I. HAZARDOUS MATERIALS

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EXECUTIVE SUMMARY

Introduction

Proposed Action

Industco Holdings, LLC proposes that the City Planning Commission rezone 70 lots[1] on 11 physical blocks and 9 tax blocks in the Crotona Park East and West Farms areas of the Bronx. Currently, the affected area is zoned M1-1, R7-1 and R7-1/C2-4. It would be rezoned to residential districts (R6A, R7A, R7X and R8X) with selected C2-4 commercial overlays. After the proposed zoning map amendment and other actions have been adopted, redevelopment is expected to occur on a parcel-by-parcel basis for up to 60 of the 70 lots over a number of years. Ten of the lots would not be affected by the rezoning. The environmental impact statement (EIS) assesses the likely effects of changes that would occur by the analysis year of 2019.

Location

The blocks affected by the proposed action are contained within the boundaries of Longfellow Avenue to the west, West Farms Road to the east, Freeman Street to the south, and the intersection of Boston Road and West Farms Road to the north. Figure 1 shows the rezoning area.

Scope of and Purpose of Study

This document is a supplemental study to the EIS that addresses potential adverse impacts related to hazardous materials. Under the proposed rezoning action, new residential, community facility, and in some locations commercial uses would be allowed as-of-right, requiring no discretionary actions by the City prior to development. The proposed action would also include a set of zoning special permits granted for a General Large-Scale Development, with residential, day care, and commercial uses, on lots owned by the applicant. As a result, new residential and/or commercial uses would occur in areas that have been used historically for industrial or automotive uses, creating the potential for new occupants to be exposed to potentially hazardous materials that may exist in the soils and underlying groundwater. In addition, if hazardous materials are present at a site, excavation activities associated with site development may increase the pathways of exposure to subsurface contaminated materials for existing residents in the vicinity of the site. Therefore, a hazardous materials screening assessment was carried out to determine whether specific lots within the rezoning area warrant restrictive declarations or E designations for hazardous materials.

[1] One of the lots within the rezoning area is a mapped park. A park does not have a zoning designation. Thus, 69 lots would actually be rezoned.

Figure 1
Crotona Park East Rezoning Area



Source: Sandstone Environmental Associates, Inc.

Existing Conditions

Currently, the rezoning area consists of a mixture of residential, industrial, commercial, automotive, institutional, and recreational open space facilities.

Future Conditions without the Proposed Action

In the absence of the proposed action, the current development scale and mixture of land uses would remain, and no significant new development is anticipated with the exception of Block 3016, Lot 42, at the northern end of the rezoning area. Currently developed with commercial uses, it would be redeveloped with a mix of residential and commercial uses.

Future Conditions with the Proposed Action

The proposed action would include a zoning map amendment that would: 1) replace a manufacturing district with a residential district that would permit residential or community facility development, and 2) replace an existing residential district covering part of Block 3016 with a higher density residential district that would increase the amount of permitted residential and community facility floor area. Future conditions with the proposed action could involve building construction, additions and conversions. Although the reasonable worst case development scenario presented in the EIS projects that 49 of the 70 lots within the proposed rezoning area would likely be redeveloped by the 2019 analysis year, all but one of the 70 lots (the exception being Boone Playground, which is a mapped park) could potentially be redeveloped with residential or community facility floor area at some point in the future.

Principal Conclusions

Findings and Conclusions

The proposed action is not likely to introduce new activities or processes using hazardous materials that would increase the risk of human or environmental exposure. However, many sites within the rezoning area were identified as harboring known or potential contaminants that include a wide array of petroleum and non-petroleum based chemicals from current or former uses. Other sites may be contaminated due to their proximity to sites with historic uses that are indicative of potential contamination. Development within the rezoning area could therefore result in excavation activities that would create exposure pathways for subsurface contaminated materials.

Recommendations

Based on NYCDEP's review of available Phase I and Phase II site investigations, new Phase II Environmental Site Assessments are recommended for the 15 properties under the applicant's control. A restrictive declaration will be recorded against these properties, binding the applicant to perform any investigative or remedial activities required by NYCDEP, in accordance with protocols approved by the agency, and to the agency's satisfaction.

(E) designations are recommended for the 45 lots that are Projected and Potential Development sites not under the applicant's control. Although the hazardous materials assessment indicated potential for contamination at all parcels within the rezoning area, based on the history of the sites and surrounding areas, the City's rules do not permit the assignment of (E) designations on properties that are not identified in the RWCD as Projected or Potential Development sites. Therefore, no recommendations were made for the 10 lots that would not be affected by the Proposed Action.

The placement of (E) designations on 45 tax lots, and the recording of restrictive declarations against all of the 15 lots on which NYCDEP determines that additional investigation or remediation is required, would ensure that no significant impacts related to hazardous materials would occur as a result of the proposed action.

METHODOLOGY

Detailed Scope of Work

Purpose of Study

In accordance with Chapter 24, Section 4, Title 15, of the Rules of the City of New York, a preliminary screening assessment was carried out for all sites within the study area. The goal of the assessment was to determine whether the Proposed Action could lead to increased exposure of people or the environment to hazardous materials and whether the increased exposure would result in significant health impacts or environmental damage. If the potential for hazardous materials is identified on or adjacent to a rezoning lot, then, if it is part of the proposed project, the applicant would be required to complete environmental testing and any required remediation before redevelopment could begin, and a restrictive declaration would be recorded to ensure compliance with this requirement, or, if the lot is not under the applicant's control, an E designation would be placed on that lot indicating that future developers will be required to prepare a full Phase I Environmental Assessment and a Phase II investigation. Where a Phase I or Phase II study has been completed previously, the goal of the assessment is to summarize the previous work and determine whether any changes in the statuses of the lots have occurred since the completion of those previous studies.

Identification of Recognized Environmental Conditions

The American Society of Testing and Materials (ASTM) has published ASTM E 1527-05, which uses the term *recognized environmental conditions* (RECs) to identify the potential for hazardous materials. ASTM E 1527-05 defines recognized environmental conditions as:

> "the presence or likely presence, of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property."

The term includes hazardous substances or petroleum products even under conditions in compliance with laws. It is not intended to include de minimis conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

For the purposes of identifying a REC, a *material threat* is a physically observable or obvious threat which is reasonably likely to lead to a release that, in the opinion of the environmental professional, is threatening and might result in impact to public health or the environment (e.g., an above-ground storage tank containing a hazardous substance and that shows evidence of damage that could lead to tank failure).

An adjoining or adjacent property is one that shares a boundary with the subject property. A lot that is separated from the subject property by a roadway or public walkway is still termed an adjoining property, and a REC on an adjoining property can be a source of concern to a subject property.

Hazardous substances include, but are not limited to, heavy metals, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), methane, polychlorinated biphenyls (PCBs), pesticides, dioxins, and hazardous wastes (as defined under the Resource Conservation and Recovery Act (RCRA)). Petroleum products are generally not listed as a hazardous substance under RCRA, but are often included in hazardous materials assessments because they are a source of concern to real estate transactions.

Hazardous substances may be present at a site due to the following reasons:

1) They may be present in the soils, groundwater, or buildings and structures due to past or current activities. Manufacturing processes and commercial activities typically utilize them and thus require storage and handling of hazardous materials. Visual or historical documentation of the following conditions would be indicative of potential contamination with hazardous materials:

- Incinerators,
- Underground storage tanks (USTs) or above-ground storage tanks (ASTs),
- Active solid waste landfills,
- Permitted hazardous waste management facilities,
- Inactive hazardous waste facilities,
- Suspected hazardous waste sites,
- Hazardous substance spill locations,
- Areas known to contain fill material,
- Petroleum spill locations, and
- Any use identified in Appendix A of the *NYC CEQR Technical Manual Appendices,* which lists facilities, activities, and conditions that may be associated with hazardous materials. The list is included in this document as Appendix 2.

2) They may have been imported to a site as fill or grading material over the years. Elevated levels of hazardous materials in fill of unknown origin may be found even where the past and current activities on a site do not suggest these types of materials were used. This is especially true for properties that are adjacent to waterways where, historically, large amounts of fill material have been used as part of urban development.

3) They may migrate to the site from areas off-site in contaminated groundwater flow or through site soils from an up-gradient location. An example would be a nearby leaking underground storage tank.

4) They may be incorporated into the buildings and structures on site themselves; examples are lead in paints or asbestos in insulation, tiling, caulking, or roofing materials. Lead paint and asbestos are not included in the definition of hazardous substances under RCRA, and their potential presence in structures within the rezoning area will not be included in the preliminary screening analysis.

Method of Analysis

Information from historical sources and regulatory databases was reviewed to determine the potential for RECs due to petroleum and non-petroleum contaminants. Any rezoning lots on or adjacent to land uses listed in Appendix 2 were presumed to have RECs. A REC on the rezoning lot also was assumed if the past or present uses on other nearby lots were listed in Appendix 1. Once a REC has been identified on a

lot, an (E) designation can be assigned without reviewing additional sources of similar contamination. Therefore, the evaluation of individual lots may not include all available sources of potential contamination. The components of the preliminary screening are discussed below.

Sites and Surrounding Area Reconnaissance

Site reconnaissance was carried out during field trips on March 30, 2009, September 25, 2009, and September 26, 2009. It was limited to observations from sidewalks adjacent to the lots. Land uses within 400 feet of the rezoning area also were evaluated for uses that could be sources of RECs.

Historical Land Use

The review of historical information included Sanborn fire insurance maps between the years of 1896 and 2007; USGS maps for 1897, 1947, 1966, 1979, and 1995; and aerial photos for 1954, 1966, 1975, 1984, 1994, and 2006. Available certificates of occupancy (COs) also were reviewed.

Review of Previous Studies

Fifteen sites are under the applicant's control and have been the subject of Phase I Environmental Site Assessments and Phase II investigative studies. These were reviewed and summarized.

Regulatory Agency List Review

Federal and state hazardous materials databases, maintained by the United States Environmental Protection Agency (US EPA) and New York State Department of Environmental Conservation (NYSDEC) respectively, were reviewed to identify sites where storage, handling, emission, and/or spill cleanup of hazardous or toxic materials may have occurred. Search distances varied according to the requirements of ASTM Standard Practice for Environmental Assessments, E 1527-05. These distances were calculated from the edge of the rezoning area boundaries to provide sufficient search radii for all of the sites within the rezoning area.

Summary of Individual Blocks and Lots

The information is summarized to show current and historic conditions as well as findings for potential petroleum and non-petroleum contaminants on individual lots. Sites located within 400 feet of the proposed rezoning area are also addressed if they have a significant potential to affect soil and/or groundwater conditions on the lots within the rezoning area. Tables for the individual blocks show the potential for PC (petroleum contamination) or NPC (non-petroleum contamination) for the lots to be rezoned based on the findings for these and other nearby lots. For lots not proposed for rezoning, these categories were checked only if the suspect uses were on those lots, and not if they were on nearby lots. Entries under the UST/AST and Regulatory Listing columns may reflect past and present uses. Some USTs that were on a site in the past may predate the information in the regulatory database.

EXISTING AND HISTORIC CONDITIONS

Study Area

Crotona Park East, also known as East Morrisania, and West Farms are adjacent mixed-use neighborhoods located in the south-central Bronx, separated from one another by the Cross Bronx Expressway. They are developed with multi-unit apartment houses and townhouses, public housing projects, light-industrial facilities, auto-body shops, and garages. Vacant lots are also common.

The rezoning area is bounded by Longfellow Avenue to the west, West Farms Road to the east, Freeman Street to the south, and the intersection of Boston Road and West Farms Road to the north. The hazardous materials study area includes the proposed rezoning area plus an adjacent area extending approximately 400 feet from the rezoning boundaries. Two major highways, the Cross Bronx Expressway (Interstate 95) and the Sheridan Expressway (Interstate 895), occupy significant portions of the adjacent area.

Identification of Affected Properties

Table 1 shows the block and lot numbers, addresses, and existing land uses of the 70 lots to be rezoned, arranged by tax block. The table identifies each lot's likely future development status, as identified in the EIS:

- as part of the applicant's proposed development project,
- as a projected development site not under the applicant's control but on which redevelopment is also considered likely by the 2019 analysis year,
- as a potential development parcel where redevelopment might occur (although development by 2019 is not projected under the reasonable worst case development scenario presented in Chapter 1 of the EIS), or
- as a site that would be unaffected by the proposed action barring unforeseen circumstances (such as the destruction of the existing building on the lot by fire or other calamity).

To further help readers identify all lots, the table also presents the parcel numbers that the EIS has assigned to all of the applicant's parcels and to all other projected and potential development parcels.

Table 1
Tax Lots within the Rezoning Area

Block	Lot	Address	Current Land Use	Site Development Category				Parcel
				Proposed Project	Projected	Potential	Unaffected	
2998	92	East 176 St.	Vacant Lot				×	NA
2998	97	1829 Boone Ave.	Ware/Ind		x			7A
2998	104	1817 Boone Ave.	Ware/Ind		x			7B
2998	113	1801 Boone Ave.	Ware		x			7B
2998	124	1769 Boone Ave.	Ware		x			7B
2998	135	1007 E. 174th St.	Res				×	NA
3007	8	1434 Longfellow Ave.	School				×	NA
3009	25	1006 East 173 St.	Ware/Auto		×			3A
3009	**33**	**1559 Boone Ave.**	**Ware**	**x**				**3B**
3009	37	1549 Boone Ave.	Ware			×		3C
3009	38	1529 Boone Ave.	Ware		×			3D
3009	44	1015 East 172 St.	Ware		×			3E
3010	25	1016 E. 174th St.	Res				×	NA
3010	26	1711 Boone Ave.	Auto		×			5A
3010	29	1701 Boone Ave.	Ware		×			5B
3010	33	1695 Boone Ave.	Ware		×			5C
3010	40	1685 Boone Ave.	Ware		×			5D
3010	46	1661 Boone Ave.	Auto		×			5E
3012	100	1340 West Farms Rd.	Playground				×	NA
3013	1	1021 Boone Ave.	School				x	NA
3013	**12**	**1471 West Farms Rd.**	**Auto/Pkg**	**x**				**1**
3013	**29**	**1493 West Farms Rd.**	**Vacant Bldg**	**x**				**1**
3013	**31**	**1508 Boone Ave.**	**Ware**	**x**				**1**
3013	**35**	**1512 Boone Ave.**	**Ware**	**x**				**1**
3013	**37**	**East 172 St.**	**Vacant**	**x**				**1**
3013	**46**	**1481 West Farms Rd.**	**Vacant Bldg**	**x**				**1**
3014	**9**	**1544 Boone Ave.**	**Pkg**	**x**				**2B**
3014	**15**	**1560 Boone Ave.**	**Ware/Ind**	**x**				**2A**
3014	**45**	**1525 West Farms Rd.**	**Pkg**	**x**				**2B**
3015	1	1015 East 173 St.	Ware		×			4A
3015	3	1680 Boone Ave.	Ware		×			4B
3015	5	1717 West Farms Rd.	Ware		×			4B
3015	17	1704 Boone Ave.	Ware/Ind		×			4C
3015	18	1708 Boone Ave.	Open Stor		×			4C
3015	19	1720 Boone Ave.	Laundromat			×		4D
3015	25	1745 West Farms Rd.	Ware/Whol			×		4E
3015	26	1743 West Farms Rd.	Ware/Whol			×		4E
3015	29	1735 West Farms Rd.	Ware/Whol		×			4C
3015	31	1731 West Farms Rd.	Ware/Whol		×			4C
3015	34	1725 West Farms Rd.	Self Stor			×		4F
3015	49	1029 East 173 St.	Garage				×	NA
3015	50	1760 Boone Ave.	Vacant Lot		×			6A
3015	56	Boone Ave.	Vacant Lot		×			6A
3015	58	1787 Boone Ave.	Garage				×	NA
3015	62	Boone Ave.	Vacant Lot		×			6B
3015	67	1820 Boone Ave.	Auto		×			6C
3015	81	1829 West Farms Rd.	Res			×		6D
3015	83	1825 West Farms Rd.	Auto		×			6C
3015	84	1821 West Farms Rd.	Res		×			6C
3015	85	1819 West Farms Rd.	Auto		×			6C

3015	87	1817 West Farms Rd.	Ware/Ind		×			6B
3015	89	1815 West Farms Rd.	Res/Office		×			6B
3015	95	1783 West Farms Rd.	Auto		×			6E
3015	96	1775 West Farms Rd.	Ware/Ind			×		6F
3015	97	1763 West Farms Rd.	Ware/Ind		×			6G
3015	110	East 174 St.	OpenStor/Pkg		×			6A
3016	5	1898 Longfellow Ave.	Res				×	NA
3016	7	1900 Longfellow Ave.	Res				×	NA
3016	**11**	**Rodman Place**	**Open Stor**	**x**				**8**
3016	**13**	**1905 West Farms Rd.**	**Ware**	**x**				**8**
3016	**21**	**1899 West Farms Rd.**	**Ware**	x				8
3016	33	1916 Longfellow Ave.	Res			×		9A
3016	35	1918 Longfellow Ave.	Res			×		9A
3016	36	1920 Longfellow Ave.	Res			×		9B
3016	37	1924 Longfellow Ave.	Synagogue			×		9B
3016	38	Longfellow Ave.	Pkg		×			9C
3016	42	1962 Boston Rd.	Hotel, Vacant Bldg		×			9C
3016	**60**	**1927 West Farms Rd.**	**Open Stor**	**x**				**9D**
3016	**66**	**1923 West Farms Rd.**	**Open Stor**	**x**				**9D**
3016	71	1295 Rodman Place	Res		×			9E

Legend: Auto=Automotive, Ind=Industrial, Open Stor= Open Storage, Pkg=Parking Res=Residential, Self Stor= Self Storage facility, Ware=Warehouse, Whol= Wholesale
Note: Entries in bold type are under the control of the applicant.
Source: Stantec Consulting

Block 2998, Lots 92, 97, 104, 113, 124, and 135

Current. Block 2998 (Figure 2) is bounded by Vyse Avenue to the west, E. 176th Street to the north, Boone Avenue to the east, and E. 174th Street to the south. Most of it is occupied by the New Horizons Shopping Center. The remaining lots are developed with low-rise apartment buildings or unsigned warehouses or consist of vacant land. Because of the shopping center and accompanying parking lot, Longfellow Avenue and Bryant Avenue are discontinuous between E. 174th Street and the E. 176th Street service road to the Cross Bronx Expressway. The findings for Block 2998 are shown in Table 2 at the end of this discussion.

Historical. Sanborn maps for 2004 and earlier show that Longfellow Avenue was a continuous street between E. 174th Street and the E. 176th Street service road until the shopping center was built around 2004. Sanborn maps from this period also indicate that the area between the E. 176th Street service road and E. 174th Street contained several metal works facilities, including Sheet Metal Works on 1829 Boone Avenue and Universal Fabricators, Inc. (metal works) on 1827 Boone Avenue.

Figure 2
Block 2998



Legend: Red=projected development site, yellow=projected development site owned by applicant, blue=potential development site, green=unaffected site within rezoning area.
Source: Sandstone Environmental Associates, Inc.

Lot 92 is a vacant lot with overgrown vegetation, a low wall along the intersection of Boone Avenue and the E. 176th Street service road, and a billboard approximately 60 feet high. Prior to construction of the Cross Bronx Expressway in the 1950s, this lot extended farther north. Except for the billboard, no historical development occurred on the existing portion of this lot. Adjacent uses included a milk depot in 1950, which would have involved truck traffic and truck parking. Nearby historical uses also included a garage and a sheet metal works within 150 feet of the lot. These historical uses are associated with petroleum and non-petroleum contaminants.

Lot 97 at 1829-35 Boone Avenue, is improved with a one-story manufacturing building housing Zecca Mirror & Glass, Inc., Fabricators & Installers. It was constructed in 1931. In 1950, this was the site of a milk depot and a garage with a 550-gallon gasoline tank and pump for private use. A sheet metal works shop was adjacent to the lot for much of the past 60 years. Based on these historical uses, the site may contain petroleum and non-petroleum contaminants.

Lot 104 at 1817-27 Boone Avenue, is the site of a one-story brick building, constructed in 1931, that may be in use as a warehouse. It has no signage. The NYC Department of Finance classifies it as an F1 Factory/Industrial use. The Sanborn maps identified the building as a sheet metal works shop for approximately 60 years, through 2007. The 2008 Sanborn map identifies it as a factory. Therefore, the site may contain non-petroleum contaminants. The NYC Department of Buildings shows that two 275-gallon

oil storage tanks were replaced in 1996. Based on this information, and because it is adjacent to a former milk depot and garage that had a 550-gallon gasoline tank, the site also may contain petroleum contaminants.

Lot 113 at 1801-15 Boone Avenue, is the site of an unidentified one-story brick building, constructed in 1931, in use as a warehouse. In 1950, it was the site of Universal Fabricators and Metal Works. In the 1960s or 1970s, it became the Good-O Beverage Company, which was a distribution facility for bottled and canned beverages. Due to its historical use in metal works, the presence of a UST, and its proximity to a site with a fuel storage tank, the site may have petroleum and non-petroleum contamination.

Lot 124 at 1769 Boone Avenue, is an unidentified one-story brick building constructed around 1931 and in use as a warehouse. It is listed as an E1 warehouse use by the NYC Department of Finance. Sanborn maps have identified the use as wholesale hardware since 1977 or earlier. Lot 124 is listed in the regulatory database as having a UST, which indicates potential for petroleum contamination. An adjacent site that formerly housed a metal works could have caused non-petroleum contamination.

Lot 135 at 1007-1009 E. 174th Street, contains a six-story residential building built around 1924. No use prior to 1924 is identified. Although the history of the site does not indicate contamination with hazardous materials, it is within 150 feet of a site with a UST and sites with historical uses for sheet metal works. Therefore, the potential for both PC and NPC exists.

Other lots. Other lots on the block include the shopping center, small public parks, two vacant lots, and low-rise apartment buildings. Available information indicates that historically these lots mostly contained residential uses or were undeveloped.

Table 2
Summary of Past and Present Uses on Block 2998

Lot	Address	Current Development	Findings	UST/ AST	Regulatory Listing (1) (2) (3)	PC	NPC
Projected and Potential Development Sites							
92	East 176 St.	Vacant	Former garage and sheet metal works nearby			×	×
97	1829-35 Boone Ave.	Zecca Glass & Mirror	Current factory use; former site of gas tank; former adjacent sheet metal works			×	×
104	1817-27 Boone Ave.	Warehouse	Former sheet metal works; oil storage tanks			×	×
113	1801-15 Boone Ave.	Warehouse	Former sheet metal works; adjacent to site with oil storage tanks	UST		×	×
124	1769 Boone Ave.	Warehouse	UST; adjacent to former sheet metal works	UST		×	×
Unaffected Lots							
135	1007-009 E. 174th St. 1763-65 Boone Ave.	6-story residential	UST and former sheet metal works on sites within 150 ft.			×	×
Adjacent Lots on Same Block (not to be rezoned)							
2	1764 Vyse Ave.	Shopping Center	None Identified				
145	1003-05 E. 174th St.	5-story residential	None Identified				
Remaining Lots on Block (not to be rezoned)							
14	1796 Vyse Ave.	5-story residential	None Identified	AST			
18	1806 Vyse Ave.	5-story residential	None Identified	AST			
20	1828 Vyse Ave.	Vacant	None Identified				
29	1838 Vyse Ave.	6-story residential	None Identified	AST			
32	1848 Vyse Ave.	Vacant	None Identified				
145	1003 E. 174th St.	6-story residential	None Identified				
156	None	Public Park	None Identified				
166	985 E. 174th St.	6-story residential with 1st fl. retail	None Identified	AST			
170	None	Public park	None Identified				
Other Significant Uses within 400 feet							
Block 3015 on the east has history of auto body shops, Dept. of Sanitation garage, and iron works						×	×

UST/AST=Underground Storage Tank/Aboveground Storage Tank
PC=Potential Petroleum-Based Contamination
NPC=Potential Non-Petroleum-Based Contamination
(1) New York Spills Database
(2) Resource Conservation and Recovery Information System-Small Quantity Generator of Hazardous Waste
(3) Leaking Storage Tank Incidents Report

Block 3007, Lot 8

Current. Block 3007, shown in Figure 3, is bounded by West Farms Road to the east, Jennings Street to the north, Longfellow Avenue to the west, and Freeman Street to the south. Intermediate School 84 and its adjacent staff parking lot occupy most of the block, but several residential lots are on the southeast portion of Block 3007.

Historical. Until the late 1960s, when I.S. 84 was constructed, Block 3007 had numerous small lots, most of which were residential. At that time, the northeast corner was separated from the rest of the lot by Boone Avenue, which passed through the lot between Jennings Street and West Farms Road. With the development of the school, that segment of Boone Avenue was demapped, and many small lots were consolidated into Lot 8.

Figure 3
Block 3007



Legend: Red=projected development site, yellow= projected development site owned by applicant, blue=potential development site, green=unaffected site within rezoning area.
Source: Sandstone Environmental Associates, Inc.

Lot 8 at 1331-65 West Farms Road, is the site of I.S. 84, which was constructed in 1969. The address also includes 1000-1020 Jennings Street, 1420-1450 Longfellow Avenue, and 1331-1365 West Farms Avenue. The portion of Lot 8 proposed for rezoning was separated from the rest of the block by Boone Avenue until the 1960s; it now contains the school's staff parking lot. The 1950 Sanborn map shows it was the site of a gasoline station with three tanks, several auto repair establishments, and a large private parking garage. These establishments included the addresses for 1000-1020 Jennings Street, 1351-1365 West Farms Road, and 1432-1436 Boone Avenue. Both PC and NPC would be associated with these uses.

The remainder of Lot 8 is not proposed for rezoning. Historically, it was on the other side of Boone Avenue and laid out with numerous small lots by the early 1900s. A large cement block factory was located in the central part of the lot, at 1435 Boone Avenue, in 1915. The 1950 map also shows a sewing machine repair shop at 1439 Boone Avenue and a print shop at 1435 Boone Avenue. Both PC and NPC would be associated with print shop and sewing machine uses.

Other Lots. Lot 7 is an adjacent lot that was developed with a two-family residence around 1910. Lot 36, also an adjacent lot, is developed with a six-story apartment building with first-floor shops around 1927. Prior to 1927, the lot was vacant. The remaining lots on the block were developed between 1910 and 1928. They include a church and residential uses. Although 1410 Longfellow Avenue currently is vacant, its previous use appears to have been residential.

Table 3
Summary of Past and Present Uses on Block 3007

Lot	Address	Current Development	Findings	UST/ AST	Regulatory Listing (1) (2) (3)	PC	NPC
Projected and Potential Development Sites (to be rezoned)							
NA							
Unaffected Lots (to be rezoned)							
8	1331-1365 W. Farms Road. 1020 Jennings Ave.	I.S. 84 parking lot	Historical gas station, auto repair, and garage uses.	UST		×	×
Adjacent Lots on Same Block (not to be rezoned)							
7	1418 Longfellow Ave.	Residential	None identified				
8	1420-1450Longfellow Ave. 1000-1014 Jennings Ave.	I.S. 84, school parking lot	Historical print shop, cement works, and sewing machine repair	AST		×	×
36	1315-23 W. Farms Rd.	Residential/1st fl. stores	None identified		(1)		
Remaining Lots on Block (not to be rezoned)							
1	999 Freeman St. 1400 Longfellow Ave. 1301-05 W. Farms Rd.	Residential	None identified				
3	1410 Longfellow Ave.	Vacant	Non identified				
4	1412 Longfellow Ave.	Residential	None identified				
6	1414-16 Longfellow Ave.		None identified				
43	1313 W. Farms Rd.	Residential	None identified				
44	1311 W. Farms Rd.	Residential	None identified				
45	1309 W. Farms Rd.	Residential	None identified				
46	1307 W. Farms Rd.	Church/temple	None identified				
Other significant uses within 400 feet							
Blocks 3008, 3012, 3013 have history of automotive and industrial uses.						x	x

UST/AST=Underground Storage Tank/Aboveground Storage Tank
PC=Potential Petroleum-Based Contamination
NPC=Potential Non-Petroleum-Based Contamination
(1) New York Spills Database
(2) Resource Conservation and Recovery Information System-Small Quantity Generator of Hazardous Waste
(3) Leaking Storage Tank Incidents Report

Block 3009, Lots 25, 33, 37, 38, and 44

Current. Block 3009, shown in Figure 4, is bounded by E. 173rd Street to the north, Boone Avenue to the east, E. 172nd Street to the south, and Longfellow Avenue to the west. The eastern lots fronting Boone

Avenue are zoned for industrial and manufacturing uses, while the lots situated on the western half of this block, along Longfellow Avenue, are residential properties.

Historical. Lots for residential use were laid out by 1915. By 1950, the current pattern of residential uses was present. The 1950 Sanborn map shows residences along Longfellow Avenue and garage, auto repair, and cabinet-making uses along Boone Avenue. Subsequent uses included metal can manufacturing. These uses are associated with both PC and NPC.

Figure 4
Block 3009



Legend: Red=projected development site, yellow= projected development site owned by applicant, blue=potential development site, green=unaffected site within rezoning area.
Source: Sandstone Environmental Associates, Inc.

Lot 25. Lot 25 at 1006 E. 173rd Street, is improved with a 1-story building constructed around 1931. Its current use as an auto body and repair shop has been present since approximately 1998. Two 550-gallon gasoline USTs are on-site. In 1950 this building was a 140-car garage and repair center. It was subsequently converted to a warehouse until about 1996. On the 1998 through 2007 Sanborn maps, the lot is shown as an auto repair and warehousing facility. The 2008 Sanborn map shows it as a garage. PC and NPC would be associated with the present and historic uses.

Lot 33. Constructed around 1931, the 1-story building at 1551-59 Boone Avenue is a storage warehouse for an active meat processing facility located across the street at 1560 Boone Avenue. Based on field observations, this location appears to house packaging materials. In 1950, it was a business garage with a 550-gallon underground storage tank. The tank appears on Sanborn maps through 1979.

This property is controlled by the applicant. In 2008, AKRF prepared a Phase I ESA for this lot. The Phase I report noted that no closure documentation was available for the 550-gallon tank and recommended a Phase II investigation. AKRF's Phase II study, completed in 2008, carried out soil borings at three locations (SB-6, 7, and 8) and groundwater sampling at one location (GW-3). AKRF found trichloroethene, tetrachloroethene, and cis-1,2-dichlorethene in GW-3 at concentrations above the Class GA standards indicating "on-site solvent use or more likely area groundwater quality. Such concentrations of SVOCs and metals in groundwater "were typical of groundwater quality in NYC and not indicative of a release or spill." Low levels of SVOCs and metals were found in soil samples and were attributed to urban fill. AKRF found no evidence of petroleum-contaminated soils, but stated that such contamination may be present in areas not tested.

AKRF's recommendations, if redevelopment is planned, included testing of soil and other materials intended for offsite disposal in accordance with the intended receiving facilities as well as preparation of a construction health and safety plan (CHASP).

Lot 37 at 1549 Boone Avenue is the location of Coastal Restoration Group, Inc., a waterproofing contractor business. The building was constructed around 1931, and the Sanborn map for 1950 shows that an iron works use was formerly located in the building. For this reason, and because it is adjacent to a building that housed a 550-gallon gasoline tank, both PC and NPC could be present.

Lot 38 at 1529 Boone Avenue is currently the location of a warehouse, constructed in 1931, with no signage indicating the current tenant. The Sanborn map for 1950 shows the building on this lot contained a manufacturer of wood and metal cabinetry. A CO for 1955 indicates that it was a factory. It is adjacent to a lot that formerly had a 550-gallon gasoline tank. Based on these historical uses, both PC and NPC could be present.

Lot 44. The 1-story building at 1521-27 Boone Avenue was constructed in 1931. In 1950 it was a private taxi garage with two 550-gallon gasoline USTs. A CO for 1955 shows the building was altered for use as a factory, which is consistent with the 1977-2008 Sanborn maps showing that the building housed a metal can manufacturer. These historical uses could generate both PC and NPC.

Other lots. All other lots on Block 3009 are located along Longfellow Avenue and are zoned residential. They have two-story two-family houses with the exception of Lot 8, which is the location of a two-story synagogue. Although some lots have been developed or redeveloped within the past ten years, all previous uses were residential.

Table 4
Summary of Past and Present Uses on Block 3009

Lot	Address	Current Development	Findings	UST/ AST	Regulatory Listing (1) (2) (3)	PC	NPC
Proposed Project and Projected and Potential Development Sites (to be rezoned)							
25	1006 E. 173rd St. 1563 Boone Ave.	Auto Body/ Mechanic Center	Auto repair, former garage	UST		×	×
33	1551-59 Boone Ave.	PRG Packing Corp. and Prime Food Distributors warehouse	Former 550-gallon gasoline tank; adjacent to auto repair and former iron works; former cabinet manufacturer within 100 feet. Phase II found SVOCs in soils and SVOCs and metals in groundwater	UST		×	×
37	1549 Boone Ave.	Coastal Restoration Group Inc. warehouse	Former iron works; adjacent to building with former 550-gallon gasoline tank; adjacent to former cabinet manufacturer.			×	×
38	1529 Boone Ave.	Warehouse	Former cabinet manufacturer; adjacent to lot with two 550-gallon USTs			×	×
44	1521-27 Boone Ave. 1015 E. 172nd St.	Warehouse	Former taxi garage with two 550-gallon USTs, former metal can manufacturer	UST		×	×
Unaffected Lots (to be rezoned)							
NA							
Adjacent Lots on Same Block (not to be rezoned)							
1-7	1524-36 Longfellow Ave. 1001 E. 172nd St.	2-story residential	None Identified				
8	1538 Longfellow Ave.	Synagogue	None Identified				
9-13	1540-46 Longfellow Ave	2-story residential	None identified				
113-123	1548-1580 Longfellow Ave.	2-story residential	None Identified				
Remaining Lots on Block							
NA							
Other Significant uses within 400 feet							
Block 3013, Block 3014, Block 3010, Block 3015 and Block 3018 have a history of auto-oriented and industrial uses.						×	×

UST/AST=Underground Storage Tank/Aboveground Storage Tank
PC=Potential Petroleum-Based Contamination
NPC=Potential Non-Petroleum-Based Contamination
(1) New York Spills Database
(2) Resource Conservation and Recovery Information System-Small Quantity Generator of Hazardous Waste
(3) Leaking Storage Tank Incidents Report

Block 3010, Lots 25, 26, 29, 33, 40, and 46

Current. Block 3010 is bounded by E. 174th Street to the north, Boone Avenue to the east, E. 173rd Street to the south, and Longfellow Avenue to the west. Land uses along Longfellow Avenue are residential while the land uses along Boone Avenue are industrial and auto-oriented. The lot numbers are shown in Figure 5.

Figure 5
Block 3010



Legend: Red=projected development site, yellow= projected development site owned by applicant, blue=potential development site, green=unaffected site within rezoning area.
Source: Sandstone Environmental Associates, Inc.

Historical. The block was developed in the 1920s and has a history of garage and manufacturing uses along Boone Avenue, but the land uses along Longfellow Avenue have been residential.

Lot 25. Lot 25 at 1016 E. 174th Street is improved with a 5-story residential building constructed around 1924. No non-residential uses were identified for this lot. However, adjacent uses included auto repair and factory uses, which could be sources of PC and NPC.

Lot 26. Lot 26 at 1711 Boone Avenue contains a one-story commercial structure that is occupied by the Boone Auto Body and Fender Repair Shop. According to information available on the NYC Open Accessible Space Information System, it was built in 1924. This information conflicts with the 1950 Sanborn map, which shows the lot as vacant. The 1977 Sanborn map shows an auto repair facility operating on a portion of this lot. A second building was added in the 1980s, and it also became an auto repair facility. In 1997, a 275-gallon AST for oil was installed. The presence of the tank and the site's use as an automotive repair facility is a potential source of contamination for both petroleum and non-petroleum compounds.

Lot 29. Lot 29, at 1701 Boone Avenue is improved with a one-story structure built in 1931. The NYC Department of Finance currently classifies this structure as a garage/gas station. However, the windows have been bricked over, and it appears to be in use as a warehouse. A 1950 Sanborn map shows the

building was a garage with two 550-gallon gasoline tanks. It appears as a manufacturing use on Sanborn maps after 1950, and a CO shows the building was a factory in 1956. From 1994 through 2007 the Sanborn maps show it was owned by Imperial Damper & Louver. That firm's address currently is 4228-38 Park Avenue in the Bronx, and the current occupancy of the building is unknown. Based on the gasoline tanks and factory uses, it may be contaminated with PC and NPC.

Lot 33. 1695 Boone Avenue is the location of a one-story building, built in 1931, currently used as a warehouse. The 1950 Sanborn map shows this building as a private garage, owned by R.C.A. Service Co., Inc., with two gasoline tanks near the southern corner. According to the Sanborn maps, the lot was occupied by Windor Security Systems from 1977 through 1986. Subsequent Sanborns simply show it as a manufacturing use. Based on the former gasoline tanks and unidentified manufacturing uses, the site may have both PC and NPC.

Lot 40 at 1685 Boone Avenue has a one-story building that was constructed around 1950. This building is currently a warehouse. On the 1950 Sanborn map, it is listed as a garage, and it had two gasoline tanks near the northern corner. COs for 1959 and 1961 show the use as a factory. No specific use for the building is shown on Sanborn maps for 1977 and later. Based on the former uses, it may have both PC and NPC.

Lot 46.at 1661 Boone Avenue is improved with a two-story building constructed in 1931. Currently, it houses a General Mechanic/N.Y.S. Inspection auto repair facility. The 1950 Sanborn Map shows this was the location of Finkel Umbrella Frame Company, Inc., which manufactured outdoor products. By 1998 the building had been converted to auto repair uses. The site's former uses are a potential source of contamination with both PC and NPC.

Other lots. All other lots located on Block 3010 are zoned residential excluding Lot 23, which is the site of a church. All the residential lots are either five-story or six-story apartment buildings, except that the residences on Lots 1 and 2 are two-family dwellings constructed in 1996 on lots formerly used for parking. The uses on Lots 4, 12, and 17 are six-story apartment buildings constructed in 1928 and 1929. Lot 21 contains a 5-story apartment building constructed in 1915. Lot 23 contains a church constructed in 1915. No industrial or auto-oriented uses were found for these lots.

Table 5
Summary of Past and Present Uses on Block 3010

Lot	Address	Current Development	Findings	UST/ AST	Regulatory Listing (1) (2) (3)	PC	NPC
Projected and Potential Development Sites (to be rezoned)							
26	1711 Boone Ave.	Boone Auto Body	Auto repair	AST		×	×
29	1701-09 Boone Ave.	Warehouse	Former gasoline tanks, former factory, adjacent to auto repair	UST		×	×
33	1695 Boone Ave.	1-story manufacturing	Former gasoline tanks; unidentified manufacturing use	UST		×	×
40	1685 Boone Ave.	Warehouse	Former gasoline tanks; former factory; adjacent to auto repair	UST		×	×
46	1661 Boone Ave 1011 E. 173rd St..	General Mechanic/NYS Inspection	Auto body / inspection center; former manufacturing use			×	×
Unaffected Lots (to be rezoned)							
25	1016 E. 174th St.	5-story residential	Adjacent to auto repair and former factory uses			×	×
Adjacent Lots on Same Block (not to be rezoned)							
1, 2	1660-64 Longfellow Ave.	2-story residential	None identified				
4	1670 Longfellow Ave.	6-story residential	None identified				
12	1690 Longfellow Ave.	6-story residential	None Identified				
17	1700 Longfellow Ave.	6-story residential	None Identified				
21	1712 Longfellow Ave.	5-story residential	None identified				
23	1012-14 E. 174th St..	Church/synagogue	None identified				
Remaining Lots on Block (not to be rezoned)							
NA							
Other Significant Uses within 400 feet							
Block 3015 south, Block 2998, and Block 3009 are associated with auto repair and industrial uses.						×	×

UST/AST=Underground Storage Tank/Aboveground Storage Tank
PC=Potential Petroleum-Based Contamination
NPC=Potential Non-Petroleum-Based Contamination
(1) New York Spills Database
(2) Resource Conservation and Recovery Information System-Small Quantity Generator of Hazardous Waste
(3) Leaking Storage Tank Incidents Report

Block 3012, Lot 100

Current. Block 3012 is a triangular-shaped property bounded by West Farms Road on the north, Boone Avenue on the west, and an exit ramp from the Sheridan Expressway (I-895) on the east (see Figure 6). Lot 100, which is the only lot on the block, is the Boone Playground.

Historical. The block was laid out with development lots in 1901. At that time, it was larger and bordered on the east by Edgewater Road. The construction of the Arthur V. Sheridan Expressway (I-895) between 1958 and 1962 resulted in the realignment of Edgewater Road towards the east and the loss of the eastern part of Block 3012.

Figure 6
Block 3012



Legend: Red=projected development site, yellow= projected development site owned by applicant, blue=potential development site, green=unaffected site within rezoning area.
Source: Sandstone Environmental Associates, Inc.

Lot 100, the only block on the lot, is the Daniel Boone Playground. The northern half is a paved playground, and the southern half is a grassy area with benches. By 1915, the northern half of Lot 100 was developed with single family homes, and the southern portion of the lot had a group of buildings identified as manufacturing of poles, ladders, and portable buildings. The Olin J. Stephens coal and lumber yard across the street included a 250-gallon underground gasoline tank as well as a garage for repairs.

By 1950, the northern tip of the lot was developed with a gasoline station with three 550-gallon buried gasoline tanks, while the southern half of Lot 100 had two large warehouses –- one for wine, the other furniture –- and a contractor's garage. The coal yard across the street had been replaced by a manufacturer of concrete slabs, a filling station with three gasoline tanks, and an auto repair shop.

Lot 100 was reduced in size and cleared of development during construction of I-895. The Daniel Boone Playground opened in 1963. The building across the street housing a concrete slab manufacturer also was diminished in size and evolved into its present use as an auto parts warehouse and yard. The auto repair shop across the street remains, but the filling station has become a used car lot. The presence of auto-oriented and industrial uses on or adjacent to Lot 100 could be a source of PC and NPC on the site.

Other lots. No other lots are on the block. Block 3006 on the other side of Boone Avenue has a history of residential uses. The portion of Block 3007 that is adjacent on the north has a history of filling station and auto repair uses.

Table 6
Summary of Past and Present Uses on Block 3012

Lot	Address	Current Development	Findings	UST/ AST	Regulatory Listing (1) (2) (3)	PC	NPC
Projected and Potential Development Sites (to be rezoned)							
NA							
Unaffected Lots (to be rezoned)							
100	1340 W. Farms Rd. 1328-58 Boone Avenue	Daniel Boone Playground	Former gas station and manufacturing uses; nearby auto repair, former filling station, coal yard, and manufacturing uses	UST		×	×
Adjacent Lots on Same Block (not to be rezoned)							
N/A							
Remaining Lots on Block							
NA							
Other Significant Uses within 400 feet							
Block 3007 and Block 3017 have a history of auto-oriented and industrial uses.						×	×

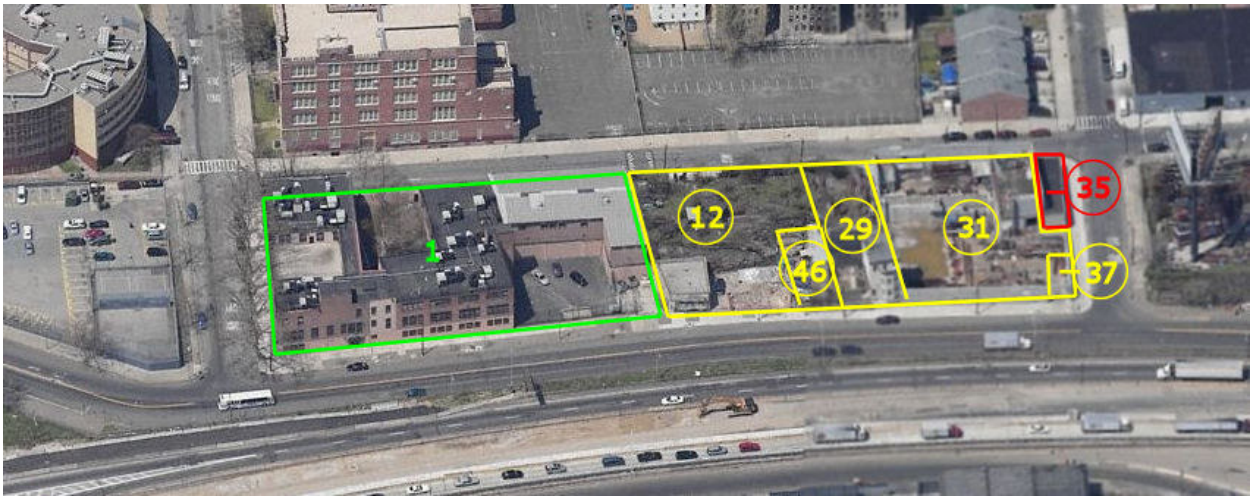
UST/AST=Underground Storage Tank/Aboveground Storage Tank
PC=Potential Petroleum-Based Contamination
NPC=Potential Non-Petroleum-Based Contamination
(1) New York Spills Database
(2) Resource Conservation and Recovery Information System-Small Quantity Generator of Hazardous Waste
(3) Leaking Storage Tank Incidents Report

Block 3013, Lots 1, 12, 29, 31, 35, 37 and 46

Current. Block 3013 is bounded by E. 172nd Street to the north, West Farms Road to the east, Jennings Street to the south, and Boone Avenue to the west. It includes Lots 1, 12, 29, 31, 35, 37, and 46, as shown in Figure 7. These lots house a school, auto-oriented uses, warehousing, and vacant residential uses. The Arthur V. Sheridan Expressway and Edgewater Road also lie east of the block.

Historical. Originally, this block was larger. The construction of Interstate 895 in the 1950s and 1960s resulted in a realignment of West Farms Road and removal of the northeastern corner of the block for development of the roadway right-of-way. Uses on this block that may have contributed to contamination with hazardous materials include auto repair centers and an auto junk yard. Historical uses on Block 3017/3018 on the other side of the Interstate 895 have included a Union Railway power house and coal yard (1896-1901), a Union Railway garage and store and a building materials yard (1915), paint shop and bus repair buildings (1950), and an iron works (1977 to present).

Figure 7
Block 3013



Legend: Red=projected development site, yellow= projected development site owned by applicant, blue=potential development site, green=unaffected site within rezoning area.
Source: Sandstone Environmental Associates, Inc.

Lot 1, at 1021 Jennings Street, contains three buildings that house the Fannie Lou Hamer Freedom High School. Originally, the site was developed in 1924 with a building labeled Altro Work Shops, a sheltered workshop where workers sewed uniforms. Two more buildings were added by 1977. Altro remained until the mid-1980s, after which the site's use is unidentified until 1985, when the buildings were converted into the high school. Land uses on the other side of West Farms Road included a manufacturer of plastic castings in 1950, which was subsequently replaced by a welding and boiler repair establishment. Because Lot 1 is adjacent to an automotive repair facility, as well as two former gas stations, it may have been contaminated with PC and NPC.

Lot 12, 1471 West Farms Road, currently is the site for an auto junk yard along with an auto/electrical repair center. The one-story building was built in 1964. Sanborn maps indicate that a gas station was present until 2002. The site's historical uses as a gas station and automotive repair facility are a potential source of contamination with both petroleum and non-petroleum compounds.

This property is controlled by the applicant. A Phase I ESA was prepared by Impact Environmental on January 25, 2007. The Phase I report noted a closed UST spill in 2003, stains indicative of disposal of chemicals via the bathroom plumbing, and a lack of documentation for the former filling station use. In the event of site redevelopment, the firm recommended ground-penetrating radar to determine whether underground structures were present as well as a limited subsurface investigation to determine whether contaminants from previous uses were present.

Suspect friable asbestos was observed in the building. Impact Environmental recommended a full asbestos survey, disposal and abatement of asbestos according to applicable rules and regulations, and an Operations and Maintenance (O&M) Plan to manage remaining asbestos containing materials.

In addition, debris on the site should be removed and disposed of according to NYS solid waste regulations (6NYCRR Part 360). The heavy disposal of fluorescent bulbs on the site also was noted. Impact Environmental recommended that the bulbs be disposed of in accordance with applicable rules and regulations.

On February 1, 2007, Impact Environmental prepared a Phase II ESA. Analysis of data from ground-penetrating radar did not indicate the presence of underground storage tanks. Fifteen soil probes were carried out. Samples from one location showed hydrocarbons present above ambient levels as well as concentrations of several target volatile organic compounds above the NYSDEC TAGM (Technical and Administrative Guidance Memorandum) Recommended Soil Cleanup Objectives. Samples from two other locations showed concentrations of semi-volatile organics above the NYSDEC TAGMs. Concentrations of heavy metals above the NYSDEC TAGMS were identified in samples from several other locations.

Impact Environmental concluded that the property at 1471 West Farms Road had been impacted by former on-site activities. The 2003 UST spill was remediated sufficiently to protect against human exposure issues and a "no further action" letter was issued in 2003. Elevated concentrations of soil contaminants associated with gasoline were not sufficient to pose an exposure threat and did not warrant immediate remediation or notification to NYSDEC. However, the impacted soil is a regulated waste in New York, and Impact Environmental noted that it would have to be excavated, handled, transported, and disposed of in accordance with a Waste Material Handling Plan.

Lot 29 is 1493 West Farms Road. A three-story residential building with attached one- and two-story residences, constructed in 1901, appears to be vacant. Although the lot's use has been residential since 1901, it is adjacent to a former iron works site, and it is 100 feet from auto repair uses and a former gasoline station. Therefore, it could be contaminated with both PC and NPC.

This property is controlled by the applicant. A Phase I ESA was prepared by Impact Environmental on January 25, 2007. The Phase I report noted suspect friable asbestos in the building and recommended: 1) that the materials be disposed of in accordance with applicable rules and regulations, 2) that an O&M Plan be implemented to manage remaining asbestos containing materials, and 3) that damaged areas be properly abated. In addition, debris on the site should be removed and disposed of according to NYS solid regulations (6NYCRR Part 360).

Lot 31. The address of this lot is 1508 Boone Avenue, although the lot also covers 1506 Boone Avenue and 1499 and 1501 West Farms Road. In 1901, this large lot was developed with unidentified two-story buildings, several residences, and a moulding mill. By 1927, the lumber mill had become the Listco Iron Works, and it was known as the West Farms Iron Works in 1940. The iron works expanded to cover most of the remaining lot after construction of Interstate 895 in the late 1950s and early 1960s. In the 1990s, the iron works facility was demolished, and the northwestern corner of the lot became an auto repair establishment. Sanborn maps through 2007 continue to show auto repair uses on the site. According to the

applicant, this site is used for tow truck parking for the tow pound on Block 3014, Lot 9. The site's current and previous uses are a source of concern for both petroleum and non-petroleum compounds.

This lot is controlled by the applicant. Impact Environmental prepared a Phase I ESA for this lot on January 25, 2007 and identified the use as steel manufacturing. Impact Environmental found evidence of chemical staining on the ground surfaces, heavy chemical storage, poor housekeeping practices with regard to on-site containers of unidentified chemicals, and two drains in the location of the former auto body shop. A subsurface investigation was recommended. The Phase II investigation, completed February 1, 2007, found inorganic metal analytes in the subsurface soils at concentrations above regional background levels. However, they appeared to be typical of urban fill and not a result of on-site operations. The recommendation was that impacted soil be removed and disposed of in accordance with a Waste Material Handling Plan.

Lot 35 is 1512 Boone Avenue, a small lot on the northwestern corner of the block. The lot was vacant until 1954, when the current brick commercial building was constructed. The field survey revealed that the structure is a small one-story warehouse included as part of the tow truck uses on Lot 31 immediately adjacent to the south and east. Based on the site's historic uses and the prior auto repair uses on Lot 31, it may contain PCs and NPCs.

This lot is controlled by the applicant. RND Services, Inc. prepared a Phase I ESA for this lot in March 2010. RND found that the building was used as a store in 1954, an eating and drinking establishment with a fuel oil storage tank in 1967, and a metal finishing, polishing, and clean shop in 1974. Although it has not been used for two years, the building still houses the machinists and steel fabricating equipment. The presence of the equipment and other materials interfered with a full inspection of the interior. An additional attached brick storage building contains various types of steel, building materials, and wood. RND reviewed the regulatory data bases and found an entry for a leaking underground storage tank that had not been closed. It was 0.35 miles from the lot at an equal or higher elevation, indicating the possibility of contaminant plume migration.

RND's recommendations included re-inspection of the floor to identify the presence of USTs after the debris and machinery has been removed from the building,, proper disposal of any fluorescent fixtures with ballasts containing PCBs, a survey for asbestos containing material on the roof, and testing for lead paint and lead pipes.

Lot 37. This lot, which is on the northeastern corner of the block, does not have an address and is part of the property used for tow truck parking on Lot 31. Currently, it is enclosed within a 20-foot high concrete wall that encloses much of Lot 31. Historical Sanborn maps show the lot as undeveloped from 1891 through 2007. However, aerial photos on the Internet indicate that it is paved and used for parking. Because it is used for truck parking, and may have been associated with the historical auto repair uses on Lot 31, PCs and NPCs are a source of concern.

This lot is controlled by the applicant. Impact Environmental prepared a Phase I report on January 25, 2007 and a Phase II report on February 1, 2007. The site is included with the discussion of Lot 31 (1508 Boone Avenue). Based on these reports, the site may have soil contaminants typical of urban fill. Impact

Environmental recommended that the soil should be removed and disposed of in accordance with a Waste Material Handling Plan.

Lot 46. 1481 West Farms Road is currently improved with a two-story vacant residential building. Sanborn maps show that this lot has been in residential use since 1896 or earlier, although the current structure was built around 1910. Since it is adjacent to a former iron works, it may be contaminated with PCs and NPCs.

This lot is controlled by the applicant. Impact Environmental prepared a Phase I report on January 25, 2007 and a Phase II report on February 1, 2007. Based on these reports, the site may have soil contaminants typical of urban fill. Impact Environmental recommended that the soil should be removed and disposed of in accordance with a Waste Material Handling Plan.

Other lots. There are no other lots on this block.

Table 7
Summary of Past and Present Uses on Block 3013

Lot	Address	Current Development	Findings	UST/ AST	Regulatory Listing (1) (2) (3)	PC	NPC
Projected and Potential Development Sites (to be rezoned)							
1	1021 Jennings St. 1452 Boone Ave. 1401 W. Farms Rd.	High school	Adjacent to auto repair and two former gasoline stations			×	×
12	1471 W. Farms Rd.	Auto Junk Yard	Automotive repair; former gas station; Phase II found gasoline compounds in soil	UST	(1)	×	
29	1493 West Farms Rd.	3-story residential (vacant)	Adjacent to former iron works; former gas station and auto uses within 100 ft.			×	×
31	1508 Boone Ave. 1501 W. Farms Rd.	Salvage yard	Auto repair; Phase II found inorganics typical of urban fill			×	×
35	1512 Boone Ave.	Salvage yard	Auto repair		(1)	×	×
37	E. 172nd St.	Salvage yard	Auto repair			×	×
46	1481 W. Farms Rd.	2-story residential (vacant)	Adjacent to former iron works			×	×
Unaffected Lots (to be rezoned)							
NA							
Adjacent Lots on Same Block (not to be rezoned)							
NA							
Remaining Lots on Block							
NA							
Other Significant Uses within 400 feet							
Block 3007 and Block 3017 have a history of auto-oriented and industrial uses.							

UST/AST=Underground Storage Tank/Aboveground Storage Tank
PC=Potential Petroleum-Based Contamination
NPC=Potential Non-Petroleum-Based Contamination
(1) New York Spills Database
(2) Resource Conservation and Recovery Information System-Small Quantity Generator of Hazardous Waste
(3) Leaking Storage Tank Incidents Report

Block 3014, Lots 9, 15, and 45

Current. Block 3014 is bounded by E. 173rd Street, Boone Avenue, E. 172nd Street, and West Farms Road on the north, west, south, and east sides respectively. Figure 8 shows the block and lots. Current uses on the block include an auto storage/tow pound and a meat packing warehouse.

Historical. The block was sparsely developed with residences in 1896. Between 1915 and 1950, the residences were replaced by industrial uses on the northern half and vacant land used primarily for parking on the southern half. Originally, the block was larger, but the realignment of West Farms Road for the construction of Interstate 895 resulted in the loss of much of the eastern portion of the block. Historical land uses on the block include auto-oriented and manufacturing uses.

Figure 8
Block 3014



Legend: Red=projected development site, yellow= projected development site owned by applicant, blue=potential development site, green=unaffected site within rezoning area.
Source: Sandstone Environmental Associates, Inc.

Lot 9 at 1544 Boone Avenue is currently the site of J&S Recovery and Storage Corp., a tow pound lot. Sanborn maps from 1950 show a 50-car garage with a 550 gallon gasoline UST. In 1986 the garage building was razed and a warehouse was constructed. The UST appears to have been removed as well. Subsequent Sanborn maps show the lot as outdoor parking space with no buildings, but portions of the warehouse building remain. Potential contaminants from the former garage and auto-oriented uses, as well as manufacturing uses on adjacent lots, may include both PCs and NPCs.

This property is controlled by the applicant. Impact Environmental prepared a Phase I ESA on June 12, 2006. The Phase I report noted nine fill/vent pipes next to the foundation of the old warehouse and the lack of documentation for the gasoline USTs and recommended ground penetrating radar to determine if USTs were still present. A subsurface investigation also was recommended. The Phase II investigation found gasoline compounds in the soil near the former warehouse in the northwestern portion of the site and in the area to the east and southeast of the USTs. USTs had been abandoned on-site. Impact Environmental recommended that the findings be reported to NYSDEC as a spill and that additional investigation and remediation activities be carried out. Other areas of the site were found to have heavy metals above the NYSDEC TAGMs and inorganic metal analytes above background levels. Both were typical of urban fill and these soils should be excavated and disposed of in accordance with a Waste Material Handling Plan.

Lot 15, 1560 Boone Avenue, is currently the site of Ferris, Stahl-Meyer Packing Corp., a meat packaging facility. Developed with residential uses prior to 1896, it became the site of both Plymouth Rock Provision Factory and Ace Ice Cream Cabinet Co., a metal and wood cabinet manufacturer, around 1950. An enamel spray room and an enamel oven were present. By 1977, Plymouth Rock had expanded and taken over most of the block, including the former cabinet company. The presence of a smoke house and cold room indicates that Plymouth was a meat processing facility. These current and former uses could be a source of PC and NPC.

This property is controlled by the applicant. AKRF prepared a Phase I ESA and Phase II Subsurface Investigation in May 2008. The Phase I ESA found that a 10,000-gallon AST of No. 4 oil in the basement had been associated with several spills. Following a tank failure in 2003, it was removed and the impacted area was remediated. A groundwater monitoring program had been implemented for about one year, the spill incident was closed in July 2005, and NYSDEC issued a decision of No Further Action. A temporary 1,000-gallon tank of No. 2 oil in the basement boiler room showed staining around the tank and hoses, and a floor drain in this room also showed evidence of staining. The existence of open spill incidents at the nearby NYC DOS garage was a source of concern, as was the proximity of the Adhesive Products Corporation at 1660 Boone Avenue. In addition, a former manufactured gas plant had been located 600 feet to the east. Damaged suspect asbestos material was also observed. A subsurface investigation was recommended.

The Phase II investigation found one soil sample that was elevated for SVOCs, but that this was likely due to urban fill. Groundwater sampling at various locations identified elevated levels of gasoline contaminants, three solvents, SVOCs, and metals, all of which were most likely indicative of area groundwater quality. AKRF noted that other contamination could be present at locations not sampled. The firm recommended that all soil and other materials intended for off-site disposal should be tested and disposed of in accordance with federal, state, and local requirements, and that a Construction Health and Safety Plan be prepared prior to soil disturbance.

Lot 45 does not have an address. It is a small wedge in Lot 9's frontage on West Farms Road. The lot is vacant and contains a rocky formation and shrubbery. Due to its topography, this lot was never developed. It appears to be a vestige of a former lot that was taken when West Farms Road was realigned during the construction of Interstate 895. Since the lot is virtually part of Lot 9, any potential groundwater contamination on Lot 9 would also apply to Lot 45. Therefore, it may be associated with PCs and NPCs.

Table 8
Summary of Past and Present Uses on Block 3014

Lot	Address	Current Development	Findings	UST/ AST	Regulatory Listing (1) (2) (3)	PC	NPC
Projected and Potential Development Sites (to be rezoned)							
9	1544 Boone Ave.	J&S Recovery & Storage tow pound	Former garage; adjacent to mfg. uses; Phase II found USTs, petroleum compounds, and heavy metals	UST		×	×
15	1552-62 Boone Ave. 1565-71 W. Farms Rd. 1010-30 E. 173rd St.	Meat processing	Meat processing; former cabinet mfg.; adjacent auto repair uses; Phase II found contaminants typical of urban fill and area groundwater			×	×
45	None Listed	Vacant	Adjacent to lot with former garage			×	×
Unaffected Lots (to be rezoned)							
NA							
Adjacent Lots on Same Block (not to be rezoned)							
NA							
Remaining Lots on Block							
NA							
Other Significant Uses within 400 feet							
NA							

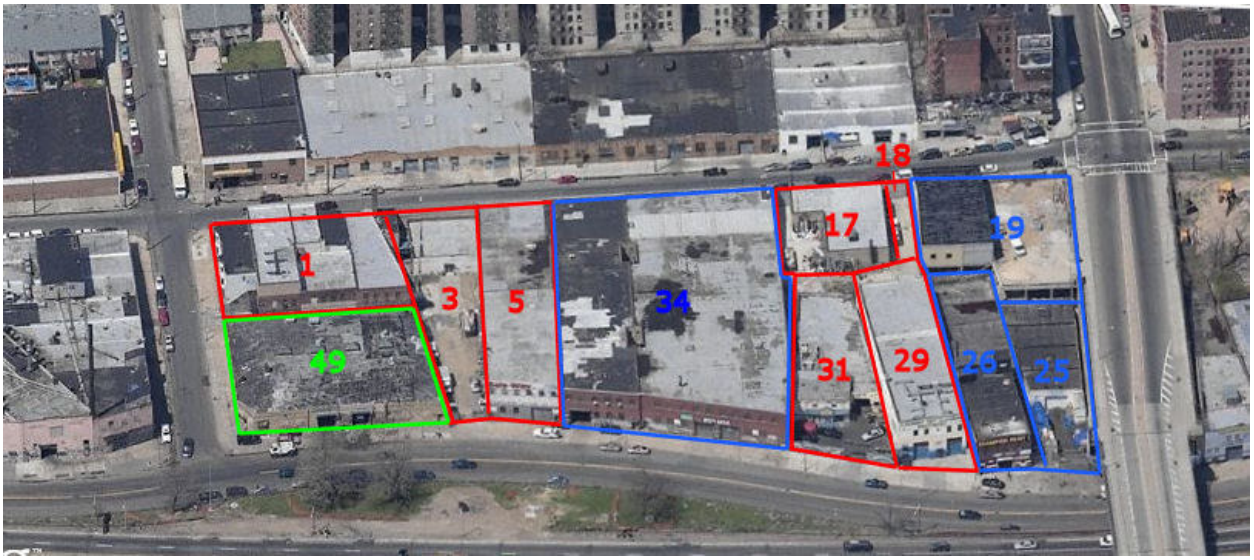
UST/AST=Underground Storage Tank/Aboveground Storage Tank
PC=Potential Petroleum-Based Contamination
NPC=Potential Non-Petroleum-Based Contamination
(1) New York Spills Database
(2) Resource Conservation and Recovery Information System-Small Quantity Generator of Hazardous Waste
(3) Leaking Storage Tank Incidents Report

Block 3015 (south), Lots 1, 3, 5, 17-19, 25, 26, 29, 31, 34, and 49

Current. Block 3015 is bisected by E. 174th Street which runs from east to west, creating two physical blocks. Boone Avenue forms the western boundary, E. 173rd Street is the southern boundary, West Farms Road is the eastern boundary, and the Cross Bronx Expressway (Interstate 95) is the northern border of the tax block, and E. 174th Street is the northern boundary of the southern physical block. The southern and northern halves of the block are discussed separately. Figure 9 shows the southern portion. Significant land uses on the southern block include an NYC Department of Sanitation garage, auto repair shops, a paint manufacturer, and a laundromat.

Historical. The majority of this block has been used for factory, auto servicing, and manufacturing purposes. It was developed between 1915 and 1950. Originally, East 174th Street ended at Boone Avenue. Between 1896 and 1901, it was extended to West Farms Road, thereby dividing Block 3015 into northern and southern sections.

Figure 9
Block 3015 (south)



Legend: Red=projected development site, yellow= projected development site owned by applicant, blue=potential development site, green=unaffected site within rezoning area.
Source: Sandstone Environmental Associates, Inc.

Lot 1, on the southwestern corner of the block, is known as 1015 E. 173rd Street and 1660 Boone Avenue. Current uses include a two-story office building and an unsigned warehouse. Sanborn maps from 1950 show that this was the location of Adhesive Products Corp., a manufacturer of adhesive coatings and related products. Rubber cement was located in drums in the plant. In 1994 the lot was converted into a warehouse. Potential contamination from rubber cement and other by-products from adhesive manufacturing is a concern for PC and NPC. A chemical spill incident of toluene on 6/9/1992 was closed on 3/21/2001 following tank removal and remediation. Several other tanks of chemicals and leaded gasoline were removed or closed in-place. Their former presence could be a source of PC and NPC.

Lot 3. The one-story building at 1680 Boone Avenue was built in 1947. It appears to be a warehouse with a parking area that is accessible from West Farms Road. On the 1950 Sanborn maps, the building was used for mixing rubber cement. It was most likely associated with Adhesive Products Corp., as this use disappeared along with the company that inhabited the neighboring lot (Lot 1) around the same time. Potential contamination from rubber cement and other by-products from adhesive manufacturing, as well as the presence of chemical and gasoline USTs at adjacent Lots 1 and 49, are a source of concern for PC and NPC.

Lot 5 is 1717 West Farms Road. Currently, a two-story building runs the length of the lot from Boone Avenue to West Farms Road. Although the Sanborn maps show the building as office and warehouse uses, the portion of this building facing West Farms Road has signage indicating that its occupant is Muffler City Plus. The building was constructed in 1953. In 1950, several unidentified storage buildings

were on the lot. Its proximity to the rubber cement manufacturing on Lot 3 and to the gasoline UST on Lot 49 are a source of concern for PC and NPC.

Lot 17 at 1704 Boone Avenue is currently a one-story warehouse. Although the NYC Open Accessible Space Information system indicates the building was constructed in 1911, this conflicts with a Sanborn map showing the lot as vacant in 1950. A CO for the building indicates it was constructed as a factory in 1958 and had spray booths. The site's proximity to automotive repair and former gas stations uses on Lots 18 and 19, and its former use as a factory, indicate potential for contamination with both petroleum and non-petroleum compounds.

Lot 18 at 1708 Boone Avenue is a narrow vacant lot used as a driveway for vehicles accessing the rear of the building on Lot 29. Sanborn maps for 1950 show this lot was part of a larger lot that was improved with a one-story building. Its current use has been present since approximately 1962. Surrounded by the historical automotive uses on Lots 17, 19, and 29, Lot 18 could have been contaminated with both PC and NPC.

Lot 19 at 1720 Boone Avenue has been the site of a laundromat since about 2004. Sanborn maps for 1915 show a residential building on the property. Around 1958, the site was developed as a Getty gas station that also provided minor auto repairs. In 2003, the site and building were redeveloped for the current use. Potential contaminants from auto-oriented uses on Lot 19 and adjacent Lots 25, 26, and 29 may include both PC and NPC.

Lot 25 at 1745 West Farms Road is occupied by Trevil, a laundry equipment and supplies establishment. A metal gate structure at the front of the lot also shows signage for Mega Windows and Doors. Sanborn maps show a two-story building in 1896 that was replaced by a three-story building in 1901 after E. 174th Street bisected the block. By 1950, the building had been replaced by a junk yard with a storage facility and auto repair uses. In 1954, these uses were replaced with a large garage erected adjacent to the gas station on Lot 19 at the corner of W. 174th Street and Boone Avenue. In addition to vehicular storage, the CO for the garage permitted minor automotive repairs associated with the building on the adjoining lot. The 2005 Sanborn map shows that the garage was owned by the Diamond Syrup Company despite the fact that the syrup company had apparently vacated the factory next door. The site's former use as an automotive repair facility in the past, as well as its location adjacent to a former gas station, is a potential source of contamination with both petroleum and non-petroleum compounds.

Lot 26 at 1743 West Farms Road is occupied by Champion Paint Manufacturing. A two-story home erected in the 1800s was replaced by a two-story commercial building around 1931. A Sanborn map for 1950 shows that the Diamond Syrup Company occupied the front of this building, and a garage with a 550-gasoline tank was in the rear of the building. Diamond Syrup apparently vacated the site by 1993 (but was shown as the owner of an adjacent garage on subsequent Sanborn maps through 2007). The gasoline tank and manufacturing uses indicate the lot could be contaminated with both PC and NPC.

Lot 29 at 1735 West Farms Road is the site of Ace Windows and Doors, a retailer. A residential use in the 1890s was replaced by an iron works around 1915. Sanborn maps indicate that in 1977 the building was being used as a warehouse. In 1979 the warehouse was the site of an auto repair facility. By 1993 the auto repair use was replaced with commercial offices within the warehouse. Internet sources also show

DASO Cleaning and Restoration (aka East Coast Fire and Water Restoration), located at this address. However, the site visit in 2009 indicated that the second floor of the building was available for rent, so DASO is no longer present. The site's past uses as an iron works and an automotive repair facility are potential sources of contamination with both petroleum and non-petroleum compounds.

Lot 31. The building at 1731-33 West Farms Road is the location of ASN Laundry Corp, a commercial laundry machine parts retailer. A two- and three-story building was constructed in the front of the lot in the1800s. The 1950 Sanborn map shows that a large marble shop had been constructed at the rear of the lot. The original building in the front was demolished in the 1950s or 1960s. Between 1986 and 1989 the marble shop building was converted to a machinery shop. Maps from 1998 through 2007 show the site being used as simply a commercial use. This lot's former use as a machine shop and its proximity to current and past factory and auto repair uses on Lots 17, 29, 34 indicate potential contamination with PC and NPC.

Lot 34 at 1725 West Farms Road is the location of Secure Self-Storage, a mini storage facility for consumers. Between the 1890s and approximately 1950, the site was used for a two-family home. The home was converted to storage uses by 1950, and additional buildings were constructed at the rear of the lot. The current building covering the entire lot was constructed in 1963 and is shown as a factory on the 1977 through 2007 Sanborn maps. Because the building formerly housed a factory use and is adjacent to auto repair and former factory and machine shop uses on Lots 5, 17 and 31, it may be contaminated with PC and NPC.

Lot 49 at 1029 173rd Street is the location of an NYC Department of Sanitation garage and warehouse. Several unidentified buildings were on the site in the 1890s. The current building was constructed in the 1920s and is shown on the 1950 Sanborn map as a garage and repair facility, with a vehicle capacity of 120 cars and a 1,000 gallon gasoline tank buried beneath the lot. Building renovation in 1964 may indicate the site's acquisition by NYC. Based on the gasoline tank and vehicular repair uses, as well as its proximity to the chemical and gasoline tanks on Lots 1 and 3, it may be contaminated with PC and NPC.

Other lots. There are no other lots on this physical block.

Table 9
Summary of Past and Present Uses on Block 3015 (south)

Lot	Address	Current Development	Findings	UST/ AST	Regulatory Listing (1) (2) (3)	PC	NPC
Projected and Potential Development Sites (to be rezoned)							
1	1015-21 E. 173rd St. 1660 Boone Ave.	Warehouse	Former adhesives manufacturing; former chemical and gasoline USTs	UST	(1)	×	×
3	1680 Boone Ave.	Warehouse	Former adhesives manufacturing, adjacent to lot with chemical and gasoline USTs			×	×
5	1717 W. Farms Rd.	Muffler City Auto Repair	Auto repair; former factory			x	x
17	1704 Boone Ave.	Warehouse	Adjacent to rubber cement manufacturing; close to garage with 1,000-gallon UST			×	×
18	1708 Boone Ave.	Open storage and driveway	Adjacent to auto repair uses and a former factory			x	x
19	1712 -20 Boone Ave. 1020-26 E. 174th St.	Laundromat	Former gas station and auto repair; adjacent to auto repair uses	UST		x	x
25	1745 W. Farms Rd.	Warehouse/wholesale	Former garage and auto repair; adjacent to former gas station			x	x
26	1743 W. Farms Rd.	Paint manufacturer.	Paint manufacturer, former gasoline tank	UST		x	x
29	1735 W. Farms Rd.	Warehouse/wholesale	Former iron works and auto repair			x	x
31	1731-33 W. Farms Rd.	Warehouse/wholesale	Former machine shop, adjacent to former auto repair, factory, and iron works uses			x	x
34	1725 W. Farms Rd.	Self storage	Former factory; adjacent to muffler repair and former machine shop			x	x
Unaffected Lots (to be rezoned)							
49	1661-1715 W. Farms Rd. 1029 E. 173rd St.	NYC Dept. of Sanitation Garage	Gasoline tank; adjacent to Lots 1 and 3, which had chemical and gasoline tanks	AST		x	x
Adjacent Lots on Same Block (not to be rezoned)							
NA							
Remaining Lots on Block							
NA							
Other Significant Uses within 400 feet							
NA	Bronx Land Trust	ROW					

UST/AST=Underground Storage Tank/Aboveground Storage Tank
PC=Potential Petroleum-Based Contamination
NPC=Potential Non-Petroleum-Based Contamination
(1) New York Spills Database
(2) Resource Conservation and Recovery Information System-Small Quantity Generator of Hazardous Waste
(3) Leaking Storage Tank Incidents Report

Block 3015 (north), Lots 50, 56, 58, 62, 67, 81, 83-85, 87, 89, 95-97, and 110

Current. This physical block constitutes the northern half of Block 3015. Boone Avenue lies to the west, E. 174th Street runs to the south, West Farm Road runs along the eastern boundary, and the Cross-Bronx Expressway (I-95) exists at the tapered northern end of the block. Significant land uses include automotive repair facilities, industrial/warehouse storage, idle construction yards, small offices, and multi-unit residences.

Historical. This portion of Block 3015 was developed with residential uses by 1896. As mentioned previously, East 174th Street ended at Boone Avenue until the late 1890s, when it was extended to West Farms Road, thereby dividing the block into a northern and southern half. Between 1915 and 1950, many of the lots were converted to industrial uses.

Figure 10
Block 3015 (north)



Legend: Red=projected development site, yellow= projected development site owned by applicant, blue=potential development site, green=unaffected site within rezoning area.
Source: Sandstone Environmental Associates, Inc.

Lot 50. This parcel at 1760 Boone Avenue appears to have been incorporated into Lot 110, which is the adjacent lot to the east. Sanborn maps from 1896 through 2007 show the lot as undeveloped. Currently, it appears to be used for storage of equipment and construction vehicles, as indicated in the Lot 110 summary. Due to its location, it is subject to the same potential for contamination with PC and NPC as Lot 110.

Lot 56. This lot on Boone Avenue appears to have been merged with Lot 95, which neighbors this parcel to the east. Sanborn maps from 1896 through 2007 show the lot as undeveloped. The NYC OASIS website shows it as a parking land use. Available aerial photos indicate that equipment is stored on the lot. Its association with Lot 95 may have subjected the site to potential contamination with PC and NPC.

Lot 58. This lot at 1787 Boone Avenue extends the width of Block 3015 from Boone Avenue to West Farms Road. This lot was developed with a residence until the construction of the current two-story building in 1929. Sanborn maps from 1950 through 2007 indicate that this is an NYC Dept. of Sanitation garage. Two 550 gallon gas tanks are buried beneath the lot. Based on the gasoline tanks and garage use, the site may have PCs and NPCs.

Lot 62. This lot on Boone Avenue is shown as a parking use on the NYC OASIS website. However available aerial photos show it to be overgrown with vegetation. Historically, the lot shows up as undeveloped on Sanborn maps through 2007. Currently, the lot may be joined with Lot 87, which is an auto junk yard. For this reason, and because it is adjacent to the NYCDOS garage on Lot 58, it may have been affected by PC and NPC.

Lot 67. The one-story building at 1820 Boone Avenue is a garage constructed in 1931. Current use at the lot appears to be FR Tire Import. The site is adjacent to former auto repair and filling station uses on Lot 85, which would indicate the potential for PC and NPC.

Lot 81 at 1829 West Farms Road is currently developed as a two-story residence constructed in 1930. Because West Farms Road is much lower than Boone Avenue at this location, the backyard space is about 20 feet below Boone Avenue. Its proximity to auto repair uses on Lot 83 are indicative to PC and NPC.

Lot 83 at 1825 West Farms Road is improved with a one-story building that covers the lot from Boone Avenue to West Farms Road. A three-story dwelling was present in 1901 and 1915, but the lot was vacant in 1950. The 1977 Sanborn map shows the lot was used for trailer parking. A one-story auto repair shop was present on the 1978 to 2007 Sanborn maps. Available aerial photos and field work indicate that the original building was expanded to cover the entire lot. This apparently occurred in the 1990s when the NYC Department of Buildings issued the owner numerous violations for construction without a permit. At present, the Boone Avenue frontage is a one-story garage structure occupied by Angi Auto Repairs. The West Farms Road frontage shows a one-story garage that appears to have a second-story residential use added to it. The lot's past and present uses for auto repair are a potential source of PC and NPC.

Lot 84 at 1821 West Farms Road was improved with a residential building in 1896. The current building, a three-story two-family residence, was constructed in 1930. However, Sanborn maps from 1950 through 2007 show it as an office and showroom. Because it is flanked by auto repair uses on Lots 83 and 85, it may have been contaminated with PC and NPC.

Lot 85 is 1819 West Farms Road. In 1931, it was developed with an auto repair business on the Boone Avenue frontage and an auto repair and gasoline station on the West Farms Road frontage. The gas station no longer appears on the 1977 Sanborn map but the auto repair uses are still present on the 2007 map. In 2002, the NYC Department of Buildings issued a Letter of No Objection for a refrigeration repair shop. The frontage on West Farms Road looks as if it has been renovated to garage and office space, and

internet directory sources indicate that Delgado Limousine Service operates at this address. At the rear of the building is a concrete wall nearly three stories high that separates it from the Boone Avenue frontage. The Boone Avenue frontage is a galvanized steel fence with a double gate. Available aerial photos indicate this section of the property has a canopy in one corner made of galvanized steel and that the area may be used for storage of vehicles and parts. The lot's former uses for auto repair, refrigeration repair, and a gasoline station are indicative of potential PC and NPC contamination.

Lot 87 at 1817 West Farms Road is improved with a one-story structure constructed near the front of the lot. Although the NYC OASIS website indicates that a one-story building was constructed in 1995, it does not appear on the Sanborn maps. Historically, the lot was vacant until 1950 or later. The 1977 Sanborn map shows it was used for trailer parking and service on the West Farms Road side and an auto junk yard at the back of the lot near Boone Avenue. A steep slope separates the West Farms road and Boon Avenue portions of the lot. The trailer parking area is vacant on the 1978 Sanborn map but the junk yard use shows up on Sanborn maps through 2007. Field observations in September 2009, coupled with available aerial photos, suggest the junk yard is still active and hidden by a galvanized steel fence along Boone Avenue. The front portion of the site along West Farms Road appears to be a salvage operation or contractor's yard. On November 23, 2009 the NYC Department of Buildings issued a permit to construct a new two-story building that would cover 34% of the lot and be used for business purposes as offices accessory to the contractor's yard. The lot's former uses and its location next to auto repair and gas station uses on Lot 85 indicate it could be affected by PC and NPC.

Lot 89 at 1815 West Farms Road has been the site of a two-story residence since at least 1915. Site visits show that this is the location of a two-story house. An auto repair shop in an accessory building at the rear of the lot has been in operation since at least 1950. This use, coupled with its location next to the NYCDOS garage and a lot formerly used for auto repair and gas station, indicate it could have been affected by PC and NPC.

Lot 95 is 1783 West Farms Road. It was vacant until 1950 or later. A one-story building used for repair of auto springs, welding and supplies, was constructed around 1954. It appears on Sanborn maps through 2007. The current tenant appears to be an auto diagnostics facility. The historical use, and its proximity to the NYCDOS garage and a lot formerly used for an iron works facility, could have resulted in contamination with PC and NPC.

Lot 96. This lot is 1775 West Farms Road. The Dykes Lumber Company is currently located here. The lot was residential in 1901 and was redeveloped with an iron works around 1931. The iron works use is present on the recent 2007 Sanborn maps. Its historical use, coupled with the adjacent factory and auto repair uses on Lots 95 and 97, could have resulted in PC and NPC.

Lot 97 at 1763 West Farms Road contains a two-story factory building housing a fabricator and erectors business. Residentially developed in 1901, the lot was redeveloped as the Northeastern Iron Works Facility by 1950. A 1983 CO indicates auto repair occurred on the first floor, but a CO for 1990 shows factory uses again. The lot's historical uses and proximity to another facility used as an iron works could have resulted in contamination with PC and NPC.

Lot 110. This lot on E. 174th Street does not have a listed address. Sanborn maps from 1891 through 2007 show the lot as historically vacant. A 2009 field survey revealed the presence of construction vehicles. Available aerial photos suggest it is used for equipment storage associated with Lot 97. Because it is adjacent to lots used for auto repair and iron works facilities, it may be contaminated with PC and NPC.

Other lots. No other lots exist on this physical half of Block 3015. As Figure 10 shows, there is a parcel of vacant land to the immediate north of the tax block, extending to the interchange between the Sheridan and Cross Bronx Expressways, which is within the proposed rezoning area. It is a mapped but unimproved park. It is neither a tax lot nor a potential development site.

Table 10
Summary of Past and Present Uses on Block 3015 (North)

Lot	Address	Current Development	Findings	UST/ AST	Regulatory Listing (1) (2) (3)	PC	NPC
Projected and Potential Development Sites (to be rezoned)							
50	1760 Boone Ave.	Vacant lot	Adjacent to former iron works and auto repair uses			x	x
56	Boone Ave.	Vacant lot	Adjacent to auto repair and former iron works			x	x
62	1787-1813 Boone Ave.	Vacant	Adjacent to junk yard and NYCDOS garage			x	x
67	1820 Boone Ave.	Garage	Adjacent former gas station and auto repair on Lot 85			x	x
81	1829 W. Farms Rd.	Residential	Adjacent to auto repair			x	x
83	1823-25 W. Farms Rd.	Auto repair	Auto repair			×	×
84	1821 W. Farms Rd.	Residential	Adjacent to auto repair			x	x
85	1819 W. Farms Rd.	Automotive	Former auto repair and gas station			×	×
87	1817 W. Farms Rd.	Warehouse/ industrial	Adjacent to former auto repair and gas station			x	x
89	1815 W. Farms Rd.	Residential/office	Auto repair; adjacent to former auto repair and gas station			x	x
95	1783 W. Farms Rd.	Automotive	Auto repair; former iron works; adjacent to factory and auto repair uses			×	×
96	1775-77 W. Farms Rd.	Warehouse/ industrial	Former iron works; adjacent to factory and former iron works			x	x
97	1759-63 W. Farms Rd.	Warehouse/ industrial	Former factory, auto repair, and iron works			x	x
110	E. 174th St.	Open storage/parking	Adjacent to factory, auto repair, and former iron works			x	x
Unaffected Lots							
58	1787 Boone Ave.	Garage	Garage, gasoline tanks	UST		x	x
Adjacent Lots on Same Block (to be rezoned)							
NA							
Remaining Lots on Block							
NA							
Other Significant Uses within 400 feet							
	Bronx Land Trust	Bronx Expressway ROW					

UST/AST=Underground Storage Tank/Aboveground Storage Tank
PC=Potential Petroleum-Based Contamination
NPC=Potential Non-Petroleum-Based Contamination
(1) New York Spills Database

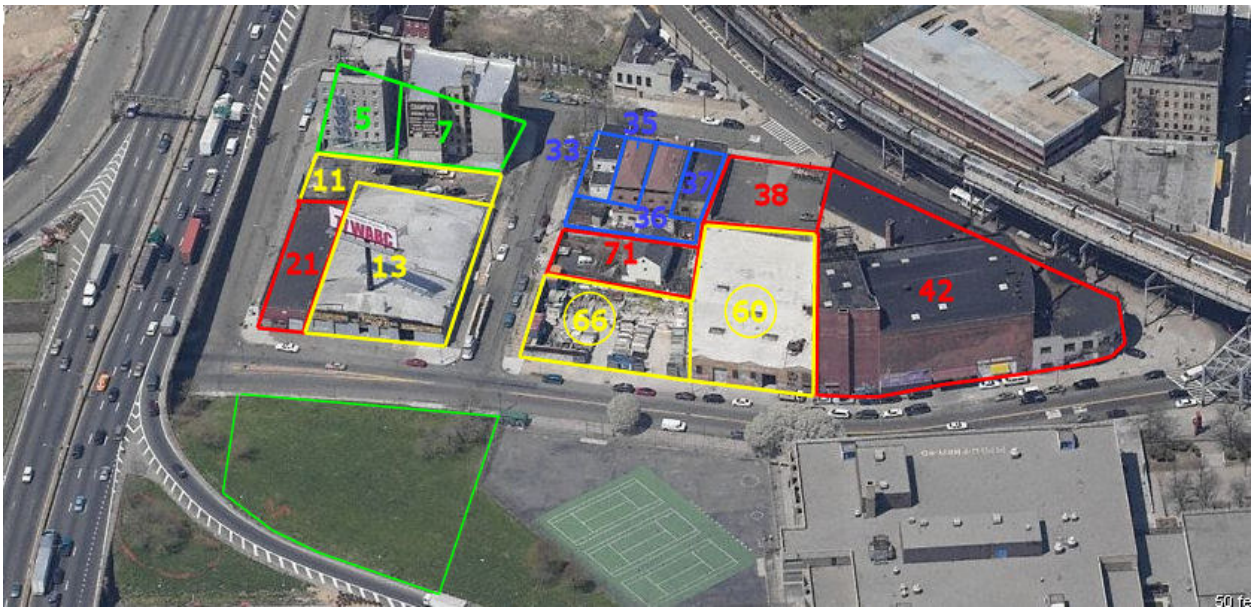
(2) Resource Conservation and Recovery Information System-Small Quantity Generator of Hazardous Waste
(3) Leaking Storage Tank Incidents Report

Block 3016, Lots 5, 7, 11, 13, 21, 33, 35-38, 42, 60, 66, and 71

Current. Shown in Figure 11, Block 3016 is composed of two physical blocks bisected by Rodman Place. The southern half of Block 3016 is bounded by West Farms Road to the east, the Cross Bronx Expressway Westbound Service Road to the south, Longfellow Avenue to the west, and Rodman Place along the northern side. The northern half of the block is bordered by West Farms Road to the east, Rodman Place to the south, Longfellow Avenue and Boston Road along the western side, and West Farms Square to the north.

Historical. Lots on the block were laid out by 1896. Except for a wagon factory on Lot 42, most were residential or agricultural through 1915. By 1950, they had been replaced with auto repair businesses and entertainment venues.

Figure 11
Block 3016



Legend: Red=projected development site, yellow= projected development site owned by applicant, blue=potential development site, green=unaffected site within rezoning area.
Source: Sandstone Environmental Associates, Inc.

Lot 5 is at 1898 Longfellow Avenue. In 1896, it had two residential dwellings. Around 1916, it was redeveloped with a five-story walk-up apartment building that is still present. An above-ground fuel tank is present. Due to the age of the building and historical presence of a fuel tank, as well as its proximity to

Lot 13, which has two 550-gallon gasoline tanks, the ground beneath the site may have evidence of contamination with PC. Low levels of NPC may be present due to urban fill.

Lot 7 is 1900 Longfellow Avenue. Like Lot 5, this lot was residentially developed before 1896 and was redeveloped around 1916 with a five-story walk-up apartment building. Currently this lot is occupied by the five-story residential apartment building, with no substantial changes since 1916. The lot's proximity to the former garage and repair use on nearby Lot 13, which has two 550-gallon gasoline tanks, may have resulted in contamination with PC. Low levels of NPC may be present due to urban fill.

Lot 11. Lot 11 on Rodman Place has no listed address on record. It has frontage on Rodman Place and spans the rear of Lots 5, 7, 13, and 21. The NYC Department of Finance classifies the property as G7 (unlicensed parking lot). A small structure, constructed around 1993, is present in the middle of the lot between Rodman Place and E. 176th Street, but it does not appear on the Sanborn maps. The presence of this structure, which appears to be a shed, was verified by field observations in 2009. The 1915 Sanborn map shows a two-story residence on E. 176th Street, while the back portion of the lot was a part of the International Nurseries, Inc. Plant Garden, which also occupied Lot 13. By 1950, Lot 11 was vacant. Its historical use as a plant nursery, as well as its location adjacent to the former garage on Lot 13, and the former dry-cleaning use on Lot 21, may be a source of PC and NPC contamination.

This site is under the control of the applicant. RND prepared a Phase I ESA in October 2007 for Lots 11, 13, and 21. Under the summary for Lot 11, RND stated that a "makeshift automobile repair garage" had been added to the rear of Lot 13, and that several empty 55-gallon drums were stored behind Lot 21. The Phase I report recommended that the vacant lot (Lot 11) be cleaned up. RND also referred to a limited subsurface investigation carried out by Vertex Engineering Services, which did not identify any "compounds of concern", which indicated that past uses had not negatively impacted the property.

Because the Vertex report and the contaminants it included were not available for review, and because the shed/garage may have been used recently for auto repair, potential contamination of this lot with PC and NPC cannot be ruled out. In addition, the underlying soils may have elevated levels of contaminants consistent with urban fill in the area.

Lot 13 is 1905 West Farms Road, which has a one-story structure built around 1923. The 1915 Sanborn map shows that Lot 13 was the location of the International Nurseries, Inc. Plant Garden. By 1950, a garage and repair use had replaced the plant garden, and two 550 gallon gasoline tanks were buried on-site. In 1989, the lot was converted into a manufacturing warehouse. The current use appears to be the Atlantic Rolling Steel Door Corp., a manufacturer of rolling steel doors and grilles. Due to the former nursery and auto repair uses and the presence of USTs, this site is a source of concern for PCs and NPCs.

This lot is under the control of the applicant. RND prepared a Phase I ESA in October 2007 for Lots 11, 13, and 21. RND found no exterior indications of the two USTs associated with the former garage use. Observations of the interior found motor oil, paint containers, gas cylinders and 55-gallon drums of material used in the preparation of steel doors (presumably in spray booths). A previous Phase I ESA carried out by Housemaster of America in 1994 identified the property as E&W Beverage Corp.

RND referenced a limited subsurface investigation prepared by Vertex Engineering Services in 2000. Vertex conducted a GPR survey on the northeast side of the building, but did not identify evidence of USTs. Vertex could not conduct a GPR survey inside the building due to the large amount of material stored there. Vertex also took soil samples eleven feet below grade and did not identify any compounds of concern indicating that past property uses had created a "negative environmental impact." No groundwater was encountered at that depth. RND recommended further investigation to determine whether the two USTs were still present inside or beneath the building, an asbestos survey for the roof, and lead paint testing. The firm did not recommend additional subsurface testing.

Subsequent GPR surveys carried out by RND in 2008 failed to find the two USTs that had been shown on the Sanborn maps. Based on this information, they probably are not present.

With regard to the current study, because the Vertex report and the contaminants it included were not available for review, potential contamination of this lot with PC and NPC cannot be ruled out. In addition, the underlying soils may have elevated levels of contaminants consistent with urban fill in the area.

Lot 21 at 1899 West Farms Road is improved with a one-story structure. In 1915, a two-story residential dwelling was present on the site. The lot subsequently became vacant, although a CO for 1930 indicates it was used for auto parking. The current structure was built as a factory in 1952. A Sanborn map for 1977 shows it as a dry cleaning establishment, probably the Clean Bright Process Co., and this use continues through the 2007 maps (although the NYC Department of Finance classifies the building as a garage/gas station). Field observations in 2009 indicate the dry cleaning business has vacated the premises. This historical use and its location next to Lot 13 are sources of concern for PCs and NPCs.

This lot is under the control of the applicant. RND prepared a Phase I ESA in October 2007 for Lots 11, 13, and 21. Field observations by RND indicated it was used as a warehouse for an office supply company. Fill and vent pipes indicative of a UST were observed along the interior west wall of the building. However, the firm was unable to determine whether the tank had been removed. The interior of the building displayed containers of motor oil, cleaners, and a 55-gallon drum of petroleum distillates. A floor drain was observed near a slop sink, but no oil sheen or visible staining was observed in the drain.

RND recommended additional investigations of the vent and fill pipes observed on the property to determine whether a UST was present, an asbestos investigation for the roof, and lead paint testing. No subsurface investigation was recommended at that time because a limited subsurface investigation by Vertex Engineering in 2000 had obtained soil samples four feet below grade and found no significant compounds of concern.

In 2008, RND removed a 3,000-gallon UST from the property. It was about 92 feet from the southeast corner of the building and five feet from the building wall. The tank contained 475 gallons of an oil/water mixture that was pumped out and disposed of. Soil contamination was found and reported to NYSDEC as a spill. Remediation included removal of 159 tons of petroleum affected soil down to bedrock in affected areas. NYSDEC closed the spill on 7/16/08.

With regard to the current study, because the Vertex report and the contaminants it included were not available for review, and because the property was previously used by a drycleaners, potential

contamination of this lot with other PC and NPC compounds cannot be ruled out. In addition, the remaining underlying soils may have elevated levels of contaminants consistent with urban fill in the area.

Lot 33 at 1916 Longfellow Avenue is improved with a two-story single-family residence that has been present since the 1800s. Due to its presence in an industrial neighborhood with uses that have included auto repair, garage, factory, and dry cleaning establishments, it should be tested for PC and NPC prior to excavation and redevelopment.

Lot 35 at 1918 Longfellow Avenue is improved with a three-story, three-unit residential building constructed in 2001. Prior to this, the site had been developed with a single-family residence since the early 1900s.

Lot 36 is a T-shaped lot with narrow frontage on both Longfellow Avenue and Rodman Place. Sanborn maps show the lot as vacant from 1915 through 2002. In 2001, a three-story, three-unit residential building was constructed on the Longfellow Avenue frontage. Due to the recent construction, no contamination with PC or NPC is currently anticipated on this portion of the site. However, the strip of land that borders Lots 60 and 71, which have been associated with auto repair uses, may have been affected by PC and NPC.

Lot 37 is 1924 Longfellow Avenue. Sanborn maps for 1896 and 1901 show an unidentified two-story building on this lot. It was vacant in 1950 and then redeveloped with a one-story building by 1977. The current tenant, a synagogue (Kol Sh'Aireit B'Nai Yisrael) appears to have been present since 1996. The lot may have been affected by PC and NPC due to its proximity to Lots 60 and 71, which have been associated with auto repair uses.

Lot 38 on Longfellow Avenue does not have an address. The 1896 and 1901 Sanborn maps show that a portion of the lot contained a dwelling, but the lot was vacant by 1915. It remained vacant until 1994, when it was converted into a parking lot. Currently, it is used as a parking lot for the adjacent Howard Johnson Hotel on Boston Road. Its proximity to the former manufacturing and auto repair uses on Lots 42 and 60 may have resulted in contamination with PC and NPC.

Lot 42 at 1962 Boston Road has historically been divided into smaller independent uses due to its size and currently is occupied by three different buildings. Along Boston Road are a two-story Howard Johnson hotel and a closed-down restaurant and bar. On the West Farms Road frontage, the remaining building appears to be a vacant commercial building. The vacant building on West Farms Road has faded signage indicating that it was once a warehouse. Sanborn maps from 1896 and 1901 show the lot with residential uses and a group of buildings that manufactured carriages and wagons. In 1950, the entire lot was transformed into a shopping and entertainment complex. Boston Road had stores on the first floor and a dance palace on the second floor. West Farms Road had a large theater. In 1977 the second floor of the building fronting Boston Road was converted to a school. Although the stage and dressing rooms remained on West Farms Road, most of the theater became a motor freight station until 1998, when it was used for commercial and warehouse uses. Part of the building was converted to auto repair in 2005. The motor freight and auto repair uses would be a source of concern for PC and NPC on this lot.

Lot 60 at 1927 West Farms Road is Fordham Marble Co., Inc., a marble, granite and slate manufacturer. Part of this lot was occupied by a poultry market in 1915. The existing one-story building with a small partial second story that covers much of the lot was constructed in 1929. It is shown as an auto service and repair shop with two gasoline tanks on the 1950 Sanborn map. By 1977, the poultry market had disappeared and the building was used for contractors' equipment and service, as well as a repair shop. A CO for 1979 shows it as a marble cutting operation although Sanborn maps continued to show it as contractors' equipment and service. In 2001, the Sanborn maps began showing the building as a warehouse and repair shop with a contractor's yard on the side. The building's former use for auto repair and as a service station with gasoline tanks indicate it could have been contaminated with PC and NPC.

This lot is under the control of the applicant, and RND prepared a Phase I ESA in November 2007. A vent pipe indicative of a petroleum tank was observed on an exterior wall. This led to an AST and an abandoned boiler in the cellar of the building. The building was heated with forced gas heat from overhead heaters. RND also noted that the building is connected via a party wall to an adjacent property on the north that appeared vacant. (This would be Lot 42). Propane gas cylinders were observed on the property. A drainage system inside the building collected cooling water from the cutting process and channeled it to a holding tank in the cellar. The holding tank was vacuumed out periodically, and the accumulated sludge was shoveled out. The waste was not considered hazardous. No sheens or unusual odors were observed around the drains. RND's recommendations included removal of the AST, evaluation of any exposed soil beneath the tank, an asbestos survey for the roof, and testing for lead paint.

Several additional studies were carried out. Blue Sky Design visited the site on 11/12/07 to perform a visual structural inspection of the property. Among their observations were the presence of the diamond plate covered concrete trenches that drained the cutting operations to a settling/holding tank connected to the city's sewer system. The drainage system was required to remove stone dust and prevent its release into the sewer system. Mueser Rutledge Consulting Engineers prepared a desktop geotechnical survey in January 2007, but it does not contain information directly relevant to the likely presence of hazardous materials. RND carried out an asbestos survey and found asbestos containing material in the cellar. Since the fuel tank and boiler could not be removed until the asbestos had been abated, the remediation was presumably carried out prior to the tank's removal in 2008. A 1,000-gallon tank was removed from the property by Unitech Services Group in May 2008.

With regard to the current study, no documentation of subsurface investigations was available for review. Therefore, elevated levels of PC and NPC due to the former auto repair use and the probable presence of urban fill typical of the area may be present.

Lot 66 is 1923 West Farms Road. This lot is a storage yard for Fordham Marble Co., Inc. which is located next door (Lot 60). The first development on the lot appears to have been a lumber storage warehouse in 1949. By 1985 the building housing the lumber storage had been razed, and the remaining property on Lot 66 was incorporated into the contractor's yard. This lot's proximity to the former auto repair and service station use on Lot 60 is a source of concern for PC and NPC.

This lot was apparently included in RND's Phase I ESA for 1931 West Farms Road. At that time, it was used for outdoor storage of marble slabs. The Phase I report did not include any other specific

observations or recommendations for the site. Therefore, potential contamination from neighboring uses would still be a source of concern.

Lot 71 is occupied by a 2.5-story residential building at 1293 and 1295 Rodman Place at the rear of the lot. It was originally constructed as two adjacent residential buildings and appears as early as the 1896 Sanborn map. The 1950 Sanborn map shows a garage at the front of 1295 Rodman place. It is shown as an auto repair facility in 1980. Although it is still visible on the 2007 Sanborn map, it was not present during the 2009 field survey. The lot's former auto repair use and its proximity to auto repair and gas station use on Lot 60 are a source of concern for PC and NPC.

Other lots. No other lots exist on this block. As Figure 11 shows, the proposed rezoning area includes a piece of undeveloped land on the other side of West Farms Road from Block 3016, adjacent to an on-ramp to the Cross Bronx Expressway. It is part of the highway right-of-way. It is neither a tax lot nor a potential development site.

Table 11
Summary of Past and Present Uses on Block 3016

Lot	Address	Current Development	Findings	UST/ AST	Regulatory Listing (1) (2) (3)	PC	NPC
Projected and Potential Development Sites (to be rezoned)							
11	Rodman Place	Open Storage	Former nursery, adjacent to site with gasoline tanks and former drycleaners			x	x
13	1903-05 West Farms Rd.	Warehouse	Gasoline tanks, former nursery use	UST		×	×
21	1899 West Farms Rd.	Warehouse	Former factory and drycleaning use		(1)	x	x
33	1916 Longfellow Ave.	Residential	Located in industrial neighborhood			x	x
35	1918 Longfellow Ave.	Residential	None found due to recent excavation and construction				
36	1920 Longfellow Ave.	Residential	Adjacent to lot with former auto repair use			x	x
37	1924 Longfellow Ave.	Synagogue	Adjacent to lots with historical auto repair uses			x	x
38	Longfellow Ave.	Parking	Adjacent to lots with historical auto repair and factory uses			x	x
42	1900-62 Boston Rd. 1941-63 West Farms Rd.	Hotel, Vacant Bldg	Former auto repair, former trucking use			x	x
60	1927-33 West Farms Rd.	Open Storage	Former auto repair and gas station	AST		x	x
66	1923 West Farms Rd.	Open Storage	Adjacent to former auto repair and gas station			x	x
71	1293-95 Rodman Place	Residential	Former auto repair			x	x
Unaffected Lots							
5	1898 Longfellow Ave.	Residential	Fuel tank present; close to Lot 13, which has gasoline tanks	AST		x	x
7	1900 Longfellow Ave 1000 Rodman Place.	Residential	Close to Lot 13, which has gasoline tanks.			x	x
Adjacent Lots on Same Block							
NA							
Remaining Lots on Block							
NA							
Other Significant Uses within 400 feet							
	Bronx Land Trust	Bronx Expressway ROW	Historical miscellaneous industrial uses			x	x

UST/AST=Underground Storage Tank/Aboveground Storage Tank
PC=Potential Petroleum-Based Contamination
NPC=Potential Non-Petroleum-Based Contamination
(1) New York Spills Database
(2) Resource Conservation and Recovery Information System-Small Quantity Generator of Hazardous Waste
(3) Leaking Storage Tank Incidents Report

Land Uses within 400 Feet of the Study Area

Land uses within 400 feet of the rezoning area also have been developed with a mixture of rail, manufacturing, warehousing, garage, and residential uses. The lots with historical uses or incidents that potentially may have contributed to contamination of soils or groundwater are dispersed throughout the 400-foot area. They are sufficiently close to the lots in the rezoning area to be a source of concern for potential contamination, and their presence was additional reason for the recommendations in this report.

FUTURE CONDITIONS WITHOUT THE PROPOSED ACTION

In the absence of the proposed action, the current development scale and mixture of land uses would remain throughout most of the study area, and no significant new development is anticipated with the exception of Block 3016, Lot 42 at the northern end of the rezoning area. Currently, it is developed with a 15,000 sf hotel and vacant commercial and industrial buildings with a total area of 40,390 sf. Anticipated development without the proposed action would include 134,000 sf of residential space and 39,000 sf of commercial space.

FUTURE CONDITIONS WITH THE PROPOSED ACTION

Impact Potential

The proposed zoning map amendment would replace a manufacturing district with a residential district and would replace an existing residential district covering part of Block 3016 with a higher density residential district. Future conditions with the proposed action could involve building construction, additions and conversions. Although the reasonable worst case development scenario presented in the EIS projects that 49 of the 70 lots within the proposed rezoning area would likely be redeveloped by the 2019 analysis year, all but one of the 70 lots (the exception being Boone Playground, which is a mapped park) could potentially be redeveloped with residential or community facility uses at some point in the future.

This assessment has concluded that all 45 tax lots that would potentially be affected by the proposed action, but which are not under the applicant's control, have potential for hazardous materials contamination due to historic uses on the sites or other lots of the same block. The lots are listed in Table 12, along with the identified potential for contamination (with petroleum or non-petroleum contaminants or both). The basis for the identification was given in the discussion sections for each of the blocks.

Phase I Environmental Site Assessments were performed for the 15 lots under the applicant's control, and Phase II investigations, a ground penetrating radar survey, or other subsequent studies were conducted on most of them. In most cases, recommendations for removal of fuel storage tanks or contaminated soils were subsequently carried out. Much of the remaining contamination includes lead paint or asbestos concerns as well as soil contamination typical of urban fill. However, the Phase I and Phase II studies are two to four years old. In addition, as discussed above in the sections for the various blocks, some of the Phase I ESAs relied on prior limited subsurface investigations that were not available for review. NYCDEP has reviewed the Phase I and Phase II reports for these sites and determined that additional Phase II investigations are required prior to on-site soil disturbance.

Table 12
Recommendations for Projected and Potential Development Sites

Parcel ID	Block	Lot	Address	Identified Potential for Contamination		Recommendation
				Petroleum	Non-Petroleum	
-	2998	92	East 176 St. (Vacant Lot)	×	×	(3)
7A	2998	97	1829-35 Boone Ave.	×	×	(1)
7B	2998	104	1817-27 Boone Ave.	×	×	(1)
7B	2998	113	1801-15 Boone Ave.	×	×	(1)
7B	2998	124	1769 Boone Ave.	×	×	(1)
-	2998	135	1007 E. 174th St.	x	x	(3)
-	3007	8	1331-1365 W. Farms Rd. 1020 Jennings Ave.	×	×	(3)
3A	3009	25	1006 E. 173rd St.	×	×	(1)
3B	3009	33	1551-59 Boone Ave.	×	×	(2)
3C	3009	37	1549 Boone Ave.	×	×	(1)
3D	3009	38	1529 Boone Ave.	×	×	(1)
3E	3009	44	1521-27 Boone Ave. 1015 E. 172nd St.	×	×	(1)
-	3010	25	1016 E. 174th Street	x	x	(3)
5A	3010	26	1711 Boone Ave.	×	×	(1)
5B	3010	29	1701-09 Boone Ave.	×	×	(1)
5C	3010	33	1695 Boone Ave.	×	×	(1)
5D	3010	40	1685 Boone Ave.	×	×	(1)
5E	3010	46	1661 Boone Ave 1011 E. 173rd St..	×	×	(1)
-	3012	100	1340 West Farms Rd.	x	x	(3)
-	3013	1	1021 Jennings St. 1452 Boone Ave. 1401 W. Farms Rd.	×	×	(3)
1	3013	12	1471 West Farms Rd.	×	×	(2)
1	3013	29	1493 West Farms Rd.	×	×	(2)
1	3013	31	1508 Boone Ave.	×	×	(2)
1	3013	35	1512 Boone Ave.	×	×	(2)
1	3013	37	E. 172nd St.	×	×	(2)
1	3013	46	1481 West Farms Rd.	×	×	(2)
2B	3014	9	1544 Boone Ave.	×	×	(2)
2A	3014	15	1552-62 Boone Ave. 1565-71 W. Farms Rd. 1010-30 E. 173rd St.	×	×	(2)
2B	3014	45	None Listed			(2)
4A	3015	1	1015 E. 173rd St.		×	(1)
4B	3015	3	1680 Boone Ave.		×	(1)
4B	3015	5	1717 W. Farms Rd.			(1)
4C	3015	17	1704 Boone Ave.	×	×	(1)
4C	3015	18	1708 Boone Ave.			(1)
4D	3015	19	1720 Boone Ave.			(1)
4E	3015	25	1745 W. Farms Rd.			(1)
4E	3015	26	1743 W. Farms Rd.			(1)
4C	3015	29	1735 W. Farms Rd.			(1)
4C	3015	31	1731 W. Farms Rd.			(1)
4F	3015	34	1725 W. Farms Rd.			(1)
-	3015	49	1029 E. 173rd St.	x	x	(3)

6A	3015	50	1760 Boone Ave.			(1)
6A	3015	56	Boone Ave.			(1)
-	3015	58	1787 Boone Ave.	x	x	(3)
6B	3015	62	1787 Boone Ave.			(1)
6C	3015	67	Boone Ave.			(1)
6D	3015	81	1829 W. Farms Rd.			(1)
6C	3015	83	1825 W. Farms Rd.	×	×	(1)
6C	3015	84	1821 W. Farms Rd.			(1)
6C	3015	85	1819 W. Farms Rd.	×	×	(1)
6B	3015	87	1817 W. Farms Rd.			(1)
6B	3015	89	1815 W. Farms Rd.			(1)
6E	3015	95	1783 W. Farms Rd.	×	×	(1)
6F	3015	96	1775 W. Farms Rd.			(1)
6G	3015	97	1763 W. Farms Rd.			(1)
6A	3015	110	E. 174th St.			(1)
-	3016	5	1898 Longfellow Ave.	x	x	(3)
-	3016	7	1900 Longfellow Ave.	x	x	(3)
8	3016	11	Rodman Place			(2)
8	3016	13	1905 West Farms Rd.			(2)
8	3016	21	1899 West Farms Rd.			(2)
9A	3016	33	1916 Longfellow Ave.			(1)
9A	3016	35	1918 Longfellow Ave.	x	x	(1)
9B	3016	36	1920 Longfellow Ave.			(1)
9B	3016	37	1924 Longfellow Ave.			(1)
9C	3016	38	Longfellow Ave.			(1)
9C	3016	42	1962 Boston Rd.			(1)
9D	3016	60	1927 West Farms Rd.			(2)
9D	3016	66	1923 West Farms Rd.			(2)
9E	3016	71	1295 Rodman Place			(1)

(1) E designation requiring a Phase I, and a Phase II, investigation prior to development
(2) Restrictive declaration requiring a Phase II investigation before development
(3) Lot unaffected by proposed rezoning cannot receive (E) designation because it is not included in the RWCDS.

E Designations

Pursuant to Section 11-15 of the NYC Zoning Resolution, the proposed zoning map amendment should include (E) designations for hazardous materials for the 45 lots not under the applicant's control that have been identified as projected or potential development sites. The lots are as follows:

Block 2998, Lots 97, 104, 113, and 124

Block 3009, Lots 25, 37, 38, and 44

Block 3010, Lots 26, 29, 33, 44, and 46

Block 3015, Lots 1, 3, 5, 17, 18, 19, 25, 26, 29, 31, 34, 50, 56, 62, 67, 81, 83, 84, 85, 87, 89, 95, 96, 97, and 110

Block 3016, Lots 33, 35, 36, 37, 38, 42, and 71

The text of the (E) designation is as follows:

> **Prior to redevelopment, the property owner must conduct a Phase I Environmental Site Assessment (Phase I) in accordance with the American society of Testing Materials (ASTM) E 1527-05, a soil and groundwater testing protocol, and remediation where appropriate, to the satisfaction of NYCDEP before issuance of construction-related NYCDOB permits. The (E) designation also requires mandatory construction-related health and safety plans, which also must be approved by NYCDEP.**

Before any lot restricted by the (E) designation could be redeveloped or converted to a new use, a Phase I ESA and a Phase II investigation must be undertaken by the fee owner(s) of the lot. The Phase II investigation will be based on a testing protocol approved by NYCDEP. NYCDEP will then review the Phase II report to determine whether further testing or remediation is necessary. If NYCDEP determines that no remediation activities are necessary, a written notice will be released to that effect. If NYCDEP determines that remediation is necessary, the fee owner(s) of the lot restricted by the (E) designation must submit a proposed remediation plan to NYCDEP for its review and approval. Once approval has been obtained, and the work completed, the fee owner(s) of the lot restricted by the (E) designation must provide proof to NYCDEP that the work has been completed in a satisfactory fashion. After NYCDEP determines that remediation has been completed to its satisfaction, the agency would issue a Notice of Satisfaction. All investigative activities and required remediation must be completed prior to the issuance of construction-related Department of Buildings permits. The action of placing the (E) designations on the zoning map would eliminate the potential for significant adverse impacts from the proposed action, and would ensure that appropriate testing and remediation, if needed, would be undertaken.

Review and Approval Procedures for the Proposed Project

For those properties owned or otherwise controlled by the applicant or the applicant's subsidiaries – Block 3009, Lot 33; Block 3013, Lots 12, 29, 31, 35, 37, and 46; Block 3014, Lots 9, 15, and 45; Block 3016, Lots 11, 13, 21, 60, and 66 – a Phase II Environmental site assessment (Phase II) will be required to adequately identify/characterize the surface and subsurface soils of the above subject parcels prior to on-site soil disturbance; and, if hazardous materials are found as the result of the Phase II, to perform any necessary remediation of the subject properties.

a. A Phase II Investigative Protocol/Workplan summarizing the proposed drilling and soil/groundwater sampling activities will be required to be submitted to NYCDEP for review and approval. The Workplan is to include blueprints and/or site plans displaying the current surface grade and subgrade elevations and a site map depicting the proposed soil boring locations. Soil and ground water samples are to be collected and analyzed by a NYS Department of Health Environmental laboratory Approval Program certified (NYSDOH ELAP-CERTIFIED) laboratory for the presence of Volatile Organic Compounds (VOCs) by U.S. EPA Method 8360, Semi-Volatile Organic Compounds 9SVOCs) by Method 8370, Pesticides/Polychlorinated Biphenyl (Pesticides/PCBs) by Method 8081/8082 and Target Analyte List (TAL) metals (filtered and unfiltered for groundwater).
b. An investigative Health and safety Plan (HASP) is also to be submitted to DEP for review and approval.

c. If hazardous materials are found as the result of the Phase II, the applicant is to perform any necessary remediation of the subject properties. Prior to undertaking any remediation measures, the applicant will be required to prepare and submit a Remedial Action Plan, including a sampling protocol and a health and safety plan, for NYCDEP approval. Remediation measures would be undertaken pursuant to the approved remediation plan.
d. The applicant will be restricted from submitting any permit applications to the NYC Department of buildings (DOB) that would allow for soil disturbance on the subject property until such time that DEP provides the necessary written notice to DOB.
e. The above is to be stipulated as part of a restrictive declaration on the subject properties and be binding upon the properties' successors and assigns.

SUMMARY AND CONCLUSIONS

This assessment included the evaluation of all lots within the proposed rezoning area. On-site impacts to soil and/or groundwater from contamination by hazardous materials may have occurred due to the historical manufacturing and commercial nature of the developments identified within these areas. Although it was not possible to identify all specific past and present tenants within the study area, identified operations that may have contributed to the non-petroleum based hazardous materials contamination in this area include, but are not limited to auto repair, sheet metal works, paint shops, dry cleaners, and iron works. Identified facilities that may have contributed to petroleum based hazardous materials contamination included but are not limited to above-ground and underground fuel tanks, auto repair facilities, and gas stations.

The type of potential hazardous contamination identified in the vicinity of the projected and potential development sites was shown in the summary of uses for each block and in Table 12. All lots not under the applicant's control except for those lots not affected by the proposed rezoning are recommended for (E) designations that will require a Phase I and a Phase II ESA and, if necessary, remediation. The lots under the applicant's control are recommended for a restrictive declaration requiring Phase II investigations, and, if necessary remediation.. The placement of (E) designations on 45 tax lots, and the restrictive declarations on 15 tax lots, would ensure that no significant impacts related to hazardous materials would occur as a result of the proposed action.

APPENDIX 1 CONTAMINATION TYPICAL OF SOME INDUSTRIAL USES

Auto repair facilities. Auto body repairs often require the use of cutting and welding equipment, cleaners, compressed gas, solvents, paints, epoxies, and polymers. In addition, automotive fluids may leak from damaged vehicles stored on the property. Soils and groundwater on these sites typically are tested for the presence of volatile and semi-volatile organics, pesticides, PCBs, and heavy metals.

Chemical laboratories. Process-specific chemical production facilities manufacture, formulate or repackage a wide range of chemicals that can include the formulation and synthesis of acids, bases, oxidizers, polymers, plastics, surfactants, cleaning solvents, dyes, soaps, and waxes. Due the diversity of the individual processes, specific waste streams are highly varied. However, the facilities typically handle large volumes of chemicals using above and below ground storage tanks, transfer equipment, process lines and piping, and storage areas for raw and finished materials. Asbestos may also be present. Soils and groundwater typically are tested for asbestos, cyanide, heavy metals, volatile and semi-volatile organics, pesticides, PCBs, and pH.

Gas stations: Gas stations have underground storage tanks containing old gasoline products, as well as the lines used to transfer the fuels to the pumps, that may erode over time and leak. If the station also provided automotive service, it also may have residues from various lubricants, waste oils, oil sludges, degreasers, cleaners, fuel additives, tires and/or rubber sealing agents, automotive batteries (lead and acids) and compressed gas cylinders of acetylene. On-site dumping was common prior to RCRA legislation. Soils and groundwater typically are tested for the presence of diesel range organics (DRO), gasoline range organics (GRO), and heavy metals. DRO and GRO include petroleum compounds.

Iron Works. An iron works may be associated with numerous chemical substances associated with the blast furnace, coke-production, and metal refining and finishing. They may include heavy metals, inorganic and organic compounds, acids and alkalis, and asbestos.

Paint manufacturing. Paint manufacturers may use a wide variety of materials, depending on the specific product being manufactured. Materials used on-site may include surfactants, chemical dryers, polymers, organic compounds, heavy metals, epoxies, solvents, mild corrosives, polyurethanes, herbicides and fungicides. Soils and groundwater typically are tested for the presence of volatile and semi-volatile organic compounds, herbicides and fungicides, and a variety of heavy metals.

Print shops. Print shops use a wide variety of materials depending on the method of printing, and large quantities of materials may be stored on-site. Common materials include solvents, inks, and cleaning materials (which may be corrosive). Waste materials usually are generated during machine cleaning, spills, or leaks. Soils and groundwater typically are tested for the presence of volatile and semi-volatile organics, pesticides, PCBs, and heavy metals. A pH analysis may also be carried out.

Rail yards. Rail yards include engine maintenance buildings, fueling areas, above- and below-ground fuel tanks, track and switching areas, and track maintenance/material storage yards. Numerous solvents, paints, coatings, PCB oils, creosote compounds, and degreasers were commonly used and stored in maintenance and storage areas. Track and switching areas may have diesel range organics and oil-contaminated surface soils and rail ballast due to the constant use and repetitive minor leakage of engines

and rail cars. Soils and groundwater typically are tested for the presence of DRO, volatile and semi-volatile organic compounds, pesticides, PCBs, and heavy metals. Chemical spills and leaks from loading and unloading tanker and freight cars are also sources of historic contamination; thus, virtually any type of chemical could be present at a former rail yard.

Scrap metal. Scrap metal operations may include car parts, structural steel, electrical equipment, tanks and vats, and commercial salvage operations. Heavy metals contamination is a primary source of concern at a scrap metal site, although waste piles of non-metallic materials also may be present. These non-metallic materials, which were formerly associated with the scrap metal parts, may include asbestos, foam padding, and insulating materials. PCBs from electrical equipment may be present. Potential contaminants include volatile and semi-volatile organic compounds, pesticides, PCBs, and heavy metals.

Sheet metal works. Sheet metal workers use shears, brakes, rollers, and lockforming machines. Materials used on site include sodium and hydrogen cyanide, metallic salts, hydrochloric acid, sulfuric acid, chromic acid, boric acid, cadmium-based solder, manganese alloys, chromium alloys, paint wastes, heavy metals (especially welding dust), metal marking dyes, plating wastes, oils, and solvents. Potential contaminants in soil and groundwater may include volatile and semi-volatile organic compounds, and heavy metals. A pH analysis may also be carried out.

APPENDIX 2 FACILITIES, ACTIVITIES OR CONDITIONS REQUIRING ASSESSMENT

1. A facility, on or adjacent to the site, which generates (including small quantity generator), stores, treats or disposes of hazardous waste, as defined by USEPA under the RCRA Law and/or NYS DEC.

2. A facility which manufactures, produces, prepares, compounds, processes uses, repackages or disposes of hazardous chemicals, as defined under the NYC Community Right-to-Know Law (1988).

3. A facility, on or adjacent to the site, which is included on the following list:

- Adhesives and sealants manufacture
- Advertising displays manufacture
- Agricultural machinery manufacture (including repairs)
- Aluminum manufacture or aluminum products manufacture
- Aircraft manufacture (including parts)
- Airports Appliance (electrical) manufacture
- Art goods manufacture
- Asphalt or asphalt products manufacture
- Athletic equipment manufacture
- Automobile and other laundries
- Automobile manufacture
- Automobile rental establishments
- Automobile wrecking establishments
- Automobile service stations
- Battery manufacture
- Bicycle manufacture
- Blacksmith shops
- Blueprinting establishments
- Boat repair
- Boat fuel sales
- Boat storage
- Business machine manufacture
- Camera manufacture
- Canvas or canvas products manufacture
- Carpet
- Cleaning establishments
- Carpet manufacture
- Cement manufacture
- Ceramic products manufacture
- Charcoal manufacture
- Chemical compounding or packaging
- Chemical manufacture
- Cleaning or cleaning and dyeing establishments
- Clock manufacture
- Clothing manufacture
- Coal products manufacture
- Coal sales or storage
- Coke products manufacture
- Coil coating
- College, university, trade school laboratories
- Construction machinery manufacture
- Copper forming or copper products manufacture
- Cosmetics or toile tries manufacture
- Dental instruments manufacture
- Dental laboratories
- Disinfectant manufacture
- Drafting instruments manufacture
- Dry cleaning establishments
- Dumps
- Electric power or steam generating plants
- Electric power substations
- Electric and electronic components manufacture
- Electric appliance manufacture
- Electric supplies manufacture
- Electroplating
- Electrotyping or sterotyping
- Engraving or photo-engraving
- Exterminators
- Explosives manufacture
- Felt products manufacture
- Felt products bulk processing, washing or curing
- Fertilizer manufacture

- Filling stations
- Film manufacture
- Fire stations
- Foundries ferrous or non-ferrous
- Fuel sales
- Fungicides manufacture
- Fur tanning, curing, Finishing or dyeing
- Furniture manufacture
- Garbage incineration, storage or reduction
- Gas manufacture, storage
- Gasoline service stations
- Generating plants, electric or steam
- Glass manufacture
- Glue manufacture
- Golf courses
- Graphite or graphite products manufacture
- Gum and wood chemicals manufacture or processing
- Hair products manufacture
- Hardware manufacture
- Heliports
- Incineration or garbage reduction
- Ink or ink ribbon manufacture
- Insecticides manufacture,
- Inorganic chemicals manufacture
- Iron and *steel* manufacture
- Jewelry manufacture
- Junk yards
- Laboratories , medical, dental, research, experimental
- Leather tanning, curing, finishing or dyeing
- Leather products manufacture
- Linoleum manufacture
- Luggage manufacture
- Lumber processing
- Machine shops including tool, die, or pattern making
- Machine tools manufacture
- Machinery manufacture or repair
- Mechanical products manufacture
- Medical appliance manufacture
- Medical instruments manufacture
- Medical laboratories
- Metals manufacture including alloys or foil
- Metal casting or foundry products
- Metal finishing, plating, grinding, polishing, cleaning,
- rust-proofing, heat treatment
- Metal ores reduction or refining
- Metal products treatment or processing
- Metal reduction, refining, smelting or alloying
- Metal treatment or processing
- Mining machinery manufacture
- Mirror silvering shops
- Motor cycle manufacture
- Motor freight stations
- Musical instrument manufacture
- Newspaper publishing
- Non-ferrous metals manufacture
- Office equipment or machinery repair shops
- Oil, public utility stations for metering or regulating oil sales
- Oil storage
- Optical equipment manufacture
- Organic chemicals manufacture
- Orthopedic appliance manufacture
- Ore mining
- Paint and ink manufacture
- Paper and pulp mills Paper products manufacture
- Pesticides manufacture
- Petroleum or petroleum products refining
- Petroleum o r petroleum products storage and handling
- Pharmaceutical products manufacture or preparation
- Photographic equipment and supplies manufacture
- Plastics and synthetic products manufacture and processing
- Plastics raw manufacture
- Plumbing equipment manufacture
- Porcelain enameling
- Precision instruments manufacture
- Printing and publishing

- Pumping stations, sewage
- Radioactive waste disposal services
- Railroad equipment manufacture
- Railroad rights-of-way, substations
- Railroad freight terminals, yards or appurtenances
- Refrigerating plants
- Rubber processing or manufacture
- Rubber products manufacture
- Sewage disposal plants, pumping stations
- Ship or boat building repair yards
- Shipping waterfront
- Shoes manufacture
- Sign painting shops
- Silver plating shops
- Silverware manufacture, plate or sterling
- Slag piles
- Soap and detergent manufacture
- Soldering shops
- Solvent extraction
- Steam electric power plants
- S tee1 products manufacture
- Tar products manufacture
- Textiles bleaching, products manufacture or dyeing
- Textile mills
- Thermometer manufacture or assembly
- Tile manufacture
- Timber products manufacture
- Tool or hardware manufacture
- Toys manufacture
- Trailer manufacture
- Transit substations
- Truck manufacture
- Trucking terminals or motor freight stations
- Turpentine manufacture
- Varnish manufacture
- Vehicles manufacture
- Venetian blind manufacture
- Welding shops
- Wood distillation