)

LEGISLATION

FUNDING OF CONSTRUCTION, specify:

<input type="checkbox"/> RULEMAKING	<input type="checkbox"/> POLICY OR PLAN, specify:
<input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES	<input type="checkbox"/> FUNDING OF PROGRAMS, specify:
<input type="checkbox"/> 384(b)(4) APPROVAL	<input type="checkbox"/> PERMITS, specify:
<input type="checkbox"/> OTHER, explain:	

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

<input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	<input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL
<input type="checkbox"/> 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.

<input checked="" type="checkbox"/> SITE LOCATION MAP	<input checked="" type="checkbox"/> ZONING MAP	<input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP
<input checked="" type="checkbox"/> TAX MAP	<input type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)	
<input checked="" type="checkbox"/> PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP		

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 20,003	Waterbody area (sq. ft) and type:
Roads, buildings, and other paved surfaces (sq. ft.):	Other, describe (sq. ft.):

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 8,400	
NUMBER OF BUILDINGS: 4	GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 2,100
HEIGHT OF EACH BUILDING (ft.): 30	NUMBER OF STORIES OF EACH BUILDING: 2

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 not owned or controlled by the applicant:

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: 11,062 sq. ft. (width x length)	VOLUME OF DISTURBANCE: cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: sq. ft. (width x length)	

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

	<i>Residential</i>	<i>Commercial</i>	<i>Community Facility</i>	<i>Industrial/Manufacturing</i>
Size (in gross sq. ft.)	8,400			
Type (e.g., retail, office, school)	4 units			

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

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 12 NUMBER OF ADDITIONAL WORKERS:

Provide a brief explanation of how these numbers were determined: 4 NET DUs x 2.87 Persons (Average Household Size in SI CB 3)

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:

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

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2017

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 12

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:

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, if needed, attach supporting information) 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.

	YES	NO
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. See Attached		
(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 . See Attached		
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 checked="" type="checkbox"/>
(c) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If “yes,” would the proposed project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input checked="" 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"/>

	YES	NO
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	<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 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 checked="" type="checkbox"/>

	YES	NO
(f) Would the proposed project be located in an area that is partially sewerred or currently unsewerred?	<input type="checkbox"/>	<input checked="" 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): 68		
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): 789,600		
(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"/>
o 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"/>
o 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"/>
o 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) See attached.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input 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 noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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;	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
Hazardous Materials; Noise?		
(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.		
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 Justin Jarboe, EPDSCO Inc	DATE 06/25/15	
SIGNATURE <i>Justin Jarboe</i>		

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

IMPACT CATEGORY	YES	NO
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?

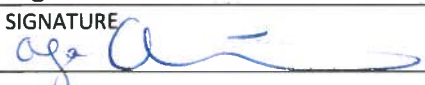
YES NO

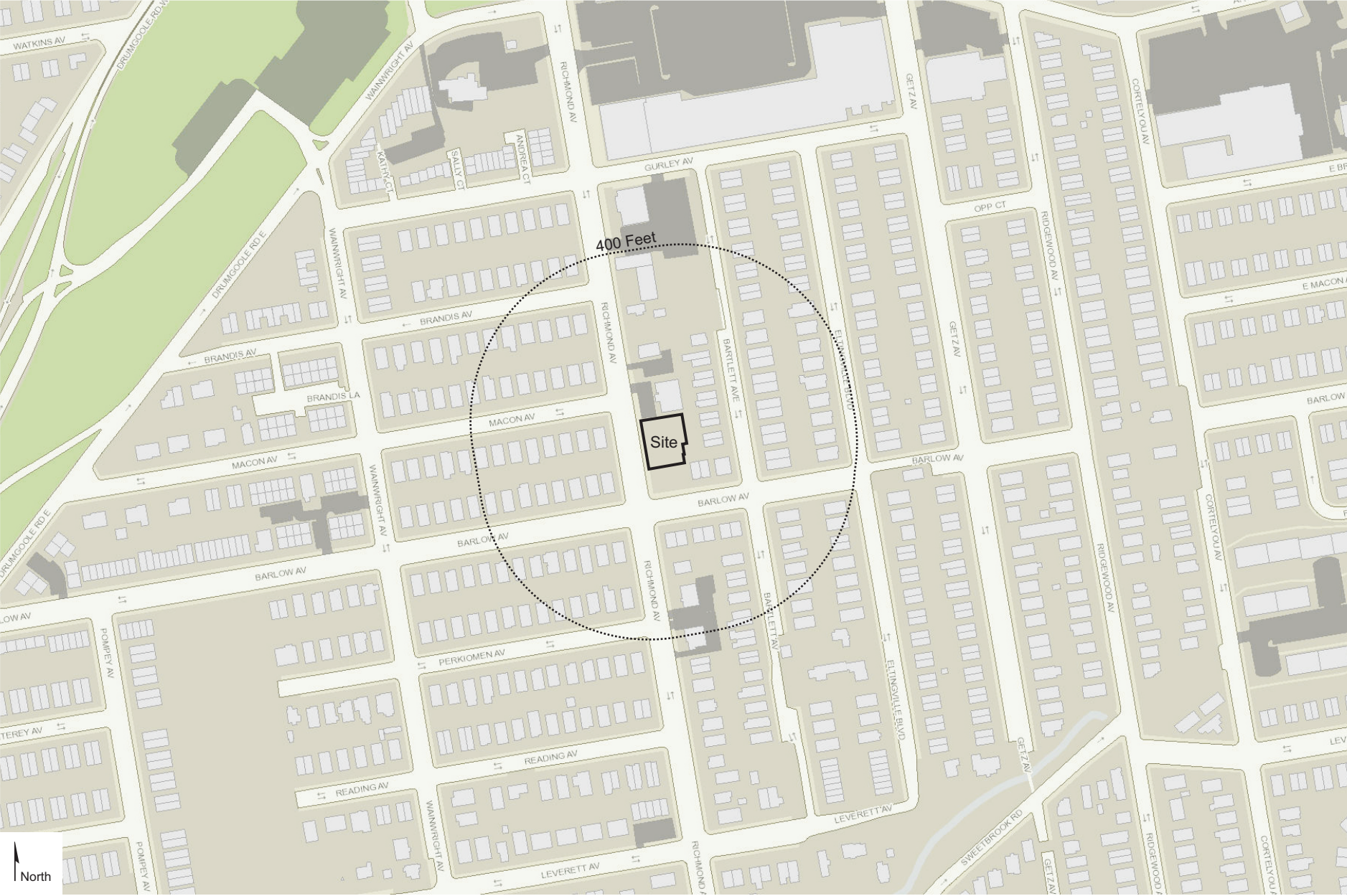
If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

- 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 *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).
- Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.
- 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 *Negative Declaration*. The *Negative Declaration* 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 Deputy Director, Environmental Assessment and Review Division	LEAD AGENCY New York City Department of City Planning (NYCDP)
NAME Olga Abinader	DATE 6/25/15
SIGNATURE 	





NYC Digital Tax Map

Effective Date : 08-13-2014 16:12:11
End Date : Current
Staten Island Block: 5533

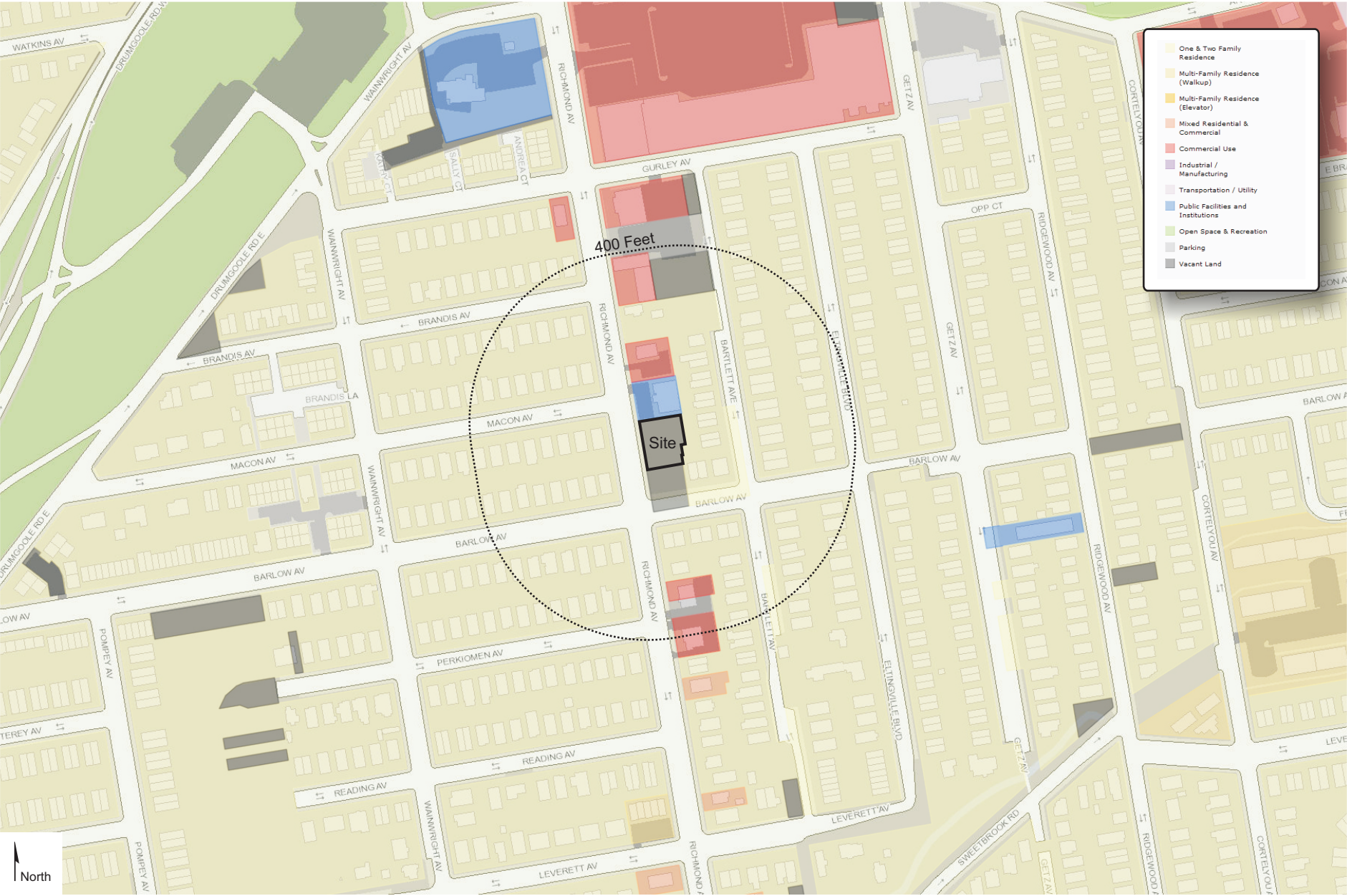


Legend

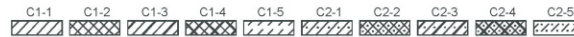
- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon







Site



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

ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

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

- R – RESIDENTIAL DISTRICT
- C – COMMERCIAL DISTRICT
- M – MANUFACTURING DISTRICT

SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

AREA(S) REZONED

Effective Date(s) of Rezoning:

06-13-2012 C 110077 ZMR

Special Requirements:

For a list of lots subject to CEQR environmental requirements, see APPENDIX C.

For a list of lots subject to "D" restrictive declarations, see APPENDIX D.

For Inclusionary Housing designated areas on this map, see APPENDIX F.

MAP KEY

26b	26d	27b
33a	33c	34a
33b	33d	34b

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

ZONING MAP 33c

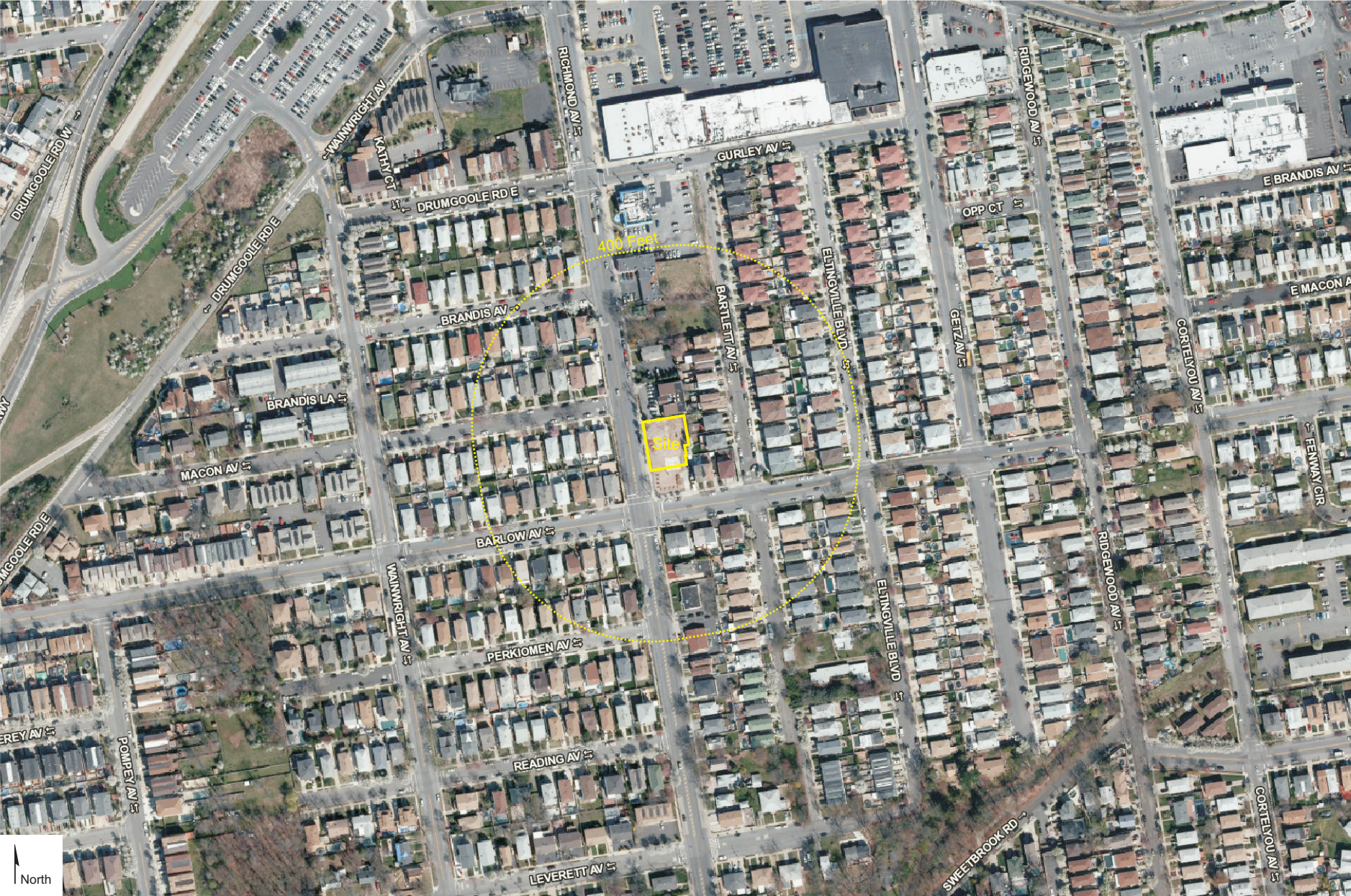
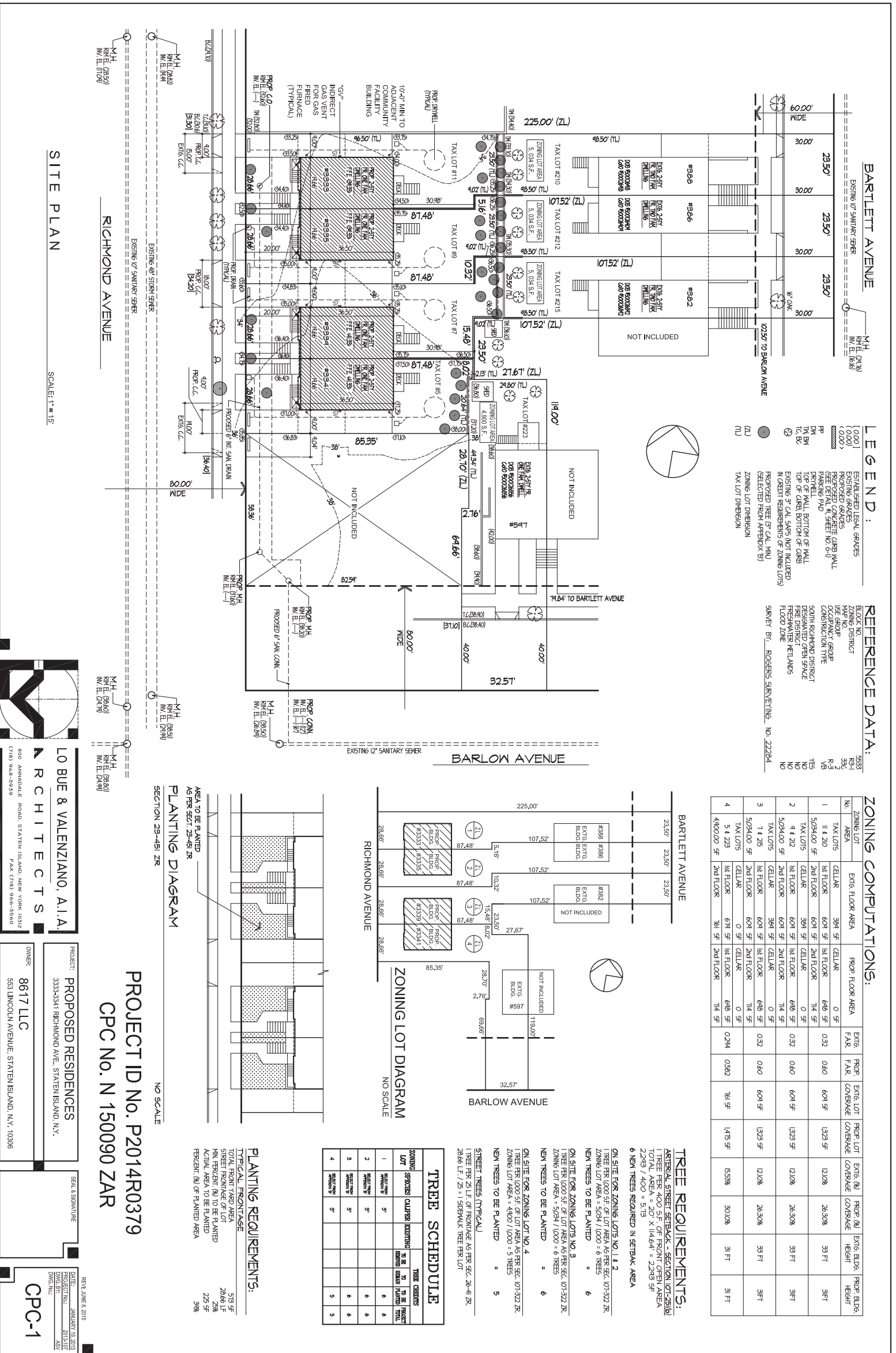


Figure 6 - Site Plan



SITE PLAN SCALE: 1" = 15'



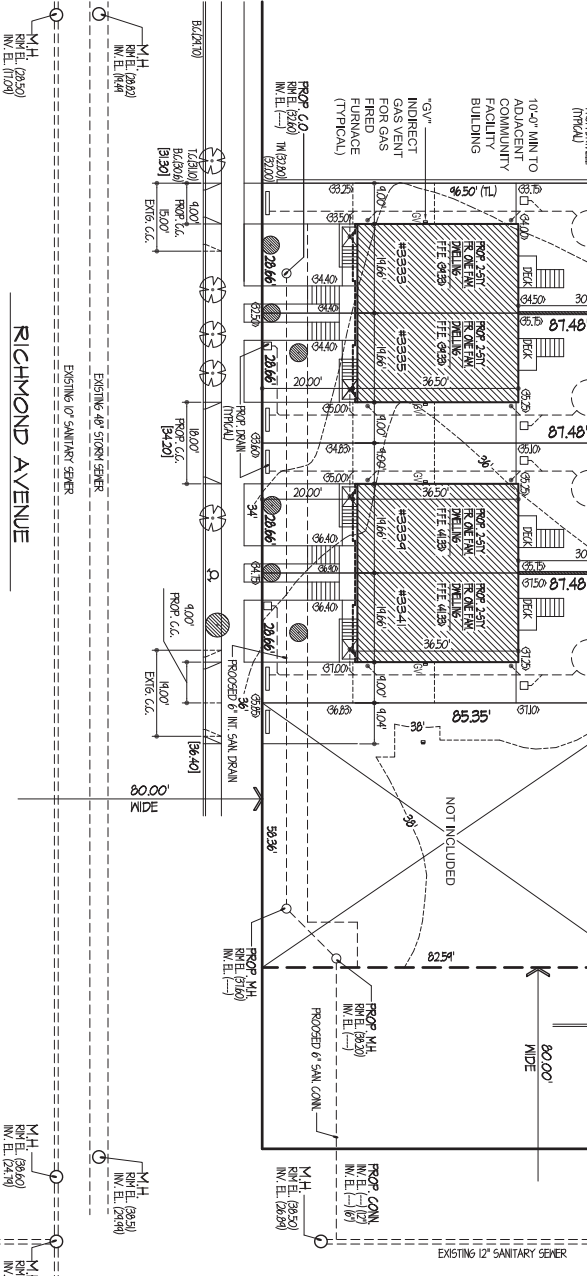
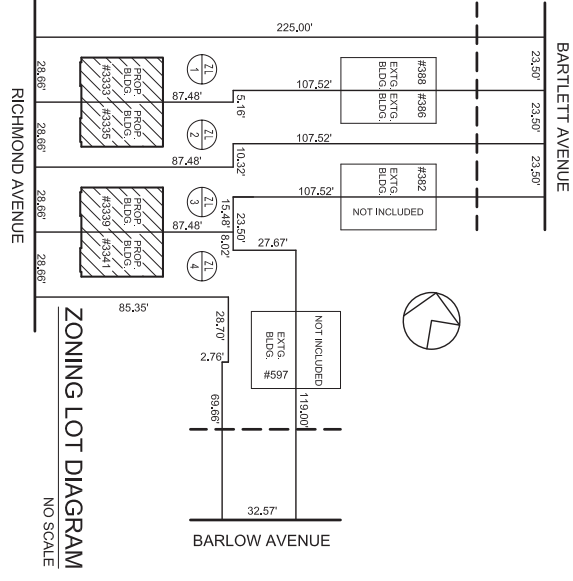
LO BUE & VALENZIANO, A.I.A.
ARCHITECTS
 800 ANNANDALE ROAD, STATEN ISLAND, NEW YORK 10312
 (718) 948-9939
 FAX (718) 966-3560

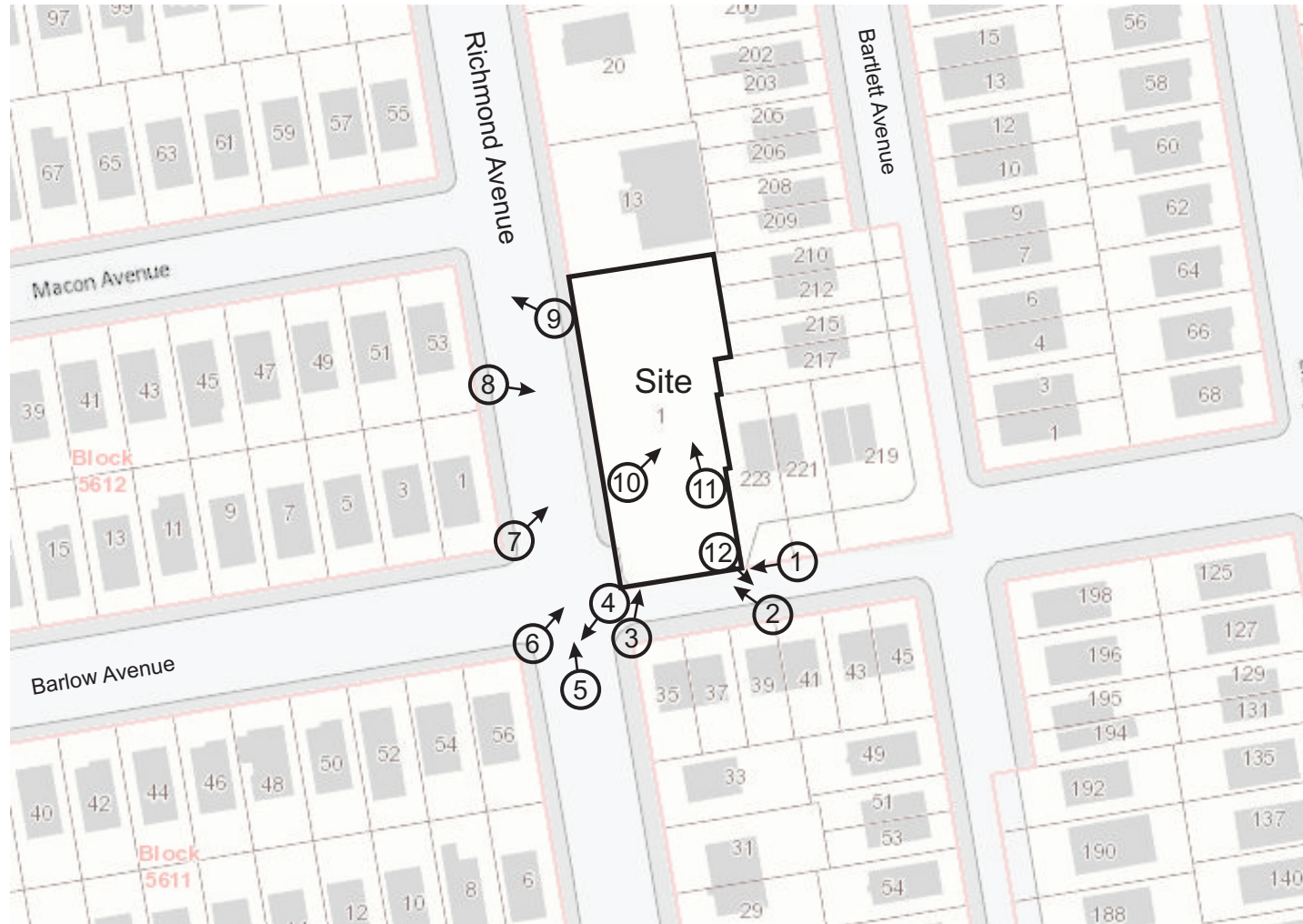
OWNER:
8617 LLC
 553 LINCOLN AVENUE, STATEN ISLAND, N.Y. 10306

PROJECT: **PROPOSED RESIDENCES**
 3333-3341 RICHMOND AVE., STATEN ISLAND, N.Y.

DATE: JANUARY 18, 2015
 PROJECT NO.: 2015-107
 DRAWING NO.: 010-107-01
CPC-1

PROJECT ID No. P2014R0379
CPC No. N 150090 ZAR





























Barlow Avenue

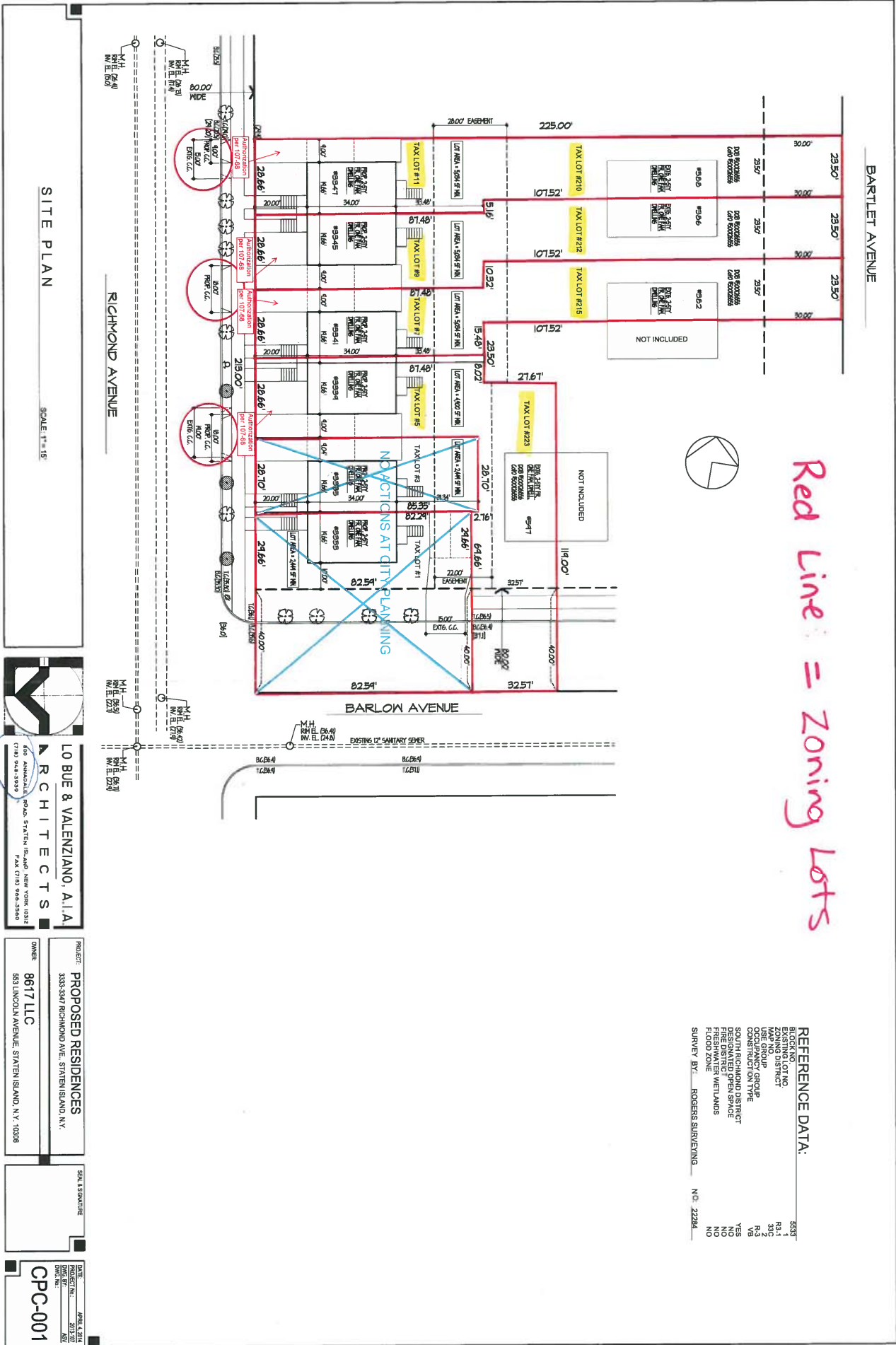


Figure 8 - Zoning and Tax Lots

RICHMOND AVENUE AND BARLOW AVENUE

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS)

INTRODUCTION

Based on the analysis and the screens contained in the Environmental Assessment Statement Short Form, the analysis areas that require further explanation include land use, zoning, and public policy (including the Waterfront Revitalization Program), historic resources, urban design, air quality, and noise as further detailed below.

PROJECT DESCRIPTION

The Applicant, 8617, LLC is seeking an authorization pursuant to the City of New York Zoning Resolution (ZR) 107-68 (“Modification of Group Parking Facility and Access Regulations”) affecting a portion of a block in the Staten Island Lower Density Growth Management Area (LDGMA) and the Special South Richmond District (SSRD) within the Eltingville neighborhood of Staten Island Community District 3 (Block 5533, Lots 5, 7, 9, 11, 210, 212, 215 and 223, the “development site”). The development site contains four zoning lots, each comprising two tax lots, paired as follows: tax lots 5 and 223; tax lots 7 and 215; tax lots 9 and 212; and tax lots 11 and 210. The proposed action would facilitate a proposal by the Applicant to provide eight unenclosed accessory off-street parking spaces in connection with the development of four single-family residences at 3333-3341 Richmond Avenue (Block 5533, Lots 5, 7, 9, 11).

Per ZR Section 25-22 (b), (“Requirements Where Individual Parking Facilities Are Provided”), one and a half off-street parking spaces are required for each residential unit located in the Staten Island LDGMA. Vehicular access to accessory off-street parking in the LDGMA is typically made available via curb cuts situated along non-arterial streets. In accordance with ZR Section 107-251(a) (“Special Provisions for Arterials, Access Restrictions”), curb cuts are not permitted along an arterial street on zoning lots with vehicular access to a non-arterial street.

A portion of the development site (lots 5, 7, 9 and 11) was previously occupied by community facility uses and is currently vacant; the remaining lots (210, 212, 215 and 223) are developed with four single-family homes. The development site is currently accessed via three curb cuts located along non-arterial streets, Bartlett Avenue and Barlow Avenue (associated with the existing single family homes on lots 210, 212, 215 and 223), and two curb cuts located along Richmond Avenue, an arterial street (associated with prior uses at lots 5,7, 9 and 11). The proposed authorization would facilitate a proposal by the Applicant

to utilize the two Richmond Avenue curb cuts, and provide one additional new curb cut along Richmond Avenue, in connection with the proposed new residential development and accessory parking.

These parcels are zoned R3-1 and are within the Special South Richmond District (SRD). (See **Figure 1 - Site Location; Figure 2 - Tax Map; Figure 3 - Zoning Map; Figure 4 - Land Use Map; Figure 5 - Aerial Map; Figure 6 - Site Plan; Figure 7 - Site Photographs; Figure 8 - Zoning and Tax Lots**)

Existing Conditions and Prior Actions

The Project Site is located at 3339, 3341, 3345, and 3347 Richmond Avenue (Block 5533; Lots 5, 7, 9 and 11), which encompasses four zoning lots that includes eight total tax lots (5, 7, 9, 11, 210, 212, 215 and 223 on Block 5533) totaling 20,003 (gsf) of lot area (See **Figure 8 - Zoning and Tax Lots**)

In 1995, the City Planning Commission (CPC) approved a zoning lot subdivision¹ from a single lot (Block 5533, Lot 1) into eight new zoning lots (1, 210, 212, 215, 217, 219, 221, 223) to facilitate construction of one two-family detached housing unit and twelve two-family semi-detached units. A Declaration of Easement for a 28' wide access was recorded in conjunction with this approval, to provide access from Barlow Avenue to the proposed homes fronting Richmond Avenue (an arterial street) on lots 5, 7, 9, and 11, as Z.R. Section 107-251 Special Provisions for Arterials regulates the number of curb cuts on arterial streets. The 1995 CPC-approved zoning lots were never completely finalized with the Department of Buildings; only the tax lots fronting Bartlett Avenue were finalized (Lots 210, 212, 215, 217). The tax lots fronting Richmond Avenue, which were part of the through lots approved by the CPC, were not finalized. The owner at the time sold off the tax lots fronting Bartlett Avenue, and Certificates of Occupation were issued. This declaration of easement still exists, however its use for access to the rear of the proposed buildings fronting Richmond Avenue is no longer permitted per Z.R. Section 23-891 Open Area Requirements for Residences in R1 through R5 Districts, which maintains that parking spaces and driveways are not permitted within such required open areas and the depth of these open areas must be at least 30 feet.

In December 2013, an application for subdivision and school seats² was filed to subdivide one zoning lot (Block 5533, Lot 1) into six new zoning lots (Lots 1, 2, 3, 8, 224, 225) to facilitate construction of six single- family semi- detached units.

In August of 2014, the Department of Finance (DOF) approved a new subdivision in conjunction with the proposed action and finalized Lots 5, 7, 9 and 11. Current DOF tax maps identify Lots 5, 7, 9, 11, 210, 212, 215 and 223, which are the subject of the proposed action.

¹ N 940700RCR

² N 140200RCR; N 140199RCR

The affected area encompasses 20,003 gsf of land area and four zoning lots containing single-family houses and vacant land. The first zoning lot includes 4,900 gsf of land area and includes tax lots 5 and 223. The second zoning lot includes 5,034 gsf of land area and includes tax lots 7 and 215. The third zoning lot includes 5,034 gsf of land area and includes tax lots 9 and 212. The fourth zoning lot includes 5,034 of land area and includes tax lots 11 and 210.

Tax lots 5, 7, 9 and 11 are currently vacant. Tax lot 5 contains 2,463 gsf of land area. Tax lots 7, 9 and 11 each contain 2,719 gsf of land area.

Tax lots 210, 212, 215 and 223 each contain 1,800 gsf single-family two-story semi-detached houses. Lots 210, 212 and 215 contain two parking spaces, while Lot 221 contains one space. Tax lot 223 contains 2,437 gsf in area while tax lots 215, 212 and 210 contain 2,315 gsf of lot area. Tax lots 5, 7, 9 and 11 contain 115 feet of frontage along Richmond Avenue with a depth of 81 feet, for the proposed curb cuts.

The Project Site is located within an R3-1 zoning district of the Staten Island Lower Density Growth Management Area (LDGMA) within the Special South Richmond District (SRD). The R3-1 zoning district allows only one and two-family detached houses on lots at least 35 feet wide and permits residential use (Use Groups 1 & 2) as well as community facility uses (Use Groups 3 & 4). The maximum FAR in R3-1 districts for both housing and community facility uses is 0.50 in the Staten Island LDGMA, and may be increased by an attic allowance of up to 20% for the inclusion of space beneath a pitched roof as well as an exemption of 500 square feet for two parking spaces. One and a half off-street parking spaces are required for each unit in the Staten Island LDGMA.

This area of Staten Island is governed by the Lower Density Growth Management Area (LDGMA), which place additional development regulations in R1, R2, R3, R4-1, R4A or C3A districts, as well as any developments accessed via private road in lower density zoning districts in Staten Island. Additional regulations affect parking, building bulk and lot size; yards, open space and landscaping; private road development; commercial development; medical offices and community facilities.

Proposed Development

The proposed development would allow four new residential buildings on tax lots 5, 7, 9 and 11. The proposed development would include four semi-detached buildings, each approximately 30 feet in height containing 2,100 gsf. Combined the proposal would consist of 8,400 gsf of development, with 0.60 FAR on each zoning lot. Each building would contain two unenclosed accessory parking spaces for a total of eight unenclosed accessory parking spaces.

Based on an estimated 12-month approval process and a 12-month construction period, the Build Year is assumed to be 2016. Absent the proposed action, it is assumed that Lots 5, 7, 9 and 11 will remain vacant. Lots 210, 212, 215 and 223 will remain developed

with 1,800 square foot single-family houses with an FAR of 0.60, totaling 7,200 square feet with seven parking spaces.

Purpose and Need

The applicant is seeking a Zoning Authorization pursuant to ZR 107-68 for the modification of group parking facilities and access regulations. The proposal seeks approval for one new curb cut and the re-use of two pre-existing curb cuts on Richmond Avenue (an arterial street). The proposed action would permit new vehicular access and egress to the proposed four dwelling units, and would permit a site plan that utilizes the maximum residential development potential on the four affected zoning lots.

The proposed development currently exists in an R3-1 zoning district, where residential use is permitted as-of-right up to an FAR of 0.60. The proposed action would allow a total of three curb cuts to facilitate the development of four residential (Use Group 2) properties totaling 8,400 gsf with a maximum proposed FAR of 0.60.

REASONABLE WORST CASE DEVELOPMENT SCENARIO

Existing Conditions

Tax lots 5, 7, 9 and 11 are currently vacant. Tax lot 5 contains 2,463 gsf of land area. Tax lots 7, 9 and 11 each contain 2,719 gsf of land area. Tax lots 210, 212, 215 and 223 each contain 1,800 gsf single-family two-story semi-detached houses with two parking spaces. Tax lot 223 contains 2,437 gsf in area while tax lots 215, 212 and 210 contain 2,315 gsf of lot area. Tax lots 5, 7, 9 and 11 contain 115 feet of frontage along Richmond Avenue with a depth of 81 feet, for the proposed curb cuts.

Future No-Action Scenario

In the future without the proposed action, it is assumed that the existing conditions would remain on each of the four zoning lots and eight tax lots. Of the affected area, Tax lots 210, 212, 215 and 223 are developed with two-story semi-detached houses with two parking spaces. These houses are expected to remain in the future without the proposed action. The Reasonable Worst Case Development Scenario (RWCDS) would therefore be the same as the existing condition.

Future With-Action Scenario

The proposed authorization would permit one new curb cut and the re-use of existing curb cuts. The intent of the proposed authorization is to modify access restrictions for the proposed development, which would add one additional curb cut and re-purpose existing curb cuts, which would allow the proposed site plan.

The proposed action would facilitate the development of four two-story single-family residential properties, totaling 5,600 square feet of floor area at 0.60 FAR (8,400 gsf). This is the maximum development allowed as-of-right under the R3-1 zoning district. The proposed development would contain a total of four curb cuts with eight unenclosed accessory parking spaces (two for each dwelling unit). Each building would be approximately 30 feet in height.

Analysis Framework

For the purpose of the environmental review, the Future With-Action Scenario would consist of the proposed development. The increment between the No-Action and the Future With-Action scenarios would therefore include 8,400 gsf of residential use, four dwelling units and 8 accessory parking spaces. The proposed development would add 14 new residents.

1 . LAND USE, ZONING AND PUBLIC POLICY

I. 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 project; and identifies and addresses any potential impacts related to land use, zoning and public policy resulting from the 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 site, which is an area within which the proposed project has the potential to affect land use or land use trends. The 400-foot radius study area is generally bounded by an area with Gurley Avenue to the north; Wainwright Avenue to the west; Leverett Avenue to the south; and Eltingville Boulevard to the east. 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.

Land Use

Site Description

The proposed development is located in the Great Kills section of Staten Island Community District 3. It includes four development sites (the "Project Site") located at the intersection of Richmond Avenue and Barlow Avenue (Block 5533, Lots 5, 7, 9 and 11). The proposed development, which contains approximately 20,002 square feet of land area, is currently vacant.

The property is located at the intersection of Richmond Avenue (an arterial avenue) and Barlow Avenue. The Project Site contains 114.64 feet of frontage along Richmond Avenue and a depth of approximately 85.35' to 87.48'.

Land Use Study Area

The proposed rezoning area is located in the South Richmond area of Staten Island, which is the South Shore of Staten Island's northernmost neighborhood. The neighborhood is bound by the Richmond Creek to the north, Oakwood to the east, Eltingville to the west, and the Great Kills Harbor to the south. The 400-foot radius study area is primarily residential and is characterized by single-family detached and semi-detached homes (see

Figure 4 - Land Use Map). Richmond Avenue is an arterial avenue and contains a few institutional and commercial uses. Immediately north of the proposed development is a religious day school (a Yeshiva) located at 3322 Richmond Avenue. Further north is a commercial real estate office at 3309 Richmond Avenue. Commercial activity increases moving further north towards Gurley Avenue where there is a large grocery store. Barlow Avenue and the remainder of the study area contain residential use, which primarily consists of single-family semi-detached homes.

Future No-Action Scenario

In the future without the proposed action, it is assumed that the existing conditions would remain on each of the four zoning lots and eight tax lots. Of the affected area, Tax lots 210, 212, 215 and 223 are developed with two-story semi-detached houses with two parking spaces. These houses are expected to remain in the future without the proposed action. The Future No-Action Scenario would therefore be the same as the existing condition.

The surrounding land uses within the immediate study area are expected to remain largely unchanged by the Projected Build Year of 2017. No new development is anticipated to occur within the 400-foot study area by 2017.

Future With-Action Scenario

In the future with the proposed action, the proposed authorization for a modification of group parking facility and access regulations would facilitate four new semi-detached single-family residential properties, each with two accessory unenclosed parking spaces with a total of 5,648 square feet of floor area (8,400 gsf). The proposed development would contain a total of four curb cuts, one for each proposed building.

Conclusion

The requested authorization is necessary to facilitate the proposed new housing units. The proposed would be an appropriate residential use inside an existing residential zoning district and would be similar and compatible with the residential community that surrounds the site.

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 proposed development is located within an R3-1 residential zoning district within the Special South Richmond District (SRD) and also within the Lower Density Growth Management Area (LDGMA), which covers a large portion of Staten Island. The surrounding 400 feet are within the SRD and LDGMA but also contains portions of R3-2 and R3A districts to the west, south and east (See **Figure 3 – Zoning Map**).

R3-1 is the lowest density residential district that allows for semi-detached and detached houses commonly found in Staten Island, The Bronx and South Brooklyn. The maximum FAR for R3-1 is 0.5, however most houses utilize an attic allowance of up to 20% for the inclusion of space beneath a pitched roof with a maximum building height of 35 feet. In R3-1 districts, the minimum lot width for detached houses is 40 feet; semi-detached buildings must be on zoning lots that are at least 18 feet wide. For both detached and semi-detached houses, the maximum lot coverage is 35%. All parking must be located in the side or rear yard or in the garage. An enclosed garage is permitted in a semi-detached house, or in a detached house if the lot is 40 feet or wider. One off-street parking space is required for each dwelling unit.

R3-2 districts allow for a greater variety of residential housing and are the lowest density districts that allows for multi-unit housing. The site and bulk requirements are similar to R3-1 districts. The 0.5 maximum FAR may be increased by an attic allowance of up to 20% and the maximum building height is 35 feet. The maximum lot coverage of any residence is 35%. The perimeter wall may rise to 21 feet before sloping or being set back to the maximum building height. Lots with detached homes must be at least 40 feet wide. If occupied by semi-detached and attached buildings, lots must be at least 18 feet wide. The maximum street wall length for a building on a zoning lot is 125 feet. Front yards must be at least 15 feet deep. One off-street parking space is required for each dwelling unit.

The R3A zoning district allows detached one- and two-family dwellings and community facility uses. It is the lowest density district to allow zero lot line buildings, and is mapped in many older neighborhoods in the city. The height bulk requirements are similar to other R3 districts. The 0.5 maximum FAR may be increased by an attic allowance of up to 20% and the maximum building height is 35 feet. In the LDGMA the minimum lot area is 2,375 square feet and the minimum lot width is 25 feet. In addition, two parking spaces are required for each single-family dwelling and three parking spaces are required for two-family dwelling units located in the LDGMA.

The Special South Richmond District was established in 1975 and according to ZR 107-00 was:

“designed to promote and protect public health, safety, general welfare and amenity. These general goals include, among others. Also to promote balanced land use and development of future land uses and housing in the Special District area, including private and public improvements such as schools, transportation, water, sewers, drainage, utilities, open space and recreational facilities, on a schedule consistent with the City's Capital Improvement Plan and thereby provide public services and facilities in the most efficient and economic manner, and to ensure the availability of essential public services and facilities for new development within the area”

Future No-Action Scenario

In the future without the proposed action, the provisions of the existing R3-1 zoning district would continue to apply and no further actions would be sought from the CPC. Surrounding land uses within the immediate study area are expected to remain largely unchanged by the project build year of 2017. The 400-foot area surrounding the project site is developed with a stable residential community, local commercial retail, and a community facility. No significant new development or redevelopment in the area is expected.

Future With-Action Scenario

In the future with the proposed action, the existing R3-1 zoning district would remain, as would the surrounding R3 zoning districts. The proposed authorization would allow a modification of group parking facility and access regulations that would facilitate four new semi-detached single-family residential properties, each with two accessory unenclosed parking spaces with a total of 5,600 square feet of floor area (8,400 gsf).

The proposed development would comply with the underlying zoning district and the Special South Richmond District regulations. The proposed development would not result in any non-conforming uses or non-complying developments, as the proposed development complies with the existing zoning, absent the request for a modification of group parking facility and access regulations.

Therefore, the proposed rezoning action and the resulting proposed development are not expected to result in any significant adverse impacts or conflicts with the zoning in the study area.

Conclusion

No significant impacts to zoning patterns in the area would be expected. The proposed project would be appropriate for the site and would be similar and compatible with the other R3 district residential developments in the surrounding area. It would comply with all applicable provisions of the R3-1 zoning district, the Special South Richmond District and the Lower Density Growth Management 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.

No significant adverse impacts related to zoning are expected to occur as a result of the proposed action, and a further assessment of zoning is not warranted.

Public Policy

Existing Conditions

The South Richmond area of Staten Island, which is located in Staten Island Community District 3, is primarily a residential neighborhood developed with one- and two-family residences and some multi-family uses. According to the 2010 U.S. Census, the population

of the neighborhood decreased by 2.3% between 2000 and 2010 from 41,680 people to 40,720 people.

The proposed development is located within the coastal zone and therefore affects the City's Waterfront Revitalization Program (See attached WRP Consistency Form and **Attachment A**). The rezoning area is not controlled by or located in any designated Empire Zones or industrial business zones (IBZs). Additionally, the rezoning area is not governed by a 197a Plan, nor does the proposed action involve the siting of any public facilities (Fair Share). The proposed action is also not subject to the New Housing Marketplace Plan. Finally, the project site is not located within a critical environmental area, a significant coastal fish and wildlife habitat, a wildlife refuge, or a special natural waterfront area.

Future No-Action Scenario

In the future without the proposed action, any new development on the project site would continue to be governed by the provisions of the underlying R3-1 zoning district and Special South Richmond District. The proposed project site would also still adhere to the goals of the Waterfront Revitalization Program (WRP). No other public policy initiatives would pertain to the project site or to the 400-foot study area around the property by the project build year of 2017. In addition, no changes are anticipated to the zoning districts and zoning regulations or to any public policy documents related to the project site or the surrounding study area by the project build year.

Future With-Action Scenario

No impact to public policies would occur as a result of the proposed action. The proposed action would be in accordance with the R3-1 zoning provisions applicable to the property. The project would also meet the intent and purposes of the Waterfront Revitalization Program (WRP) and the Special South Richmond District, and would meet the conditions of the requested Authorization.

The proposed Authorization would not alter conditions on any adjoining or nearby properties. The proposed development would be compatible with existing uses in the vicinity of the project site.

Conclusion

In accordance with the stated public policies within the study area, the action would be an appropriate development on the project site and would be a positive addition to the surrounding neighborhood.

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

2. HISTORIC AND CULTURAL RESOURCES

Archaeological

The proposed project would involve construction potentially resulting in ground disturbance of a site that has not previously experienced extensive excavation. However, according to correspondence with the New York City Landmarks Preservation Commission (see attached) the Project Site contains no potential for archaeological resources. Therefore, further assessment of archeological resources is not required.

Architectural

There are no structures on the Project Site and the 400-foot radius project study area does not contain any designated historic resources. Therefore, further assessment of historic resources would not be required.

Based on the above, no adverse impacts to historic and cultural resources from the proposed action would be expected as a result of the proposed action.

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 15DCP153R

Project:

Address: 3341 RICHMOND AVENUE, **BBL:** 5055330001 (AKA 5055330005,
5055330007, 5055330009, 5055330011)

Date Received: 6/10/2015

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: The LPC is in receipt of a revised EAS dated June 10, 2015 which notes that the project includes Block 5533 Lots 5, 7, 9, and 11. The Commission notes that our findings dated June 2, 2015, still apply and there are no further concerns for this project.



6/12/2015

SIGNATURE

Gina Santucci, Environmental Review Coordinator

DATE

File Name: 30524_FSO_ALS_06122015.doc

3. URBAN DESIGN AND VISUAL RESOURCES

Introduction

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. An assessment would be appropriate for the following:

1. Projects that permit the modification of yard, height, and setback requirements; and
2. Projects that result in an increase in built floor area beyond what would be allowed 'as-of-right'.

The proposed action would allow for a modification of group parking facility and access regulations, which would facilitate four semi-detached two-story homes within an R3-1 zoning district. The homes would adhere to the underlying floor area, yard, height, and setback regulations of the underlying R3-1 zoning district.

Based on the above, a preliminary urban design assessment is not warranted and no urban design or visual resources impacts would occur.

4 . 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 that could result from an increase in traffic in the area, resulting in greater congestion and higher levels of carbon monoxide. 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 the proposed project. Both the potential impacts of buildings surrounding the proposed project and potential impacts of the proposed project on surrounding buildings are considered in this assessment.

Mobile Source

Under guidelines contained in the *CEQR Technical Manual*, and in this area of New York City, projects generating fewer than 170 additional vehicle trips in any given hour are considered as unlikely to result in significant mobile source impacts, and do not warrant detailed mobile source air quality studies. Therefore, no detailed air quality mobile source analysis would be required per the *CEQR Technical Manual*, and no significant mobile source air quality impacts would be generated by the proposed action.

Stationary Source

Heating, Ventilation, and Air Condition (HVAC)

A screening analysis using the methodology described in the *CEQR Technical Manual* was performed to determine if the heat and hot water systems for the proposed residences would result in potential air quality impacts to any other existing buildings in the vicinity, as well as to each other (Project-on-Project impacts). Potential stationary source impacts from existing surrounding development on the proposed project were also analyzed. This methodology determines the threshold of development size below which existing and proposed development would not have a significant impact. The impacts from the boiler emissions associated with a development are a function of the square footage of the building, fuel type, stack heights and the minimum distance from the source to the nearest building of concern.

Impact of Existing Development in Surrounding Area on Proposed Project

Relative to potential stationary source impacts upon the proposed project from the surrounding uses, the project site is not located near any medical, chemical, or research laboratories, and no active manufacturing facilities are located within 400 feet of the site. There are no large emissions sources within the vicinity of the project site. Therefore, the proposed project would not be adversely affected by stationary source emissions from existing development in the surrounding area.

Impact of the Proposed Project on Existing Development in the Surrounding Area

The closest building of similar or lesser height to the proposed residences would be the existing two-story residence located to the east at 597 Barlow Avenue (Block 5533, Lot 223). The existing residence would be located approximately 60 feet from the stack of the closest proposed residential building at 3339 Richmond Avenue (Block 5533, Lot 5). This distance calculation is based on the 40 foot distance between the proposed and existing residence, as shown on the project site plan (**See Figure 6 - Site Plan**), plus the location of the new stack in the center of the roof of the proposed 40 foot wide semi-detached residential structure, or a distance of approximately 20 feet from the center of the proposed building.

Based on Figure 17-3 of the *CEQR Technical Manual*, the heating and hot water ventilation system for a single 4,200 square foot semi-detached residential structure (the combination of two housing units, which share a boiler) would not result in any air quality impacts to the existing residence. Based on the above referenced figure, emissions from the proposed residential building would fall below the applicable curve and the new detached residential structure would therefore not result in any adverse air quality impacts on the nearby residence. The proposed structure would need to contain more than 15,000 square feet of space to be of concern (**See attached Figure 9, Impact of Nearest Proposed Residence on Existing Development**). Therefore, the proposed project would not generate stationary source impacts on any existing surrounding uses.

The four proposed residences are of similar height and are located on the same block. Therefore, the following cumulative analysis of all four semi-detached residential homes with a total development size of 8,400 square feet was performed, assuming a stack in the middle of the total development. The existing residence at 597 Barlow Avenue would be located approximately 97.32 feet from the assumed stack location in the middle of the proposed development. This distance calculation, as shown on the Project Site Pan, is based on the sum of the following (proceeding from east to west):

- The distance of 40 feet from the existing residence;
- The lot width of 28.66 feet of the closest proposed residence.
- The lot width of 28.66 of the second closest proposed residence.

Based on Figure 17-3, cumulative emissions from the proposed development would fall below the applicable curve and the proposed project would therefore not result in any adverse air quality impacts to the nearby residence (**See attached Figure 10, Cumulative Impact of the Proposed Project on Existing Development**).

Project-on-Project Impacts

A project-on-project analysis was conducted of potential stationary source emissions impacts from the proposed individual residential structures on each other. The project includes four semi-detached residential buildings.

Figure 9: Impact of Nearest Proposed Residence on Existing Development

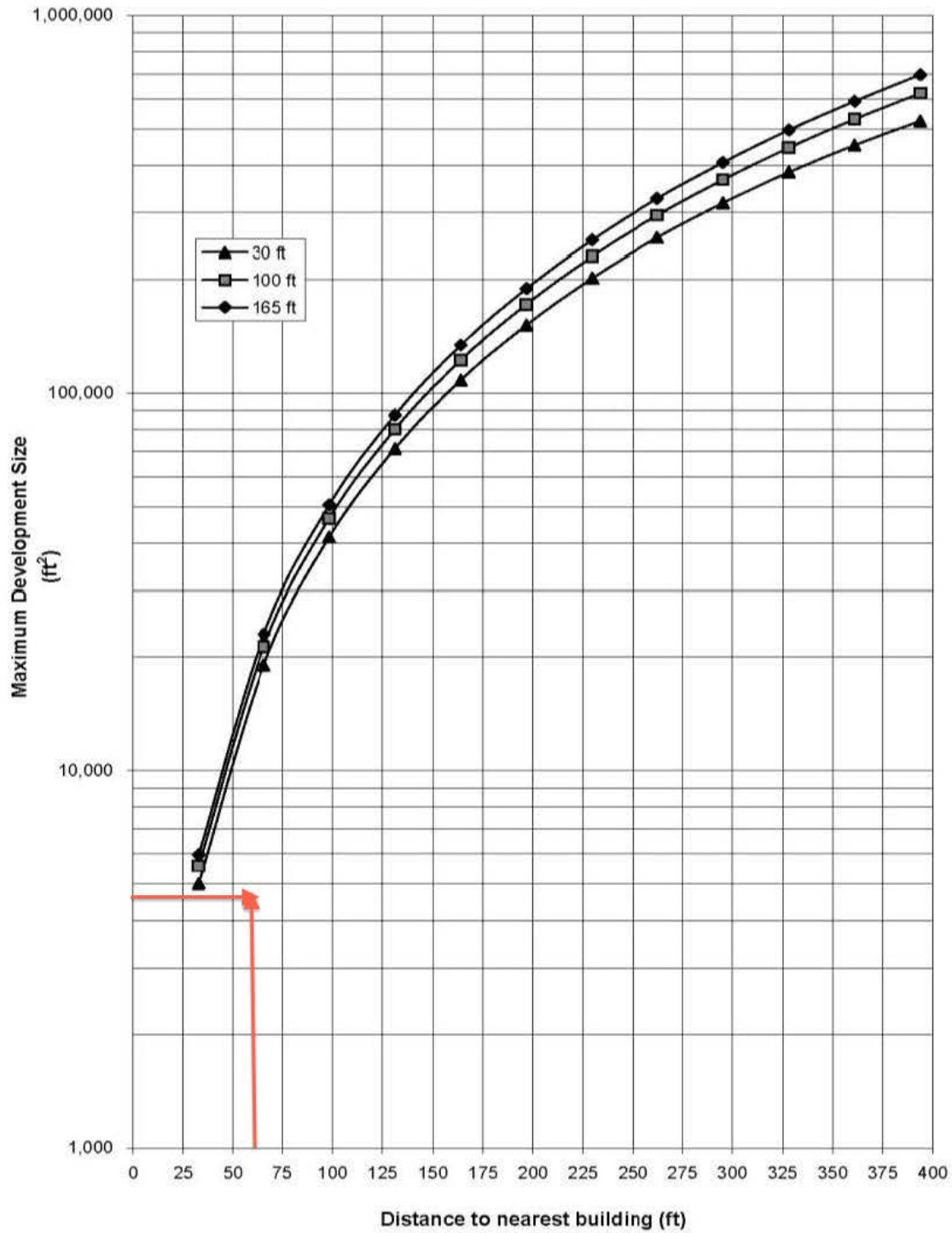
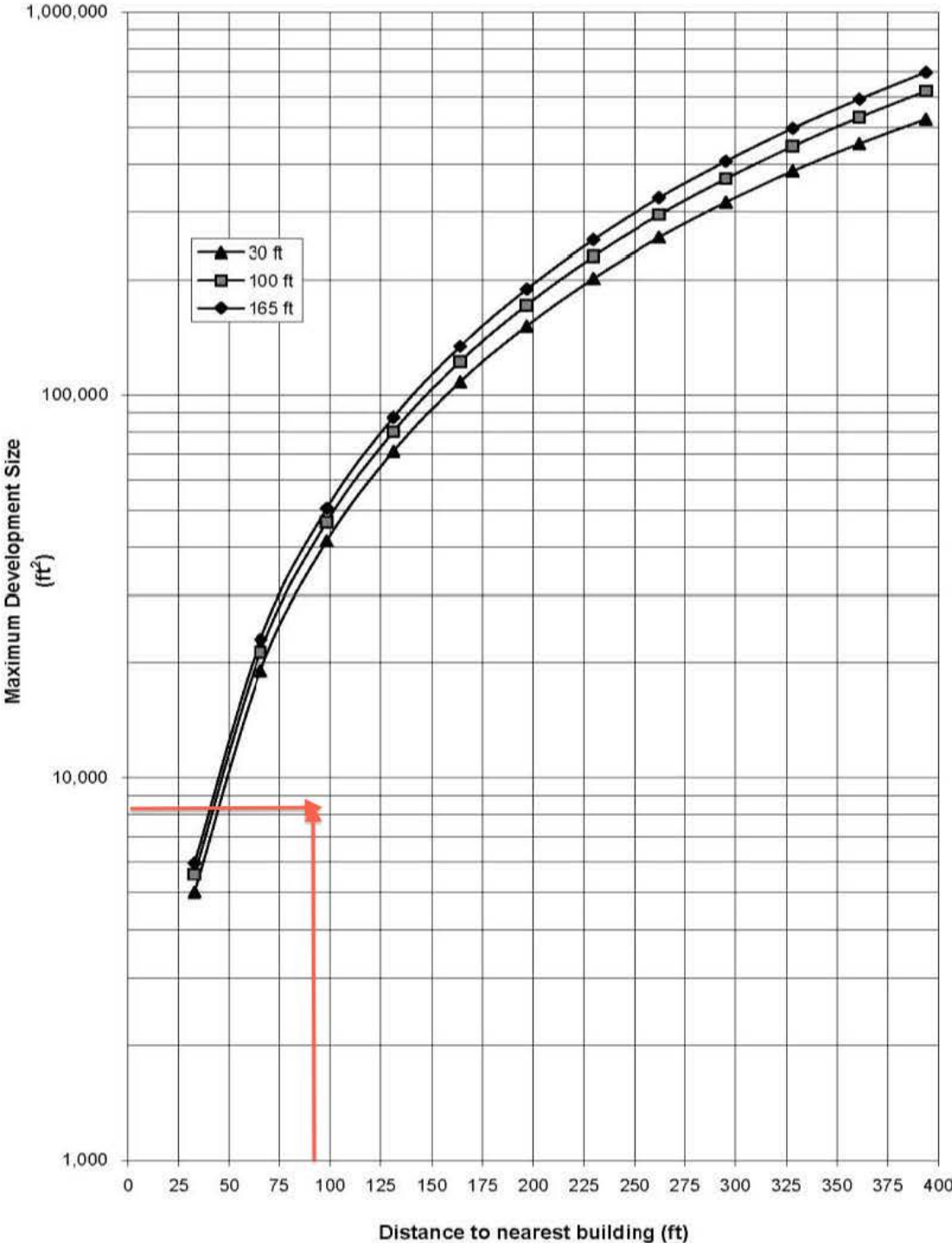


Figure 10: Cumulative Impact of the Proposed Project on Existing Development



Based on a PM2.5 analysis assuming a distance of 8 feet and NOx at 13 feet, the HVAC boiler that would be utilized for the proposed project would not result in project-on-project impacts (see attached analysis in **Appendix B**)

Air Toxics

There are no manufacturing/industrial uses, including dry cleaners or auto-body repair shops, within 400 feet of the project site that generate industrial source emissions. There are no large-scale emissions sources within 1,000 feet of the project site.

Conclusion

There would be no significant air quality impacts from the proposed project's heat and hot water systems on surrounding uses, and the proposed development would not be adversely affected by emissions from other developments located in proximity to the site. There would also be no adverse project-on-project impacts. Therefore, no stationary source impacts would occur as a result of the project.

5. NOISE

INTRODUCTION

Two types of potential noise impacts are considered under CEQR. These are potential mobile source and stationary source noise impacts. Mobile source impacts are those that could result from a proposed project adding a substantial amount of traffic to an area. Potential stationary source noise impacts are considered when a proposed action would cause a stationary noise source to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor, or if the project would include unenclosed mechanical equipment for building ventilation purposes.

Mobile Source

Relative to mobile source impacts, a noise analysis would be required if a proposed project would at least double existing passenger car equivalent (PCE) traffic volumes along a street on which a sensitive noise receptor (such as a residence, a park, a school, etc.) is located. The surrounding area is principally developed with residential uses. The proposed development is residential

Pursuant to CEQR methodology, no mobile source noise impacts would be anticipated since traffic volumes would not double along due to the proposed project. Therefore, the proposed project would not result in a mobile source noise impact.

Stationary Source

The project would not locate a receptor within 1,500 feet of a substantial stationary source noise generator, and there is not a substantial stationary source noise generator close to the project site that is also a sensitive receptor. Additionally, the proposed project would not include any unenclosed heating or ventilation equipment that could adversely impact other sensitive uses in the surrounding area. Therefore, the project would not have any potentially adverse stationary source noise impacts.

Conclusion

A detailed noise analysis is not required for the proposed action, as the action would not result in the introduction of new sensitive receptors near a substantial stationary source noise generator. In addition, the proposed development would not introduce significant mobile or stationary source noise into the surrounding area.

ATTACHMENT A:

WATERFRONT REVITALIZATION PROGRAM (WRP)

WATERFRONT REVITALIZATION PROGRAM (WRP)

Policy 1: Support and facilitate commercial and residential redevelopment in areas well-suited to such development. Where traditional industrial uses have declined or relocated, many coastal areas offer opportunities for commercial and residential development that would revitalize the waterfront. Benefits of redevelopment include providing new housing opportunities, fostering economic growth, and reestablishing the public's connection to the waterfront. This redevelopment should be encouraged on appropriately located vacant and underused land not needed for other purposes, such as industrial activity or natural resources protection. New activities generated by redevelopment of the coastal area should comply with applicable state and national air quality standards and should be carried out in accordance with zoning regulations for the waterfront.

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

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.

The proposed action seeks a Zoning Authorization to modify group parking access regulations. The proposed action would redevelop an underutilized site in an existing R3-1 zoning district within the Special South Richmond District of Staten Island Community District 3. The proposed development would consist of four semi-detached single-family residential properties totaling 8,400 square feet.

The area of the proposed development is currently vacant and is not located on a waterfront area or within any Special Natural Waterfront Areas or Significant Maritime and Industrial Areas. The Site is located upland within an existing residential neighborhood and is not needed for other purposes pursuant to policy above. The proposed development would facilitate redevelopment of an underutilized property to create necessary housing and enhance the city's tax base and would comply with all applicable zoning and air quality standards, as analyzed within environmental assessment statement.

ATTACHMENT B:

PROJECT-ON-PROJECT AIR QUALITY ANALYSIS

For Internal Use Only:

WRP no. 14-047

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: 8617 LLC
2. Address: 553 Lincoln Avenue Staten Island, NY 10306
3. Telephone: 9177312190 Fax: _____ E-mail: robert@RCIplumbing.com
4. Project site owner: Robert Cucuzza

B. PROPOSED ACTIVITY

1. Brief description of activity:
The applicant is seeking a Zoning Authorization pursuant to ZR 107-68 for a modification of group parking facility and access regulations in the Special South Richmond District of Staten Island.
2. Purpose of activity:
The proposed action would facilitate the development of four two-story single-family residential properties, totaling 5,600 square feet of floor area.
3. Location of activity: (street address/borough or site description):
3339, 3341, 3345, 3347 Richmond Avenue (At Barlow Avenue) in Staten Island Community District 3.

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:

N/A

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

N/A

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.

Zoning Authorization pursuant to ZR 107-68 (of the Special South Richmond District)

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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
33. Would the action result in any construction activities that would lead to erosion? (6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
37. Would the proposed project affect a non-renewable source of sand ? (6.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
39. Would the action affect any sites that have been used as landfills? (7.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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: Justin Jarboe

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

Telephone 718-343-0026

Applicant/Agent Signature: Justin Jarboe

Date: 6/24/15

ATTACHMENT B:

PROJECT-ON-PROJECT AIR QUALITY ANALYSIS

Model Number Identification

<u>R</u>	<u>95</u>	<u>P</u>	<u>A</u>	<u>—</u>	<u>040</u>	<u>1</u>	<u>3</u>	<u>17</u>	<u>M</u>	<u>S</u>	<u>A</u>
Rheem	Series 95% Efficient	Motor - PSC	Design Series A = 1st Design		Input BTU/HR	Stage - Single	Airflow 3 - Up to 3 Tons 5 - Up to 5 Tons	Cabinet Width 17 = 17.5" 21 = 21.0" 24 = 24.5"	Configuration - Multi-Position	S = Standard	Revision - Marketing (A - First Time Release)
					040 = 42,000 [12.31 kW]						
					060 = 56,000 [16.41 kW]						
					070 = 70,000 [20.51 kW]						
					085 = 84,000 [24.62 kW]						
					100 = 98,000 [28.72 kW]						
					115 = 112,000 [32.82 kW]						

[] Designates Metric Conversions

R95PA1001521MSA

C_BOILER_MAKEMOD	Exit Temp deg F	Exit ACFM ft3/min	Heat Input MMBtu/hr	Gross Btu	Fuel Type			
FEDERAL FST 40	371	633	1.7	1.7	34			
BEST 5A- 50	400	745	2	2	34			
BEST BOILER CO 4A-55	450	853	2.3	2.3	34			
FEDERAL FST-60	400	822	2.32	2.32	34			
FEDERAL FST 70	128	674	2.6	2.59	34			
PACIFIC 219	350	1072	2.7	2.7	34			
WEIL MCLAIN BL 1088S	400	1064	3.01	3.01	32			
ROCKMILLS MP 80	215	1004	3.4	3.4	32			
FEDERAL FST 80	288	1135	3.4	3.4	34			
ROCKMILLS MP 80	266	1063	3.43	3.43	36			
FEDERAL FST 100	150	1396	3.8	4.2	34			
ROCKMILLS MP 100	228	1172	3.9	4.2	34			
ROCKMILLS MP-90	292	1213	3.97	3.78	32			
ROCKMILLS MODEL MP-100	240	1217	4	4.2	36			
ROCKMILLS MP 150	400	1490	4	4	32			
ROCKMILLS MP-100	261	1254	4.1	4.2	36			
H.B. SMITH HB 2800 S14	400	1485	4.1	4.2	32			
FEDERAL FST 100	304	1352	4.1	4.1	32			
ROCKMILLS MP 100 (RIGHT SIDE)	350	1491	4.3	4.3	34			
ROCKMILLS MP 100	350	1491	4.3	4.3	34			
FEDERAL FL1215	600	2102	4.6	4.6	34			
ROCKMILLS MP125	400	1850	5	5	32			
Average ACFM & dia (1 MMBtu to 5 MMBtu)		1208				Exit Velocity with		1.0 foot diameter stack
FEDERAL FST 125	350	2082	5.3	5.3	34	stack dia	stack vel	stack vel
FEDERAL FST-125	400	2211	5.3	5.3	36	meters	ft/sec	m/sec
FEDERAL FST 70	350	2254	5.7	2.81	36	0.3048	25.6	7.8 use this data for model
ROCKMILLS (NEW) MP-150	400	2054	5.81	5.81	36			
FEDERAL FST-150	400	2202	6.23	6.23	34			
BURNHAM (SPENCER) 3-150-50	350	2488	6.27	6.27	36			
ROCKMILLS MP-150	247	1971	6.3	6.3	34			
ROCKMILLS MP 175	400	2364	6.4	7.1	36			
WEIL MCLAIN 1794	400	2277	6.4	6.4	34			
FEDERAL FST-200 SP	350	2732	6.9	6.9	36			
ROCKMILLS MP 175	144	1871	7	7	36			
FEDERAL FST-175	360	2569	7	7	36			
FEDERAL FST 200	414	2365	7.7	7.7	34			
WEIL MCLAIN BL-1586	350	3349	7.8	3.9	52			
NEW FEDERAL FST 200 SP	223	2348	7.8	7.8	36			
FEDERAL FST 200	244	2420	7.8	7.8	36			
ROCKMILLS R303	242	2427	7.8	7.8	34			
FEDERAL FST-200	350	3249	8.2	8.2	34			
FEDERAL FST-200	256	2595	8.2	8.2	36			
FEDERAL FST-200	450	3181	8.2	8.2	32			
FEDERAL FST-200	194	2390	8.3	8.3	34			
ROCKMILLS MP-250	450	3417	9.3	9.3	36			
FEDERAL FST 250	222	3004	10	10	34			
Average ACFM & dia (5 MMBtu to 10 MMBtu)		2514				Exit Velocity with		1.5 foot diameter stack
ROCKMILLS MP-250	220	3007	10.36	10.36	36	stack dia	stack vel	stack vel
ROCKMILLS MP 150	207	3512	11.9	5.95	34	meters	ft/sec	m/sec
FEDERAL FST 150	203	3534	12	5.88	36	0.4572	23.7	7.2 use this data for model
FEDERAL FST-100	273	3837	12.26	4.2	36			
H.B. SMITH 28-S-11	400	4520	12.58	3.08	32			
CLEAVER BROOKS CB-400-350	94	3608.6	14	14	36			
Average ACFM & dia (10 MMBtu to 15 MMBtu)		3670				Exit Velocity with		2.0 foot diameter stack
HEGGIE SIMPLEX 328	300	6591	17.7	9.7	34	stack dia	stack vel	stack vel
FEDERAL FST-250	400	7326	20.72	10.35	34	meters	ft/sec	m/sec
CLEAVERBROOK CB 800 250	94	5128	20.9	10.45	34	0.6096	19.5	5.9 use this data for model
HEGGIE SIMPLEX #328	94	6024	25.87	12.94	34			
FEDERAL FST 350	300	10317	27.7	14.7	36			
FEDERAL FST-350	94	6919	28.2	28.2	36			
ROCKMILLS MP-600	300	8888	35.1	25.2	36			
HEINE W.T. 308 HP	350	14494	36.5	12.04	34			
HEINE WT 308 HP	350	14494	36.5	12.5	34			
Average ACFM & dia (15 MMBtu and up)		8909				Exit Velocity with		3.0 foot diameter stack
Average Temp (all boilers)	307.8					stack dia	stack vel	stack vel
Max Temp	600					meters	ft/sec	m/sec
						0.9144	21.0	6.4 use this data for model

Note:
Exit velocity calculated from avg acfm & stack diameter: Exit velocity = X ft3/min / 60 min/sec / stack sfc area in ft2
where: area = pi * ((dia/2)^2)

Boiler information obtained from NYCDEP CA Permit database. This data was used to calculate the average temperature of boiler gases exiting the stack. The data was also used to calculate the average flowrate in acfm for specific ranges in boiler size. From these average values, the corresponding exit velocity was calculated for each boiler size range using assumed stack diameters.

	Filenames:	Barlow.inp							
AERSCREEN Input Data									
SOURCE INFORMATION									
Source Type	point	--	P	--					
Emission Rate	---	lb/hr	1.00	g/s					
Stack Height	7	ft	2.13	m					
Diameter	1.00	ft	0.305	m					
Stack Temperature	307.80	F	426.37	K	DEP Database				
Exhaust Flowrate	---	scfm	---	acfm					
Velocity	---	ft/s	7.8	m/s	DEP Database				
Urban/Rural Option	urban	--	u	--					
Population of Urban Area	---	--	8,000,000	--					
Minimum Distance to Ambient Air	3.280839895	ft	1.00	m	default				
Option for Modeling NO2 chemistry	---	--	1	--					
1) No Chemistry of pollutant is not NO2									
2) Use Ozone Limiting Method (OLM)									
3) Use Plume Volume Molar Ratio Method (PVMRM)									
BUILDING DOWNWASH INFORMATION									
Include bldg. downwash?		--	no	--					
Building Height		ft		m					
Max Horiz Bldg Dim		ft		m					
Min Horiz Bldg Dim		ft		m					
TERRAIN HEIGHT INFORMATION									
Include Terrain Heights?	no	--	n	--	[assumes flat]				
Maximum Distance to probe		ft	25.0	m					
Include up to 10 discrete receptors?	yes	--	y	--					
Filename with discrete receptors	---	--	discrete_rec(Melrose).txt	--					
						discrete receptor 1	4	ft	1.22
							8		2.44
							12		3.66
							13		3.96
							16		4.88
							20		6.10
							24		7.32
MAKEMET METEOROLOGY									
Minimum Ambient Temperature	---	--	250.00	K					
Maximum Ambient Temperature	---	--	310.00	K					
Minimum Wind Speed	---	--	0.50	m/s					
Anemometer Height	---	--	10	m					
Surface Characteristics Option	---	--	3	--					
1) Single user specified value									
2) AERMET seasonal tables									
3) External file									
			LGAASURF.out		default				
Output Filename	Malrose.out								

Changeable

Floor Area (ft ²)	Roof Height (ft)	Use	Residential Fuel Factor (ft ³ /ft ² -yr)	Usage (ft ³ /yr)	Heating Season (day)
3,950	30	Residential	58.5	231,075	100
3,950	30	Residential	58.5	231,075	100

DIST (m)	MAXIMUM 1-HR CONC (ug/m ³)	DIST (m)	MAX 1-HR (ug)
1.00	0.3826E+06	4.88	0.406
1.22	0.2652E+06	6.96	0.270
2.44	0.8903E+05	7.32	0.252
3.66	0.5777E+05	25.00	3855
3.96	0.5227E+05		

Fuel Consumption Rate (Btu/ft ³)	Expected Boiler Size (MMBTU/hr)	AP-42 NOx Emission Rate (lb/10 ⁶ ft ³)	NOx Peak Emission (lb/hr)	NOx Peak Emission (g/s)	NOx Annual Emission (lb/yr)	NOx Annual Emission (g/s)
1,020	0.098	100.000	0.00963	1.21E-03	23	3.32E-04
1,020	0.098	100.000	0.00963	1.21E-03	23	3.32E-04

IMUM
 CONC
 /m3)

 2E+05
 5E+05
 9E+05
 .

DEP Stack Height (m)	DEP Stack Temp (K)	DEP Stack Velocity (m/s)	DEP Stack Diameter (m)	CEQR NO₂ 1-hr Background 2013 (µg/m³)	CEQR NO₂ Annual Background 2013 (µg/m³)	2009 1-hr NO₂
10.06	423	7.8	0.3048	120	42	6.217
10.06	423	7.8	0.3048	120	42	6.217

2010 1-hr NO₂	2011 1-hr NO₂	2012 1-hr NO₂	2013 1-hr NO₂	Aerscreen Unitary Output (µg/m³)	Aerscreen Output (µg/m³)	Aerscreen Output Plus background	NAAQS 1-hr (µg/m³)
8.49	9.36	23.55	7.76	5.777E+04	70.1	190.1	188
8.49	9.36	23.55	7.76	5.227E+04	63.4	183.4	188

NAAQS Annual ($\mu\text{g}/\text{m}^3$)	Comment
100	DEP Stack
100	DEP Stack

Floor Area (ft ²)	Roof Height (ft)	Use	Residential Fuel Factor (ft ³ /ft ² -yr)	Usage (ft ³ /yr)	Heating Season (day)	Fuel Consumption Rate (Btu/ft ³)
3,950	30	Residential	58.5	231,075	100	1,020

DIST (m)	MAXIMUM 1-HR CONC (ug/m ³)	DIST (m)	MAXIMUM 1-HR CONC (ug/m ³)
1.00	0.3826E+06	4.88	0.4062E+05
1.22	0.2652E+06	6.96	0.2705E+05
2.44	0.8903E+05	7.32	0.2529E+05
3.66	0.5777E+05	25.00	3855.
3.96	0.5227E+05		

8 ft = 2.4384 m

Expected Boiler Size (MMBTU/hr)	AP-42 PM2.5 Emission Rate (lb/10⁶ ft³)	PM2.5 Peak Emission (lb/hr)	PM2.5 Peak Emission (g/s)	PM2.5 Annual Emission (lb/yr)	PM2.5 Annual Emission (g/s)	DEP Stack Height (m)	DEP Stack Temp (K)
0.098	7.600	0.00073	9.22E-05	2	2.52E-05	10.06	423

DEP Stack Velocity (m/s)	DEP Stack Diameter (m)	CEQR PM2.5 1-hr Background 2013 ($\mu\text{g}/\text{m}^3$)	CEQR PM2.5 Annual Background 2013 ($\mu\text{g}/\text{m}^3$)	2009 24-hr PM2.5	2010 24-hr PM2.5	2011 24-hr PM2.5
7.8	0.3048	24	11.7	0.2	0.32	0.15

2012 24-hr PM2.5	2013 24-hr PM2.5	Aerscreen Unitary Output ($\mu\text{g}/\text{m}^3$)	Aerscreen Output ($\mu\text{g}/\text{m}^3$)	NAAQS 1-hr ($\mu\text{g}/\text{m}^3$)	NAAQS Annual ($\mu\text{g}/\text{m}^3$)	Comment
0.16	0.1	8.903E+04	4.9	5.5	0.3	DEP Stack