



CITY PLANNING COMMISSION

August 7, 2013/Calendar No. 7

C 130227 MMR

IN THE MATTER OF an application, submitted by the Department of Transportation and the Department of Parks and Recreation, 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:

- the elimination, discontinuance and closing of portions of Gulf Avenue, Washington Avenue, Old Place and Gill Bloom Circle;
- the establishment of Gulf Avenue and Goethals Road North from Western Avenue to a point approximately 1900 feet easterly;
- the establishment of three parks;
- the extinguishment of several records streets and any discontinuance and closing related thereto; and
- the modification of grades necessitated thereby,

in the Borough of Staten Island, Community Districts 1 and 2, in accordance with Map No. 4233, dated April 19, 2013 and signed by the Borough President.

The application (C130227 MMR) for an amendment to the City Map involving: the elimination, discontinuance and closing of portions of Gulf Avenue, Washington Avenue, Old Place and Gill Bloom Circle; the establishment of Gulf Avenue and Goethals Road North from Western Avenue to a point approximately 1,900 feet easterly there from; the establishment of three parks between Western Avenue and the U.S. Pierhead and Bulkhead line; the extinguishment of several records streets and any discontinuance and closing related thereto; and the modification of grades necessitated thereby, was filed by the Department of Transportation and the Department of Parks and Recreation on March 21, 2013. These actions will facilitate the proposed Goethals Bridge Replacement Project (GBRP) and preserve and protect sensitive natural areas in the vicinity of the bridge.

BACKGROUND

The Goethals Bridge, a facility of the Port Authority of New York and New Jersey (PANYNJ), spans the Arthur Kill, a navigable harbor channel which separates Staten Island from New Jersey. It is a principal vehicular crossing between Staten Island, New York and Elizabeth, New Jersey and is a crucial link in the Port Authority's bi-state system of bridges and tunnels. The

Goethals Bridge, part of the I-278 corridor, connects arterial routes and local streets on Staten Island and in New Jersey. Although structurally sound, the bridge is physically and functionally obsolete. Built in the 1920's, it does not meet current bridge-design standards or provide the capacity and flexibility to efficiently handle current or projected traffic levels.

The existing bridge is 60 feet wide and provides only two travel lanes eastbound and two lanes westbound. Its ten-foot-wide lanes are short of the current twelve-foot federal interstate standard. The bridge lacks shoulder lanes, magnifying the delays created by even minor traffic incidents on the span, and provides no access for pedestrians or cyclists.

To address these deficiencies and to meet future mobility needs, PANYNJ is advancing plans to replace the existing Goethals Bridge (the "Project"). The replacement cable-stayed bridge would be constructed immediately south of the current structure, tying it in to the existing I-278 roadway. The new bridge would enhance traffic safety, reduce delays due to traffic incidents, and also would incorporate protective seismic and security features. To minimize the disruption of service, PANYNJ would close the existing structure only after opening the replacement bridge to traffic, and then would demolish the existing structure.

The bridge alignment, its right-of-way envelope, and the project-area boundaries joining the roadway network in each state, were established as part of the NEPA process. The project is comprised of a 310-foot-wide right-of-way, which includes a bridge deck of approximately 210-foot width providing for three 12-foot wide travel lanes, a 12-foot wide outer shoulder and 5-foot inner shoulder in each direction, a minimum 10-foot wide separate bicycle and pedestrian walkway along the westbound roadway, and space for a potential mass transit corridor, dependent upon future demand. These improvements would accommodate present and future travel demands, reduce the number of accidents, and improve emergency access to traffic incidents on the bridge. The right-of-way also would include a 50-foot-wide security buffer on both sides of the bridge.

In order to connect to the bridge at its new location a portion of Gulf Avenue would be re-aligned from the replacement bridge viaduct at Western Avenue to approximately 500 feet

easterly therefrom in order to accommodate the vertical supports for the replacement bridge structure and to improve truck clearance under the bridge. The realigned segment would maintain the roadway connection beneath the replacement structure that passes beneath the existing Goethals Bridge.

To facilitate the Project, PANYNJ would acquire property on Staten Island within the aforementioned 310-foot right of way, including private property and property owned by the City, for replacement bridge and approach structures and the re-alignment of Gulf Avenue pursuant to NY Unconsolidated Laws § 6517.

The replacement bridge, like the existing bridge, would connect directly to the Staten Island Expressway in Staten Island, which is part of the New York State highway system and is also designated as part of Interstate Route 278. As part of the Project, the approaches to the replacement bridge would be modified to facilitate that connection.

The proposed map changes are within Community Districts 1 and 2. The zoning district boundary line in the project area runs down the center of Western Avenue splitting the project between an M2-1 to the east and M3-1 to the west. Land uses in the area include industrial properties interspersed among large vacant lands and wetlands.

Located to the east of the existing bridge approach, between the Arthur Kill and Western Avenue, is an expansive area of wetlands and the 187-acre New York Container Terminal. The Staten Island Railroad runs between these two areas to the south. A Coca-Cola distributorship is located in the northwest quadrant of the intersection of Western Avenue and Goethals Road North. Located on the north side of Goethals Road North, between Western and Forest Avenues, is a Texas Eastern metering station (in the northeast quadrant of the intersection of Western Avenue and Goethals Road North), a large tract of undeveloped land, and the Goethals Bridge administration building and maintenance facility.

West of the bridge approach, between the Arthur Kill and the extension of Western Avenue, the area is primarily undeveloped wetlands. Only one commercial property is located in this area.

Known as R.T. Baker & Son Machinery Salvage Company, this property handles the processing of batteries and auto parts. Located south of Old Place Creek, between the Arthur Kill and the West Shore Expressway, is the property of the former GATX Staten Island Terminal (an oil storage and transfer facility).

Proposed Changes to the City Map

1. ***The re-alignment of Gulf Avenue:*** a portion of Gulf Avenue would be eliminated, discontinued and closed and a new alignment established starting from beneath the replacement bridge viaduct at Western Avenue to approximately 500 feet easterly from Western Avenue. The subject portion of Gulf Avenue is City-owned, mapped to a width of 60 feet and open to one-way local traffic eastbound which also connects to I-278. A portion of the proposed re-aligned Gulf Avenue lies within City owned property (Lot 38, Block 1865) in the jurisdiction of the Department of Citywide Administrative Services (DCAS) and will be transferred to DOT for street purposes. The remainder of Lot 38 outside of the mapped street will be conveyed to PANYNJ to facilitate the Project.

2. ***The elimination, discontinuance and closing of Washington Avenue and Old Place.*** Washington Avenue (also known as South Washington Avenue) runs south of and parallel to North Washington Avenue and is mapped at a width of 40 feet. Old Place, mapped at a width of 40 feet, connects Washington Avenue to North Washington Avenue. Both streets, which are City-owned and lie within the Project right-of-way, will be eliminated, discontinued and closed and conveyed to PANYNJ.

3. ***The establishment of three parks,*** totaling slightly over 40 acres, between Western Avenue and the US Pierhead and Bulkhead line. Establishing parkland on the City Map would preserve and protect environmentally sensitive lands adjacent to Old Place Creek, protect the watershed and wildlife habitat surrounding the Old Place Creek wetland system, and provide additional buffering for the proposed right-of-way. The properties to be established as parkland include the entire Block 1895/Lot 100, a portion of Block 1895/Lot 1, and a portion of Block 1885/Lot 75. These properties are all City-owned, currently under the jurisdiction of the Department of Small Business Services (DSBS) and will be transferred to DPR. The City/DPR personnel will have

access to the new parkland through the Port Authority's property pursuant to an easement access agreement.

Block 1895/Lot 100 encompasses approximately 280,832 square feet (6.45 acres) and is located directly north of the existing Goethals Bridge, fronting the mouth of Old Place Creek at the Arthur Kill. It is located adjacent to the Project right-of-way. The entire Lot 100 will be mapped as parkland.

Block 1895/Lot 1 encompasses approximately 782,959 square feet (18 acres) and is located at the westernmost edge of the Arthur Kill, directly south of the existing Goethals Bridge. Prior to the City Map change, Block 1895/Lot 1 would have been subdivided into two parcels. The northern portion of Block 1895/Lot 1 includes the northernmost 255 feet of the Lot (the area within the Project right-of-way), and the southern portion of Block 1895/Lot 1 encompasses the remainder of the property. The City would transfer the northern portion of Block 1895/Lot 1, approximately 5.8 acres, to PANYNJ for the Project right-of-way. The southern portion of Block 1895/Lot 1, approximately 12.2 acres, would be mapped as parkland.

Block 1885/Lot 75 encompasses approximately 1,059,504 square feet (24.3 acres) and is located south of the existing Goethals Bridge, surrounded on the east, south and west by Old Place Creek, south and east of Block 1885/Lot 35. Prior to the City Map change, Block 1885/Lot 75 would have been subdivided into two parcels. A portion of Block 1885/Lot 75 is approximately 230 feet wide by 400 feet long and is located on the northeastern corner of the property (the area within the Project right-of-way). The other portion of Block 1885/Lot 75 encompasses the remainder of the property. The City would transfer the northeastern portion of Block 1885/Lot 75, approximately 2 acres, to PANYNJ for the Project right-of-way. The remaining portion of Block 1885/Lot 75, approximately 22.3 acres, would be mapped as parkland.

4. *The extinguishment, and any discontinuance and closing necessitated thereby, of two record streets:* 1) a 10-foot wide City-owned unmapped and unnamed record street which runs south of and adjacent to the existing bridge, from the westerly terminus of mapped Washington Avenue to the U.S. Pierhead and Bulkhead Line, and lies entirely within the proposed Project

right-of-way; and 2) a 35-foot wide unmapped record street, formerly known as Washington Avenue, which runs diagonally between mapped streets (South) Washington Avenue and North Washington Avenue and is partially owned by PANYNJ. The PANYNJ will acquire all portions within the Project right-of-way.

5. The elimination, discontinuance and closing of Gill-Bloom Circle, part of the former toll plaza exchange, long ago demolished, and the *establishment of the southerly line of Goethals Road North and northerly line of Gulf Avenue approximately 1900 feet east of Western Avenue* which end at the existing toll plaza. These changes will allow the City Map to reflect existing built conditions and will define the separation between existing PANYNJ and City DOT properties.

Construction of the replacement bridge also requires actions by the U.S. Coast Guard, Army Corps of Engineers, NY and NJ State environmental agencies, as well as NYC Mayoral approval, which are not part of this application.

The PANYNJ may acquire all or portions of the City-owned properties for the Project, which includes any property related to the realignment of Gulf Avenue, pursuant to NY Unconsolidated Laws § 6517. That statute authorizes both the PANYNJ to acquire and the City to convey any real property that may be necessary for the construction, operation and maintenance of a bridge, notwithstanding any contrary provision of law, upon reasonable terms and conditions. All land acquisitions from the City would be undertaken pursuant to NY Unconsolidated Laws § 6517.

The affected agencies and utilities were polled on March 25, 2013. No agencies expressed any objections to the proposal.

ENVIRONMENTAL REVIEW

This application (C130227 MMR) was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 *et seq.*, and the City Environmental Quality

Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR No. is 05UCG001R. The lead is the United States Coast Guard (USCG).

The National Environmental Policy Act (NEPA) process resulted in a Final Environmental Impact Statement (FEIS) for the Goethals Bridge Replacement Project, issued on August 13, 2010, followed by a Record of Decision on January 31, 2011, supporting a preferred alternative for the bridge. The lead agency has approved, as supplements to the FEIS, Technical Memorandum #1, dated October 15, 2012, and Technical Memorandum #2, dated April 19, 2013 (collectively, the “Technical Memoranda”). The lead agency has also determined, consistent with 6 NYCRR § 617.15(a), that the NEPA FEIS, together with the Technical Memoranda, was sufficient to allow involved agencies to make findings under SEQRA and CEQR.

UNIFORM LAND USE REVIEW

This application (C130227 MMR) was certified as complete by the Department of City Planning on April 22, 2013, and was duly referred to Community Boards 1 and 2, the Borough Board and the Borough President of Staten Island, in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b).

COMMUNITY BOARD PUBLIC HEARING

Community Board 1 held a public hearing on this application (C130227 MMR) on May 6, 2013, and on May 14, 2013, by a vote of 23 to 0, with no abstentions, adopted a resolution recommending approval of the application with the condition that the approval was “contingent upon review of raising the vertical clearance to allow for marine vessel traffic.”

Community Board 2 held a public hearing on this application (C130227 MMR) on May 7, 2013, and on May 21, 2013, by a vote of 29 to 0, with no abstentions, adopted a resolution recommending approval of the application.

BOROUGH PRESIDENT RECOMMENDATION

This application (C130227 MMR) was considered by the Borough President of Staten Island who issued a recommendation on May 24, 2013 approving the application subject to the following conditions:

The new bridge span should be designed with an additional vertical height of 20.00' to:

1. Increase the industrial attractiveness of Staten Island's West Shore;
2. Alleviate air draft restrictions of proposed span height.

CITY PLANNING COMMISSION PUBLIC HEARING

On June 19, 2013 (Calendar No. 1), the City Planning Commission scheduled July 10, 2013 for a public hearing on this application (C130227 MMR). The hearing was duly held on July 10, 2013 (Calendar No. 29). There were 3 speakers in favor of and none in opposition to this application.

Two representatives from the PANYNJ spoke in favor of the application. The first speaker briefly described the proposed amendment to the City Map and stated how it would facilitate the Goethals Bridge Replacement Project (GBRP). She also answered questions related to the vertical clearance of the proposed new Goethals Bridge, project construction impacts and community outreach programs which will be in place. The second speaker, also spoke about the GPRP, including the re-alignment of Gulf Avenue, the bridge design and vertical clearance, design and construction timeline, maintenance and protection of traffic, project financing and responsibilities of the Port Authority and developer's project team.

The third speaker in favor was the Director of Parklands from the New York City Department of Parks and Recreation (DPR), a co-applicant. She described that portions of the proposed parklands are part of the tidal wetlands habitat area within the designated NW Staten Island Harbor Heron Special Natural Waterfront Area as delineated in the City's Waterfront Revitalization Program and stated that mapping these areas as park would preserve and protect these natural resources and features and would be consistent with the City's Waterfront Policy for this area. She also spoke about DPR's plans for the future restoration or active recreation for the proposed park areas.

There were no other speakers and the hearing was closed.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY REVIEW

This application (C130227 MMR) was reviewed by the City Coastal Commission for consistency with the policies of the New York City Waterfront Revitalization Program (WRP),

as amended, approved by the New York City Council on October 13, 1999 and by the New York State Department of State on May 28, 2002, pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981, (New York State Executive Law, Section 910 *et seq.*) The designated WRP number is 08-048.

This action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program.

CONSIDERATION

The City Planning Commission believes that this amendment to the City Map is appropriate.

The City Planning Commission notes that the proposed changes to the City Map will facilitate the Goethals Bridge Replacement Project by re-aligning Gulf Avenue in order to accommodate the new bridge support columns. In addition, the establishment of three new areas of City-owned parkland would preserve and protect environmentally sensitive wetlands and wildlife habitat surrounding the Old Place Creek.

The Goethals Bridge is close to 85 years old and although structurally sound, it does not meet current bridge design standards or provide the capacity and flexibility to handle current and projected traffic levels efficiently. The Commission believes that the design of the new bridge would enhance traffic safety and improve traffic flow. The improvements would accommodate present and future travel demands, reduce the number of accidents, improve emergency access to traffic incidents on the bridge and improve mobility serving the local communities and regional markets dependent on the bridge. The Commission also notes that the design includes a separate bicycle and pedestrian walkway adjacent to the westbound roadway and space for a potential mass transit corridor to meet future demand.

The Commission notes that to minimize the disruption of service on I-278 and the bridge, the Port Authority would close the existing bridge only after opening the replacement bridge to traffic. The Commission also notes that in recognizing the importance of Gulf Avenue to the

area, the Port Authority assures that traffic on Gulf Avenue will be maintained at all times to minimize inconveniences to the traveling public.

In a letter to the Commission dated July 19, 2013, the PANYNJ asserted that prior to the start of construction the community will be notified of all upcoming construction activities. The Port Authority has a dedicated Community Relations representative who is available seven days a week to answer questions on the project and will hold a large public meeting prior to the start of construction. When construction begins, there will be a Public Information Office with set hours, a regularly updated project website, and dedicated call center to answer all questions from the community. The Developer will also have a Public Information Coordinator who will work with the Port Authority Community Relations representative to meet with community interests on an ongoing basis as construction proceeds.

The Commission acknowledges the concerns of Community Board 1 and the Borough President related to the vertical clearance of the bridge with respect to accommodating larger vessel ships. In that regard, the Commission received letters from the PANYNJ, dated July 1, 2013 and July 19, 2013, stating vertical clearance was directly addressed by the U.S. Coast Guard (USCG), acting as lead agency, during the National Environmental Policy Act (NEPA) review of the project, which resulted in a FEIS and included public and Federal, State, and City agency wide meetings between 2005-2010, including participation by the U.S. Army Corps of Engineers, which manages the federal channel-dredging program.

The PANYNJ asserts that the proposed bridge vessel clearance of 135 feet is comparable to the other crossings over the Arthur Kill channel: the New York City-owned rail lift bridge (135 feet); and Outerbridge Crossing (143 feet). It further notes that accommodating larger Panamax cargo vessels would require raising these two bridges and deepening the channel for which the U.S. Army Corps of Engineers has no current plans. The Commission believes that raising the bridge would require significant redesign of the structure and would expand construction impacts further into Staten Island and New Jersey.

The Commission believes that replacement of the Goethals Bridge is an important initiative and will provide great economic benefit by greatly improving connections not just to local areas of New York and New Jersey but all across the eastern coast. The new bridge will improve safety conditions and improve level of service for the 28 million motorists who use the bridge each year. The construction project is also expected to generate over 2200 construction jobs. The Commission also believes that the establishment of parkland will help to preserve and protect the environmentally sensitive areas surrounding the bridge and is consistent with the City's Waterfront Policy for this area.

RESOLUTION

Therefore, the City Planning Commission, deeming the proposed amendment to the City Map to be appropriate, adopts the following resolution:

RESOLVED, that having considered the Final Environmental Impact Statement (FEIS), for which a notice of completion was issued on August 13, 2010, followed by Technical Memorandum #1, dated October 15, 2012, and Technical Memorandum #2, dated April 19, 2013, with respect to this application (CEQR No. 05UCG001R), the City Planning Commission finds that the requirements of the New York State Environmental Quality Review Act and regulations, have been met and that, consistent with social, economic and other essential considerations:

1. On August 13, 2010, the US Coast Guard (USCG) issued a Final Environmental Impact Statement (FEIS), followed by a Record of Decision on January 31, 2011 that revealed the adverse environmental impacts will be minimized or avoided to the maximum extent practicable by incorporating as conditions to the USCG's approval those mitigative measures that were identified as practicable.

The report of the City Planning Commission, together with the FEIS, Technical Memorandum #1, dated October 15, 2012, and Technical Memorandum #2, dated April 19, 2013, constitutes the written statement of facts, and of social, economic and other factors and standards, that form the basis of the decision, pursuant to Section 617.11(d) of the SEQRA regulations; and be it further

RESOLVED, that the City Coastal Commission, having reviewed the waterfront aspects of this action finds that the action will not substantially hinder the achievement of any WRP policy and hereby determines that this action is consistent with WRP policies; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 199 of the New York City Charter, that based on the environmental determination and the consideration described in this report, the application (C130227 MMR) for the amendment to the City Map involving:

- the elimination, discontinuance and closing of portions of Gulf Avenue, Washington Avenue, Old Place and Gill Bloom Circle;
- the establishment of Gulf Avenue and Goethals Road North from Western Avenue to a point approximately 1900 feet easterly;
- the establishment of three parks;
- the extinguishment of several records streets and any discontinuance and closing related thereto; and
- the modification of grades necessitated thereby,

in the Borough of Staten Island, Community Districts 1 and 2, in accordance with Map No. 4233, dated April 19, 2013 and signed by the Borough President, is approved; and be it further

RESOLVED that, pursuant to Section 5-432 of the New York City Administrative Code, the City Planning Commission determines that “such closing or discontinuance will further the health, safety, pedestrian or vehicular circulation, housing, economic development or general welfare of the City”; and be it further

RESOLVED that, pursuant to subdivision 1a of Section 5-433 of the New York City Administrative Code, public utility facilities within the subsurface of the streets cited herein which are to be discontinued and closed by this action, may be maintained in place or relocated within such subsurface by the public utility, so that such maintenance in place or relocation of such facilities is consistent with the proposed use of the closed portion or portions of such subsurface, and the requirements of other facilities located therein; and be it further

RESOLVED that, pursuant to Section 5-433 of the New York City Administrative Code, the City Planning Commission adopts the legally required number of counterparts of Map No. 4233 dated April 19, 2013 providing for the discontinuance and closing of portions of Gulf Avenue, Washington Avenue, Old Place, Gill Bloom Circle and an un-named record street, said streets to be discontinued and closed being more particularly described as follows:

PORTION OF GULF AVENUE

BEGINNING at a point formed by the intersection of the former southeasterly line of Gulf Avenue with the southwesterly line of Goethals Road North, as said streets are shown on Alteration Map 4233 dated April 19, 2013 and signed by the Borough President, said point of beginning having Borough of Richmond (Staten Island) coordinates of South 10047.262, West 39798.138;

1. Running thence along said former southeasterly line of Gulf Avenue the following nine (9) courses,
 - 1) Southwesterly, a distance of 18.12 feet to an angle point, said line forming an interior angle of 20 degrees 52 minutes 36 seconds with the last course of this parcel;
 - 2) Southwesterly, a distance of 45.35 feet to an angle point, said line forming an interior angle of 186 degrees 03 minutes 08 seconds with the last-mentioned course;
 - 3) Southwesterly, a distance of 15.36 feet to an angle point, said line forming an interior angle of 203 degrees 00 minutes 00 seconds with the last-mentioned course;
 - 4) Southwesterly, a distance of 45.00 feet to an angle point, said line forming an interior angle of 157 degrees 00 minutes 00 seconds with the last-mentioned course;
 - 5) Southwesterly, a distance of 15.36 feet to an angle point, said line forming an interior angle of 157 degrees 00 minutes 00 seconds with the last-mentioned course;
 - 6) Southwesterly, a distance of 35.93 feet to an angle point, said line forming an interior angle of 203 degrees 00 minutes 00 seconds with the last-mentioned course;
 - 7) Southeasterly, a distance of 224.58 feet to an angle point, said line forming an interior angle of 245 degrees 06 minutes 42 seconds with the last-mentioned course;
 - 8) Southeasterly, a distance of 34.85 feet to an angle point, said line forming an interior angle of 195 degrees 00 minutes 00 seconds with the last-mentioned course;

- 9) Southeasterly, a distance of 42.56 feet to a point of non-tangent curvature, said line forming an interior angle of 191 degrees 00 minutes 00 seconds with the last-mentioned course;
2. Running thence through the former bed of Gulf Avenue the following two (2) courses,
 - 1) Northwesterly along the proposed southeasterly line of Gulf Avenue, along an arc bearing to the right, having a radius of 473.19 feet, and a central angle of 24 degrees 43 minutes 48 seconds, an arc distance of 204.24 feet to a point, the radial line of said curve forming an angle on its westerly side of 78 degrees 00 minutes 00 seconds with the last-mentioned course;
 - 2) Northwesterly, along the former southeasterly line of Gulf Avenue, a distance of 79.29 feet to a point of non-tangent curvature, said line forming an angle of 76 degrees 43 minutes 48 seconds on its northerly side with the radial line of the last-mentioned course;
 3. Running thence along the proposed southeasterly line of Gulf Avenue, the following three (3) courses,
 - 1) Northeasterly, along an arc bearing to the right, having a radius of 65.00 feet, and a central angle of 36 degrees 12 minutes 59 seconds, an arc distance of 41.09 feet to a point of tangency, the radial line of said curve forming an angle on its southerly side of 61 degrees 06 minutes 16 seconds with the last-mentioned course;
 - 2) Northeasterly, a distance of 186.50 feet to an angle point, said line forming an angle of 90 degrees 00 minutes 00 seconds on its southerly side with the radial line of the last-mentioned course;
 - 3) Northeasterly, a distance of 18.62 feet to the place and **Point of Beginning**, said line forming an interior angle of 153 degrees 04 minutes 17 seconds with the last-mentioned course.

Containing 13,016.73 square feet or 0.2988 acres.

OLD PLACE AND WASHINGTON AVENUE

BEGINNING at a point, formed by the intersection of the northwesterly line of Gulf Avenue, with the former northeasterly line of Washington Avenue, as said streets are shown on Alteration Map 4233 dated April 19, 2013 and signed by the Borough President, said point of beginning having Borough of Richmond (Staten Island) coordinates of South 10111.864, West 39950.305:

1. Running thence southeasterly along the southeasterly prolongation of the former northeasterly line of Washington Avenue, a distance of 15.85 feet to an angle point, said line forming an interior angle of 180 degrees 00 minutes 00 seconds with the last mentioned course;

2. Running thence along the proposed northwesterly line of Gulf Avenue the following two (2) courses,
 - 1) Southeasterly, a distance of 63.10 feet to a point of curvature, said line forming an interior angle of 90 degrees 18 minutes 00 seconds with the last-mentioned course;
 - 2) Southwesterly along an arc bearing to the left, having a radius of 125.00 feet, and a central angle of 01 degrees 29 minutes 07 seconds, an arc distance of 3.24 feet to a point of non-tangent curvature, the radial line of said curve forming an angle on its northeasterly side of 90 degrees 00 minutes 00 seconds with the last-mentioned course;
3. Running thence northwesterly along the former southwesterly line of Washington Avenue, a distance of 62.59 feet to an angle point, said line forming an angle of 206 degrees 40 minutes 25 seconds on its southwesterly side with the radial line of the last-mentioned course;
4. Running thence northwesterly along the former southwesterly line of Washington Avenue, a distance of 274.01 feet to an angle point, said line forming an interior angle of 204 degrees 53 minutes 18 seconds with the last-mentioned course;
5. Running thence northeasterly, a distance of 40.53 feet to an angle point, said line forming an interior angle of 80 degrees 43 minutes 42 seconds with the last-mentioned course;
6. Running thence southeasterly along the northeasterly line of Washington Avenue, a distance of 35.51 feet to an angle point, said line forming an interior angle of 99 degrees 16 minutes 18 seconds with the last-mentioned course;
7. Running thence northeasterly along the northwesterly line of Old Place, a distance of 80.00 feet to an angle point, said line forming an interior angle of 270 degrees 00 minutes 00 seconds with the last-mentioned course;
8. Running thence southeasterly, a distance of 40.00 feet to an angle point, said line forming an interior angle of 90 degrees 00 minutes 00 seconds with the last-mentioned course;
9. Running thence southwesterly along the northwesterly line of Old Place, a distance of 80.00 feet to an angle point, said line forming an interior angle of 90 degrees 00 minutes 00 seconds with the last-mentioned course;
10. Running thence southeasterly along the northeasterly line of Washington Avenue, a distance of 232.50 feet to the place and **Point of Beginning**, said line forming an interior angle of 270 degrees 00 minutes 00 seconds with the last-mentioned course.

Containing 17,034.07 square feet or 0.3910 acres.

GILL BLOOM CIRCLE (NORTHERLY SIDE)

BEGINNING at a point on the northeasterly line of Goethals Road North, said point being 545.03 feet distant southeasterly from the corner formed by the intersection of the southeasterly line of Western Avenue with the northeasterly line of Goethals Road North, as said streets are shown on Alteration Map 4233 dated April 19, 2013 and signed by the Borough President, said point of beginning having Borough of Richmond (Staten Island) coordinates of South 10313.286, West 39311.445;

1. Running thence southeasterly along an arc bearing to the right, having a radius of 225.00 feet, a central angle of 89 degrees 21 minutes 00 seconds, and an arc distance of 350.88 feet to a point on curve, the radial line of said curve forming an angle on its northwesterly side of 134 degrees 40 minutes 30 seconds with the northeasterly side of Goethals Road North;
2. Running thence northwesterly along the chord of a circle, a distance of 316.39 feet to the place and **Point of Beginning**, said line forming an angle of 47 degrees 05 minutes 56 seconds on its southeasterly side with the radial line of the last-mentioned course;

Containing 14,162.74 square feet or 0.3251 acres.

GILL BLOOM CIRCLE (SOUTHERLY SIDE)

COMMENCING at the corner formed by the intersection of the northwesterly line of Gulf Avenue with the northeasterly line of former Washington Avenue, as said streets are shown on Alteration Map 4233 dated April 19, 2013 and signed by the Borough President, said corner having Borough of Richmond (Staten Island) coordinates of South 10111.864, West 39950.305;

- A. Running thence southeasterly along the southeasterly prolongation of the former northeasterly line of Washington Avenue, a distance of 15.85 feet to an angle point;
- B. Running thence along the proposed northwesterly line of Gulf Avenue the following three (3) courses,
 - 1) Southeasterly, a distance of 63.10 feet to a point of curvature;
 - 2) Southeasterly, along an arc bearing to the left, having a radius of 125.00 feet, and a central angle of 72 degrees 09 minutes 21 seconds, an arc distance of 157.42 feet to a point of compound curvature;
 - 3) Southeasterly along an arc bearing to the left, having a radius of 512.17 feet, and a central angle of 30 degrees 39 minutes 21 seconds, an arc distance of 274.03 feet to a point of tangency;
- C. Running thence along the southeasterly line of existing Gulf Avenue, the following three (3) courses,

- 1) Southeasterly, a distance of 76.27 feet to an angle point;
- 2) Southeasterly, a distance of 123.90 feet to an angle point, said line forming an angle of 193 degrees 08 minutes 12 seconds on its southeasterly side with the last-mentioned course;
- 3) Southeasterly, a distance of 79.83 feet, to the

Point of BEGINNING, said point of beginning having Borough of Richmond (Staten Island) coordinates of South 10575.828, West 39494.397, and said line forming an angle of 153 degrees 45 minutes 06 seconds on its southeasterly side with the last-mentioned course;

1. Running thence southeasterly along the chord of a circle, a distance of 306.33 feet to a point of non-tangent curvature, the radial line of said curve forming an angle of 134 degrees 40 minutes 25 seconds on its northerly side with the last mentioned course;
2. Running thence northwesterly along an arc bearing to the right, having a radius of 225.00 feet, and a central angle of 85 degrees 48 minutes 07 seconds, an arc distance of 336.94 feet to the place and **Point of Beginning**, the radial line of said curve forming an angle on its southwesterly side of 47 degrees 05 minutes 56 seconds with the last-mentioned course.

Containing 12,661.56 square feet or 0.2907 acres.

10 FEET WIDE UNNAMED RECORD STREET (Section 1)

BEGINNING at a point on the former northeasterly line of Washington Avenue, said point being 308.01 feet distant northwesterly from the corner formed by the intersection of the northwesterly line of Gulf Avenue with the former northeasterly line of Washington Avenue, as said streets are shown on Alteration Map 4233 dated April 19, 2013 and signed by the Borough President, said point of beginning having Borough of Richmond (Staten Island) coordinates of South 9935.765, West 40203.013;

1. Running thence southwesterly, a distance of 10.13 feet to an angle point, said line forming an interior angle of 80 degrees 43 minutes 36 seconds with the last course of this parcel;
2. Running thence northwesterly, a distance of 888.24 feet to an angle point, said line forming an interior angle of 99 degrees 16 minutes 24 seconds with the last-mentioned course;
3. Running thence northeasterly, a distance of 13.74 feet to an angle point, said line forming an interior angle of 46 degrees 42 minutes 49 seconds with the last-mentioned course;
4. Running thence southeasterly, a distance of 880.46 feet to the place and **Point of Beginning**, said line forming an interior angle of 133 degrees 17 minutes 11 seconds with the last-mentioned course.

Containing 8845.12 square feet or 0.2031 acres.

10 FEET WIDE UNNAMED RECORD STREET (Section 2)

COMMENCING at the corner formed by the intersection of the northwesterly line of Gulf Avenue with the former northeasterly line of Washington Avenue, as said streets are shown on Alteration Map 4233 dated April 19, 2013 and signed by the Borough President, said corner having Borough of Richmond (Staten Island) coordinates of South 10111.864, West 39950.305;

- A. Running thence northwesterly, a distance of 308.01 feet to an angle point;
- B. Running thence southwesterly, a distance of 10.13 feet to an angle point;
- C. Running thence northwesterly, a distance of 931.65 feet, to the

Point of BEGINNING, said point of beginning having Borough of Richmond (Staten Island) coordinates of South 9410.387, West 40974.439;

- 1. Running thence northwesterly, a distance of 657.47 feet to an angle point, said line forming an interior angle of 131 degrees 45 minutes 44 seconds with the last course of this parcel;
- 2. Running thence northeasterly, a distance of 10.14 feet to an angle point, said line forming an interior angle of 80 degrees 33 minutes 10 seconds with the last-mentioned course;
- 3. Running thence southeasterly, a distance of 664.73 feet to an angle point, said line forming an interior angle of 99 degrees 26 minutes 50 seconds with the last-mentioned course;
- 4. Running thence southwesterly, a distance of 13.41 feet to the place and **Point of Beginning**, said line forming an interior angle of 48 degrees 14 minutes 16 seconds with the last-mentioned course.

Containing 6612.21 square feet or 0.1518 acres.

10 FEET WIDE UNNAMED RECORD STREET (Section 3)

COMMENCING at the corner formed by the intersection of the northwesterly line of Gulf Avenue with the former northeasterly line of Washington Avenue, as said streets are shown on Alteration Map 4233 dated April 19, 2013 and signed by the Borough President, said corner having Borough of Richmond (Staten Island) coordinates of South 10111.864, West 39950.305;

- A. Running thence northwesterly, a distance of 308.01 feet to an angle point;
- B. Running thence southwesterly, a distance of 10.13 feet to an angle point;
- C. Running thence northwesterly, a distance of 1673.62 feet, to the

Point of BEGINNING, said point of beginning having Borough of Richmond (Staten Island) coordinates of South 8986.183, West 41583.181;

1. Running thence northwesterly, a distance of 1224.42 feet to an angle point, said line forming an interior angle of 103 degrees 23 minutes 13 seconds with the last course of this parcel;
2. Running thence northeasterly, a distance of 10.05 feet to an angle point, said line forming an interior angle of 95 degrees 34 minutes 16 seconds with the last-mentioned course;
3. Running thence southeasterly, a distance of 1227.78 feet to an angle point, said line forming an interior angle of 84 degrees 25 minutes 44 seconds with the last-mentioned course;
4. Running thence southwesterly, a distance of 10.28 feet to the place and **Point of Beginning**, said line forming an interior angle of 76 degrees 36 minutes 46 seconds with the last-mentioned course.

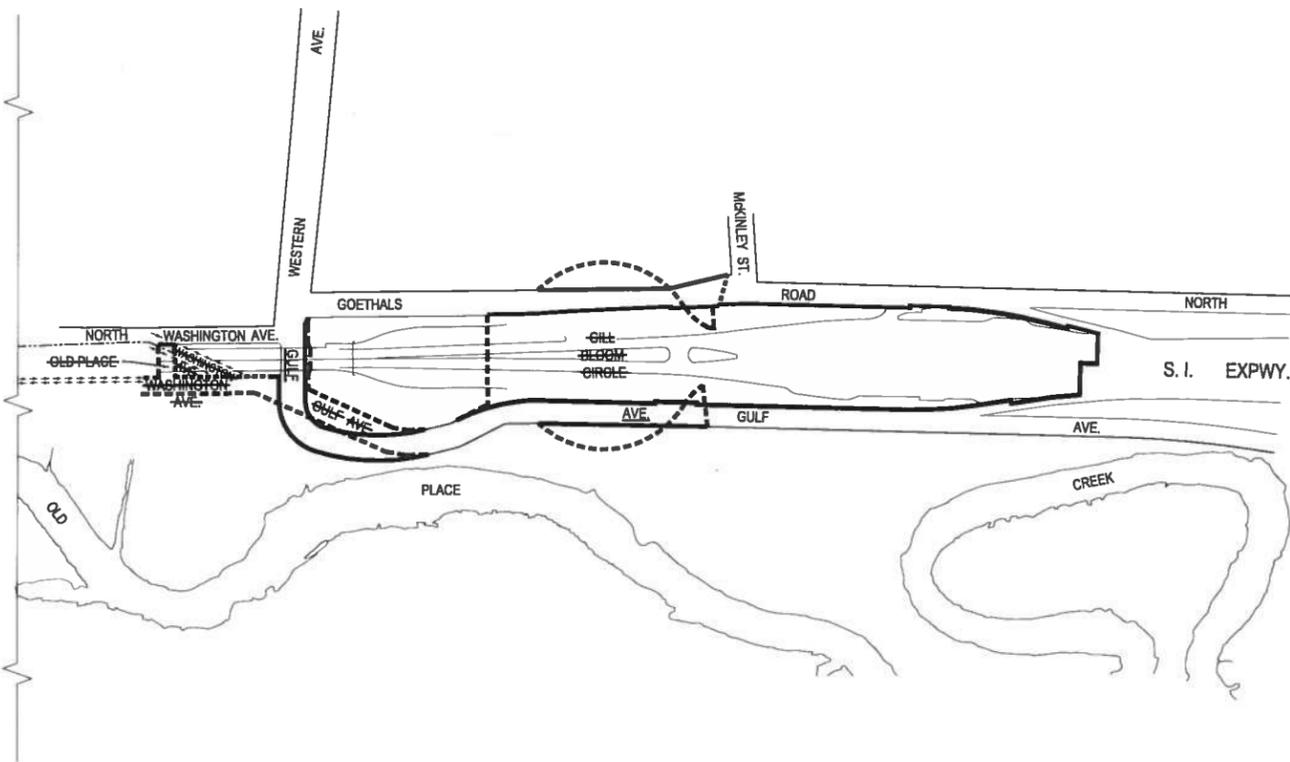
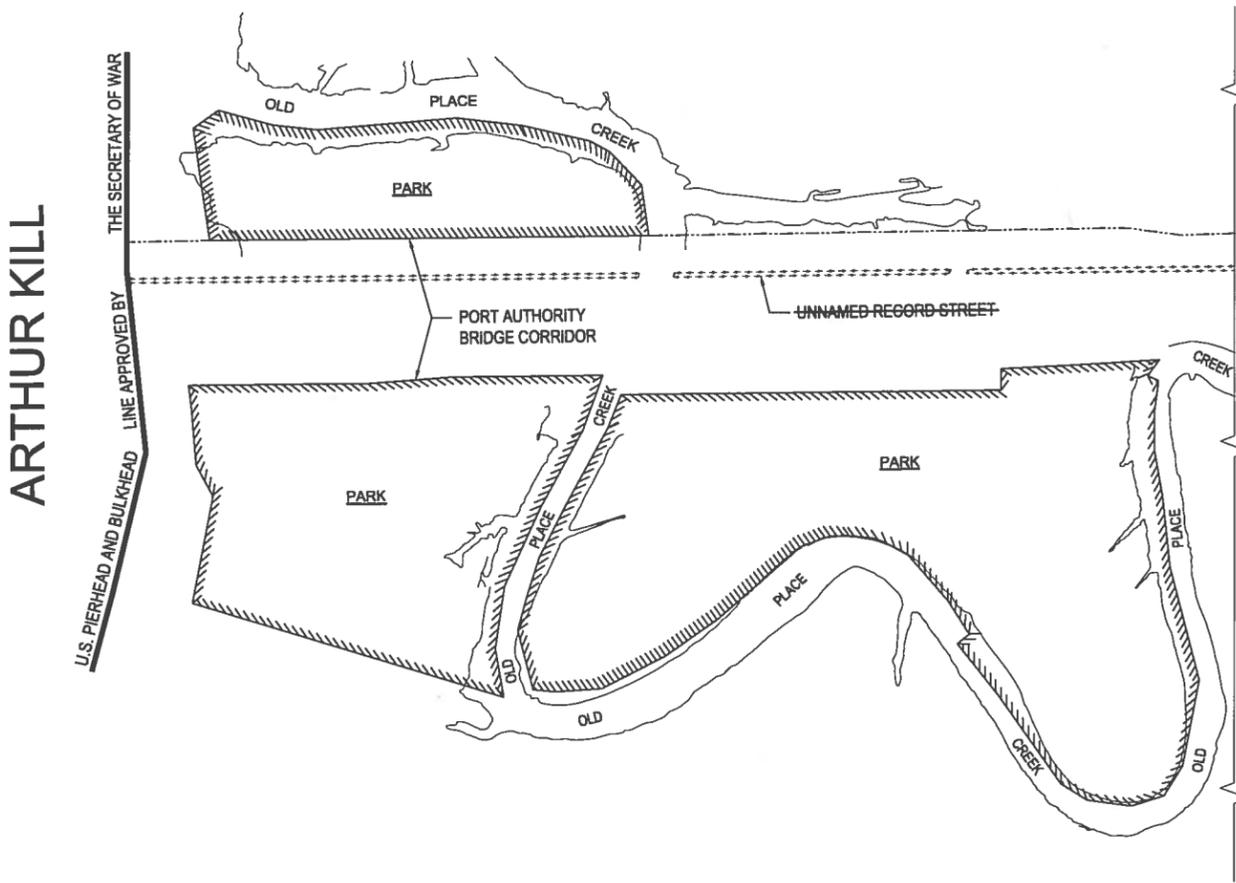
Containing 12262.98 square feet or 0.2815 acres.

RESOLVED that, all such approvals being subject to the following condition:

- a. The subject amendment to the City Map shall take effect on the day following the day on which certified counterparts of Map No. 4233 are filed with the appropriate agencies in accordance with Section 198 subsection c of the New York City Charter and Section 5-435 of the New York City Administrative Code.
- b. The subject streets to be discontinued and closed shall be discontinued and closed on the day following the day on which such maps adopted by this resolution shall be filed in the offices specified by law.

The above resolution, duly adopted by the City Planning Commission on August 7, 2013 (Calendar No. 7), is filed with the Office of the Speaker, City Council and the Borough President, in accordance with the requirements of Section 197-d of the New York City Charter.

AMANDA M. BURDEN, FAICP, Chair
KENNETH J. KNUCKLES, Esq., Vice-Chairman
ANGELA M. BATTAGLIA, RAYANN BESSER, IRWIN G. CANTOR, P.E.,
ALFRED C. CERULLO, III, BETTY Y. CHEN, MICHELLE R. DE LA UZ,
MARIA M. DEL TORO, JOSEPH I. DOUEK, RICHARD W. EADDY,
ANNA HAYES LEVIN, ORLANDO MARIN, Commissioners



CITY PLANNING COMMISSION
CITY OF NEW YORK
DIAGRAM SHOWING PROPOSED
MAP CHANGE
ON SECTIONAL MAP
20a
BOROUGH OF
STATEN ISLAND

New York, Certification Date
APRIL 22, 2013

I. Sadko, P.E.
I. Sadko, P.E.
Chief Engineer



- NOTE:
- Indicates line of street legally adopted.
 - Indicates line of street proposed to be established.
 - - - - Indicates line of street proposed to be eliminated.
 - x-x-x- Indicates line of record street proposed to be extinguished.
 - ////// Indicates Park line hereby established.
- (Discontinuing and Closing is shown on Alt. Map No. 4233)

Application #: **C 130227 MMR**

Project Name: **Re-align Gulf Ave (Goethals Bridge)**

CEQR Number: 05UCG001R

Borough(s): Staten Island

Community District Number(s): 1, 2

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

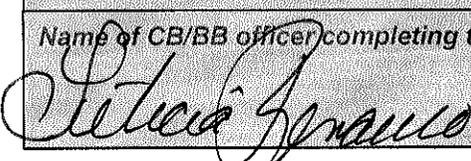
- Complete this form and return to the Department of City Planning by one of the following options:
 - EMAIL (recommended):** Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"
 - MAIL:** Calendar Information Office, City Planning Commission, Room 2E, 22 Reade Street, New York, NY 10007
 - FAX:** (212) 720-3356 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

IN THE MATTER OF an application submitted by the Department of Transportation and the Department of Parks and Recreation 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:

- the elimination, discontinuance and closing of portions of Gulf Avenue, Washington Avenue, Old Place and Gill Bloom Circle;
- the establishment of Gulf Avenue and Goethals Road North from Western Avenue to a point approximately 1900 feet easterly;
- the establishment of three Parks;
- the extinguishment of several record streets and any discontinuance and closing related thereto; and
- the modification of grades necessitated thereby,

in Community Districts 1 and 2, Borough of Staten Island, in accordance with Map No. 4233, dated April 19, 2013 and signed by the Borough President.

Applicant(s): DPR, 830 th Ave, NY, NY 10065 DOT, 55 Water St, NY, NY 10041		Applicant's Representative: Colleen Alderson (DPR): 212-360-3441 Tika Gurung (DOT): 212-839-6989	
Recommendation submitted by: Staten Island Community Board 1			
Date of public hearing: 5/6/13		Location: Board Office 1 Edgewater Plaza Suite #217	
Was a quorum present? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		<i>A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.</i>	
Date of Vote: 5/14/13		Location: All Saints Church 2329 Victory Blvd.	
RECOMMENDATION <input type="checkbox"/> Approve <input checked="" type="checkbox"/> Approve With Modifications/Conditions <input type="checkbox"/> Disapprove <input type="checkbox"/> Please see attached <input type="checkbox"/> Disapprove With Modifications/Conditions			
Please attach any further explanation of the recommendation on additional sheets, as necessary.			
Voting # In Favor: 23 # Against: 0 # Abstaining: 0 Total members appointed to the board: 42			
Name of CB/BB officer completing this form 		Title Chairwoman	Date 5/15/13

Contingent upon review of raising the vertical clearance to allow for marine vessel traffic.



**Uniform Land Use Review Procedure
New York City Department of City Planning
Staten Island Borough President Recommendation**

**ULURP No. : C 130227 MMR CEQR No. : 05UCG001R
COMMUNITY DISTRICTS: 1&2**

RE-ALIGN GULF AVE. (GOETHALS BRIDGE)

DOCKET DESCRIPTION:

IN THE MATTER OF an application submitted by NYC Department of Transportation and the Department of Parks and Recreation 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:

- the elimination, discontinuance and closing of portions of Gulf Avenue, Washington Avenue, Old Place and Gill Bloom Circle;
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- the establishment of three Parks;
- the extinguishment of several record streets and any discontinuance and closing related thereto, and
- the modification of grades necessitated thereby,

in Community Districts 1 and 2, Borough of Staten Island, in accordance with Map. No. 4233, dated April 19, 2013 and signed by the Borough President.

RECOMMENDATION:

APPROVE DISAPPROVE WITH CONDITIONS/MODIFICATIONS

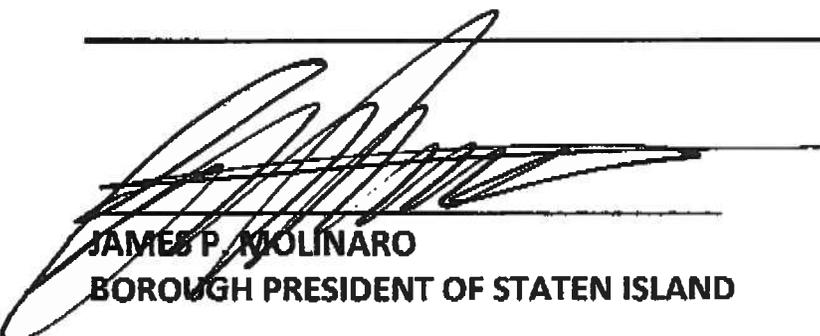
EXPLANATION OF RECOMMENDATION, CONDITION OR MODIFICATIONS:

The 440 acre waterfront parcel situated adjacent to the new Goethals Bridge project represents the last and largest contiguous vacant manufacturing parcel in the City of New York. The site is situated along the Kill Van Kull and also includes a deep water dock facility. Future uses on this site should be serviced by freight rail, commercial trucking, container ships and barges. Proceeding with the design and subsequent construction of a new Goethals Bridge, without including the vertical height required to accommodate existing container ships to pass under the span, to allow full waterborne access to this property, will forever hamstring the Borough's ability to realize substantive industrial growth at this site and along its entire industrial-zoned West Shore waterfront. Not considering additional height would restrict the deep water access and container handling capacity for Staten Island's future working waterfront expansion.

For these reasons I support the Docket description *with the following modifications:*

New bridge span should be designed with an additional vertical height of 20.00' to:

1. Increase the industrial attractiveness of Staten Island's West Shore;
2. Alleviate air draft restrictions of proposed span height


JAMES P. MOLINARO

BOROUGH PRESIDENT OF STATEN ISLAND

DATE: May 24, 2013