



BRONX BOROUGH PRESIDENT VANESSA L. GIBSON

**BRONX BOROUGH PRESIDENT'S RECOMMENDATION
ULURP APPLICATION NO: C 200099 MMX
ST. RAYMOND AVENUE DEMAPPING**

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by the Blondell Holdings Corp pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 et seq. of the New York City Administrative Code for an amendment to the City Map involving:

1. the elimination, discontinuance, and closing of St. Raymond Avenue between Blondell Avenue and Waters Avenue; and
2. the adjustment of grades and block dimensions necessitated thereby;

including authorization for any acquisition or disposition of real property related thereto, in Community District 11, Borough of The Bronx, in accordance with Map No. 13148 dated July 1, 2024, and signed by the Borough President.

BACKGROUND

Development of the surrounding community is typified by predominantly light industrial and commercial along Blondell and West 231st Streets. Side streets also contain some 1-2 story commercial mixed use and residential. The MTA Westchester Railyard is next to the applicants' site and St Raymond Avenue is currently mapped through the applicant's site through the railyard towards Water Place.

The Westchester Sq – E Tremont Av subway station servicing the No. 6 line is located approximately 1/2 mile southeast of the proposed project area. Nearby bus lines are the Bx8 and Bx31 bus lines which run north and south along Williamsbridge Road. The Bx24 bus line runs north and south along Williamsbridge Road and east along Waters Avenue. The new Morris Park Metro North station being built as part of then Penn Access Project is located within a ½ mile of the site. The area is in a FRESH Zone. The site is located within Bronx Community District 11.

The applicant-owned lots to be merged that are facilitated by this de-mapping consists of Blocks 4141, Lot 1 and 11, and Block 4140, Lots 6, 7, 8, and 11, and is currently zoned M1-1. The M1-1 zoning has been established since the area was mapped in 1961. Near the site includes R6/C1-2 and R6-1/C2-4 zone areas.

The subject portion of St. Raymond Avenue is mapped 60 feet wide and is 575 feet long, running perpendicular to and between Blondell Avenue and Waters Avenue. The street was unbuilt since 475 feet of length lies within the MTA railyard. The 100-foot portion of St Raymond Avenue extending from the subway-railyard to Blondell Avenue is currently city-owned. It is not well maintained and 5-foot-wide strips of land on either end of the street overlay and encroach on applicant-owned tax lots. The total area of St. Raymond Avenue to be eliminated, discontinued, and closed is approximately 34,500 square feet.

The proposed elimination, discontinuance and closing, known as a demapping, of a portion of St. Raymond Avenue between Blondell Avenue and Waters Avenue will allow the applicant to obtain a portion of the demapped street within the Proposed Development Site, along with the existing land located on St. Raymond Avenue, to facilitate a future as-of-right M1-1 development at the Proposed Development Site. This would include merging Block 4141, Lot 1 (northern-most side of St. Raymond Avenue) with Block 4140, Lots 6, 7, and 9 (southern-most side of St. Raymond Avenue) with the approximately 6,000 sf (60 feet width by 100 feet depth) portion of St. Raymond Avenue that currently runs between them, creating a single development lot of approximately 17,500 square feet. Removing the remainder of St. Raymond Avenue will remove its mapped footprint from within the MTA railyard. The details of the Proposed Development Site have not been finalized. The new merged lot will have approximately 175 feet of frontage along Blondell Avenue. This demapping follows the demapping of Ponton Avenue (2014), Chesebrough Avenue, Waters Avenue, and Mcalpin Avenue (2004), Halperin Avenue (1988) and Roberts Avenue (1966) that were located in close proximity to the MTA Westchester Railyard.

ENVIRONMENTAL REVIEW AND ULURP CERTIFICATION

This application has been reviewed pursuant to SEQR and CEQR and received a Conditional Negative Declaration (20DCP102X). The City Planning Commission certified this application as complete on May 19, 2025.

BRONX COMMUNITY BOARD HEARING

A public hearing was convened by Bronx Community Board 11 on July 16, 2025. A vote of “No Objection” was submitted on July 24, 2025.

BOROUGH PRESIDENT’S PUBLIC HEARING

On August 14, 2025, a virtual public hearing was convened by the Bronx Borough President. Representatives of the applicant were in attendance and spoke in favor of this application. No other members of the public were present or spoke and the hearing was closed.

BRONX BOROUGH PRESIDENT'S RECOMMENDATION

This proposal to remove a mapped but unbuilt street, also known as a “paper street” that is limiting the development potential of an existing small business presents a practical solution to address an existing problem. The removal of the street’s mapped footprint enables more coherent site planning and investment opportunities, consistent with the area’s industrial character. By allowing the demapping action to occur, the sites on each side of St. Raymond’s can now be connected and will allow the small business owner an opportunity to expand. Providing support for small businesses to expand can be difficult in NYC, so this demapping presents a very real opportunity.

Additionally, the existence of the mapped but unbuilt street through the MTA Westchester Railyard serves no current or future purpose and will remove this obsolete mapped street segment. This application will bring the City Map more into alignment with the reality of how streets align in the built context.

For the reasons stated, I recommend approval of this application.