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*A map change showing the widening of Greenpoint Avenue between Review Avenue (Borough of Queens) and Kingsland Avenue (Borough of Brooklyn) and changing the street grades therefor, Borough of Queens, CD No. 2, and Borough of Brooklyn, CD No. 1, in accordance with Map No. 4781/X2344P dated July 25, 1983 and signed by the Borough Presidents. The Map was referred by the Board of Estimate on August 18, 1983 (Calendar No. 291).*

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#### BACKGROUND

The Department of Transportation has requested this street widening in order to implement the replacement of the deteriorated Greenpoint Avenue double leaf bascule bridge and its approach ramps. The new bridge and realigned approach ramps will be located about 60 feet south of the existing structures. The movable bridge, which spans Newtown Creek, and its approaches connect the Greentpoint Section of Brooklyn and the Long Island City section of Queens.

The street widening, which varies from zero to approximately 50 feet, will enable the construction of a new bridge while the old bridge continues to carry traffic, thus reducing traffic disruption to a minimum. The widening is being done on the south side, rather than the north side, of the existing bridge in order to preserve privately-owned industrial structures which abut the north side of Greenpoint Avenue.

The construction is to be done in four stages. Two lanes of traffic will be kept open during all stages until the end of the fourth stage, when the bridge will be closed to traffic for approximately one month while the new approaches are completed. During this month, traffic will be rerouted via the Pulaski Bridge and the Brooklyn Queens Expressway, in accordance with a detour plan.

The bridge reconstruction will be done under a New York State Department of Transportation contract. Pursuant to an understanding between the City and State Departments of Transportation, the City will acquire the additional R.O.W. and the State will reimburse the City for all costs required for the acquisition.

Portions of two properties (Barrow Oil Corporation on the Queens side and Yellow Freight System on the Brooklyn side) will have to be acquired for this proposed widening of Greenpoint Avenue. Although no buildings will be affected by this widening, an underground fuel tank owned by Barrow Oil Corporation will have to be relocated.

The Department of Transportation has worked with the two affected companies to insure that any adverse impact on their business operations, during and after

construction, will be held to a minimum.

Acquisition by the City of portions of Kingsland Avenue, on both sides of Greenpoint Avenue, will also be necessary, in order to reconstruct the Avenue in conformance with new legal grades proposed to be established by the subject map.

#### ENVIRONMENTAL REVIEW

The proposed map change is a Type II action and therefore is not subject to review pursuant to the New York State Environmental Quality Review (SEQR) regulations or to the New York City Environmental Quality Review (CEQR) regulations.

#### UNIFORM LAND USE REVIEW

On September 19, 1983 the application was certified as complete by the City Planning Commission in accordance with Article 3 of the Uniform Land Use Review Procedure (ULURP) and referred to Queens Community Board No. 2 and Brooklyn Community Board No. 1.

#### Community Board Public Hearing

Brooklyn Community Board No. 1 held a public hearing on the matter (C830385 MMY) on October 25, 1983 and, on November 9, 1983, voted, 33 in favor, 0 opposed and 0 abstaining, to approve the application.

Queens Community Board No. 2 did not hold a public hearing within the sixty-day time limit as specified in Section 197-c of the New York City Charter.

#### City Planning Commission

On November 23, 1983 (Calendar No. 21), the City Planning Commission scheduled a Public Hearing on the map change. The hearing was duly held on December 7, 1983 (Calendar No. 47). Two speakers appeared, one a Brooklyn land owner whose property abutts Greenpoint Avenue on its north side, requested Commission consideration for access to his property from Greenpoint Avenue after completion of construction and the other represented the Consulting Engineer on this project responded to Commission inquiries on the project.

#### CONSIDERATION

The Commission considers this map change, designed to facilitate the replacement of an existing deteriorated bridge with a new bridge to be constructed adjacent to it to be in the best interest of public safety and to be an appropriate modification of the City Map.

#### RESOLUTION

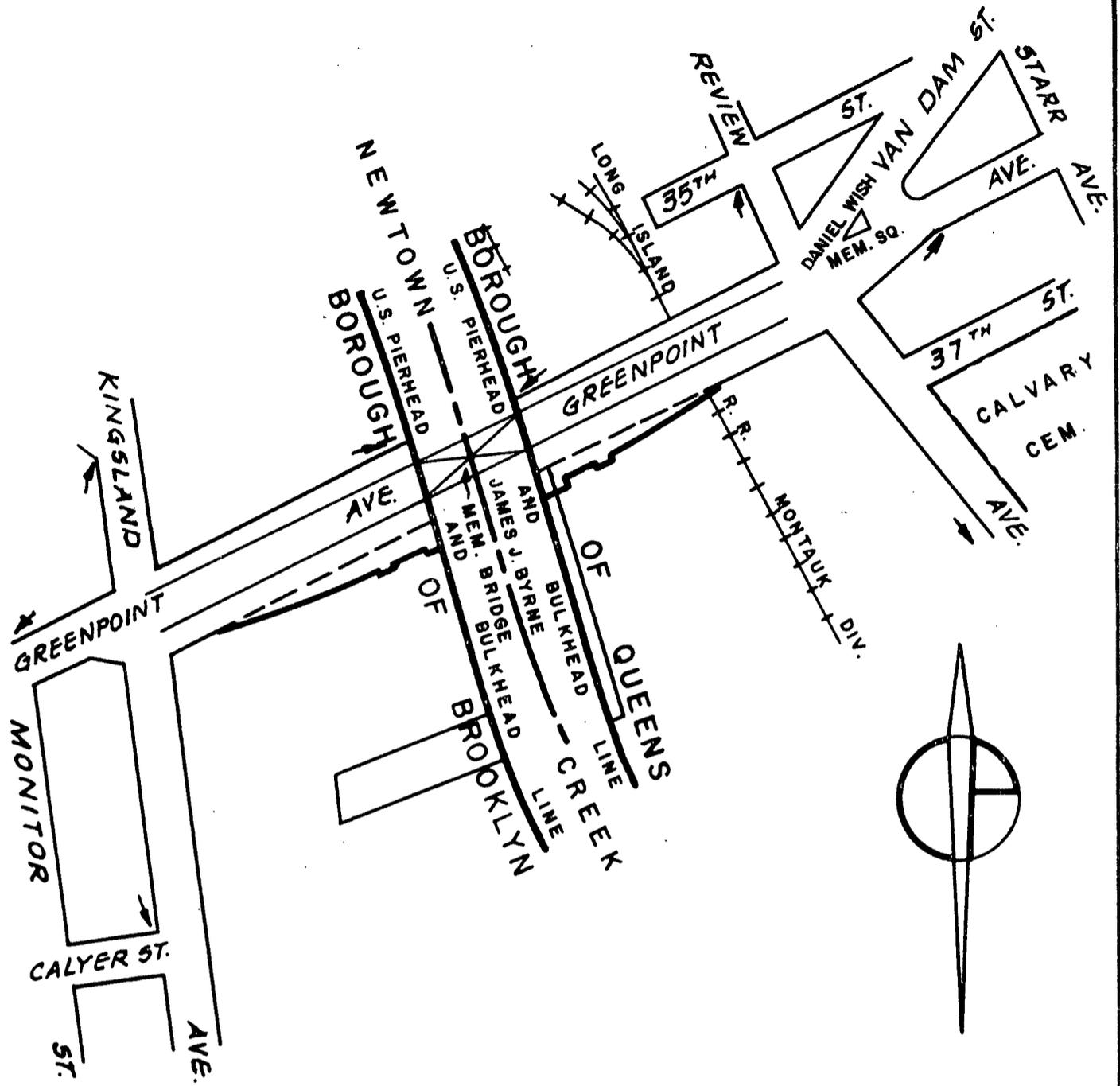
THEREFORE, the City Planning Commission, deeming the proposed map change to be in the public interest, hereby adopts the following resolution and recommends that the Board of Estimate adopt a similar resolution:

RESOLVED by the City Planning Commission, pursuant to Section 197-c of the New York City Charter, that the proposed map change showing the widening of Greenpoint Avenue between Review Avenue (Borough of Queens) and Kingsland Avenue (Borough of Brooklyn) and changing the street grades therefor, Borough of Queens CD No. 2 and Borough of Brooklyn CD No. 1, in accordance with Map No. 4781/X2344P dated July 25, 1983 and signed by the Borough Presidents (C830385 MMY), be and hereby is approved; furthermore, any real property dispositions related to this map change are also hereby approved.

The above resolution duly adopted by the City Planning Commission on January 4, 1984 (Calendar No. 51) is herewith filed with the Secretary of the Board of Estimate, pursuant to Section 197-c of the New York City Charter.

HERBERT STURZ, Chairman  
MARTIN GALLEN, Vice Chairman  
MAX BOND, JOHN P. GULINO, HOWARD B. HORNSTEIN,  
R. SUSAN MOTLEY, THEODORE E. TEAH, Commissioners

RS:bb



CITY PLANNING COMMISSION  
 CITY OF NEW YORK  
 DIAGRAM SHOWING PROPOSED  
**MAP CHANGE**  
 ON SECTIONAL MAP  
**13**

Certification Date:  
 New York, September 19, 1983

BOROUGH OF  
 BROOKLYN  
 & QUEENS

*Soliver Byrnes*  
 Director of Technical Review  
*Julius Spector PE*  
 Chief Engineer



NOTE:

- indicates line of street legally adopted.
- indicates line of street proposed to be eliminated.
- indicates line of street proposed to be established.
- indicates limits of grades proposed to be established.

A/C.