



CITY PLANNING COMMISSION  
CITY OF NEW YORK

ENVIRONMENTAL ASSESSMENT AND REVIEW DIVISION

**MEMORANDUM**

To: Members of the City Planning Commission

From: Robert Dobruskin RD

Date: June 20, 2014

**Re: Gateway Cathedral**  
CEQR No. 06DCP027R  
ULURP No. 140210 ZSR; N 140211 ZAR; N 140212 ZAR  
Staten Island, Community District 2  
SEQR Classification: Type I

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The Environmental Assessment and Review Division has reviewed the Technical Memorandum dated June 20, 2014 for the above referenced CEQR application. Based on our review, pursuant to the City's Environmental Quality Review process and NYCRR 617, we have come to the conclusion that the proposed action will not have a significant effect on the quality of the environment that was not already identified in the Final Environmental Impact Statement.

Attached is a copy of the Technical Memorandum.

Attachment

cc: Len Garcia-Duran      Nicole Campo      Barry Fisher  
Olga Abinader      Jonathan Keller      Pat Bussey  
Susan Wong



**TECHNICAL MEMORANDUM:  
GATEWAY CATHEDRAL  
CEQR #06DCP027R  
SEQR Classification: Type I  
June 20, 2014**

**Introduction**

On November 14, 2005, the New York City Planning Commission (CPC), acting as Lead Agency, issued a Negative Declaration for the proposed Gateway Cathedral Expansion project (CEQR No. 06DCP027R and ULURP Nos. C 060134 ZSR, N 060135 ZAR and N 060136 ZAR) based on an Environmental Assessment Statement (EAS) dated November 2005. The CPC is now considering a modification to the previous approvals for a large-scale community facility development (LSCFD) for an existing community facility and parking lot (Church at the Gateway) located at 200 Boscombe Avenue in the Pleasant Plains neighborhood of Staten Island's Community District 3 (Block 7577, Lot 3).

The Co-Applicants, Church at the Gateway and Joline Estates, are seeking the following actions:

- Special Permit pursuant to Section 74-53 of the Zoning Resolution (ZR) for Accessory Group Parking Facilities for Large Scale Community Facility Developments;
- Modification of Group Parking Facility Regulations pursuant to ZR Section 107-68;
- Modification of Existing Topography pursuant to ZR Section 107-65;
- Authorization for removal of trees pursuant to ZR Section 107-64.

This application and project site is related to an application, Torrice Loop, for Special South Richmond Development District (SSRDD) authorizations and certifications to facilitate a future subdivision of the existing 22.5 acre zoning lot and development of 35 single-family homes on a portion of the project area (ULURP Nos. N 140224 RCR, N 140225 RCR, N 140226 RAR; CEQR No. 14DCP100R).

This technical memorandum assesses the current proposed actions (ULURP Nos. I 140210 ZSR, N 140211 ZAR, and N 140212 ZAR) for the potential for significant adverse impacts related to the environment that were not identified in the original 2005 EAS and Negative Declaration (CEQR No. 06DCP027R).

**Background**

*Previous CPC Approvals*

The existing zoning lot (tax lots 3 & 200) was previously the subject site of CPC approvals involving the same zoning actions that are being applied for in this application to facilitate construction of the existing community facility. In 1991, the CPC approved SSRDD authorizations (N 900589 ZAR) in order to facilitate the construction of the original Gateway Cathedral project with 225 parking spaces, which was constructed with a largest hall of assembly for 704 people. In 2006, the CPC approved a special permit (C 060134 ZSR) and SSRDD authorizations to allow for an accessory group parking facility with 941 parking spaces, accessible from 3 curb cuts (two along Boscombe Avenue and one along Richmond Valley Road), and serving a largest hall of assembly with 2,500 seats. The applicant has only constructed a portion of that approved enlargement, and the proposed largest hall of assembly was not constructed. In 2004, the applicant added a 27,180 square foot (sf) school to the Gateway Cathedral, which did not involve any new parking and was an as-of-right enlargement.

The 2006 approvals permitted the applicant to expand the existing church by 87,870 sf, expand the church school by 12,648 square feet, and provide an additional 716 parking spaces, for a total of 941 spaces. This 2006 approval permitted a total area of 139,574 square feet for the church, a total area

of 39,828 square feet for the school. The 2006 approvals also allowed construction of an athletic field, which has not been constructed. These actions were the subject of City Environmental Quality Review as CEQR No. 06DCP027R. A Negative Declaration was issued on November 14, 2005.

#### *Previous Environmental Analysis*

The November 2005 EAS and Negative Declaration concluded that the 2006 proposed actions, with the incorporation of traffic related project improvements, would not result in the potential for significant adverse impacts on the environment. The project improvements consisted of following: signal timing changes at two intersections off of the project site (Page Avenue and Richmond Valley Road and Page Avenue and Amboy Road); signal timing changes at the Western and Eastern site drive intersections along Boscombe Avenue and re-striping the Western site drive onto Boscombe Avenue to provide a single fifteen foot wide ingress and two eleven foot wide egress lanes. The Applicant would notify the Department of Transportation (DOT) within six-months of completion of construction. As described above, the applicant did not fully construct what was approved in 2006 and is currently seeking, as described below, a smaller enlargement than what was original approved.

#### **Project Description**

In the current application, the project site (Block 7577, Lot 3) consists of 16.7 acres of the original 22.5 acres. The remaining 5.8 acre portion of the site (Block 7577, Lot 200) was sold to Joline Estates and is part of the aforementioned related Torrice Loop application. As noted above, this application is related to the Torrice Loop application for a future subdivision (N 140224 RCR) to create a new 16.7 zoning lot for Gateway Cathedral (Tax Lot 3) and separate zoning lots for a residential subdivision (Torrice Loop) in the other 5.8 acres (Tax Lot 200).

#### *Description of the Project Area*

The existing zoning lot is a 22.5 acre through lot with 760 ft of frontage on Boscombe Avenue on the north side and 864 ft of frontage along Richmond Valley Road on the south side, and up to 1,417 ft of depth. The entire zoning lot is zoned R3X with an additional SSRDD Special Area "LL" overlay. The Church at the Gateway operates an existing church and school on the northern two-thirds portion of this lot, which is accessed by 2 curb cuts on Boscombe Avenue.

#### *Description of the Project Site*

The project site (Block 7577, Lot 3) currently consists of a church and school in a single building totaling 78,884 sf of floor area and 44,589 sf of lot coverage. The (2) two-story church portion has 49,009 sf of floor area, including 17,211 SF of unfinished space, and the (3) three-story school portion has 27,180 sf of floor area. The largest hall of assembly has 704 seats. There are 422 accessory parking spaces, accessible from (2) two curb cuts onto Boscombe Avenue, which is along the northern lot line. The curb cut on the western side of this property line intersects with Route 440 and the curb cut on the eastern side intersects with Tyrellan Avenue.

The sloping site has 50 ft of elevation change from 25 ft to 75 ft and is heavily wooded along the western, northern, and eastern lot lines, with 931 trees. No portion of this site is in a FEMA Preliminary FIRM flood zone or within an identified tidal or freshwater wetland or wetland adjacent area.

#### *Description of the Proposed Development Project*

The applicant proposes to increase the floor area of the existing church by 57,728 SF, for a total of 106,737 square feet, increase the floor area of the existing school by 12,022 SF, for a total of 39,202 square feet, and construct a 2,400 SF maintenance building. The entire development would have 147,739 SF of floor area (.207 FAR) and 87,404 SF (15.8%) of lot coverage. The existing parking lot would be enlarged by 259 parking spaces from 422 to 618 accessory parking spaces and utilize the two existing curb cuts along Boscombe Avenue as the only means of access to the church and school. The previously approved access drive on Richmond Valley Road would be eliminated from the approved plans through the related Torrice Loop application's future subdivision. A ball field,

playground, and running track are also proposed. There would be a 6 ft wide pedestrian path between the project site and the adjacent Torrice Loop site.

The proposed parking exceeds the parking capacity required by zoning, and is based on anticipated demand for a proposed hall of assembly (church sanctuary/auditorium) of 1,800 seats. Only 185 parking spaces are required by zoning for the proposed development.

**Analysis Framework**

While the proposed actions would permit an enlargement of the existing community facility and parking lot, in comparison to the previously granted approvals, the current proposed actions would result in a reduction of 15,626 square feet in church area, a 626 square foot reduction in school area, and 323 fewer accessory parking spaces. The group parking area would be served by only two access site drives along Boscombe Avenue.

*Chart: Previous Approvals vs. Proposed Actions*

	<i>Previous Approval</i>	<i>Proposed Project</i>	<i>Increment</i>
<i>Lot Size</i>	<i>22.5 acres</i>	<i>16.72 acres</i>	<i>-5.78</i>
<i>Church Floor Area</i>	<i>122,363 sq ft</i>	<i>106,737 sq ft</i>	<i>-15,626 sq ft</i>
<i>School Floor Area</i>	<i>39,828 sq ft</i>	<i>39,202 sq ft</i>	<i>-626 sq ft</i>
<i>Accessory Parking</i>	<i>941 spaces</i>	<i>618 spaces</i>	<i>-323 spaces</i>

This technical memorandum will consider whether the proposed actions are likely to result in environmental impacts that would alter the conclusions of this previous environmental review. For each of the areas of inquiry under CEQR, this memorandum will describe changes resulting from the proposed actions, and the potential for those changes to result in adverse environmental impacts.

Absent the proposed actions, the Church at the Gateway would remain develop its property under the previously granted approvals as described above. It is anticipated that the proposed project would be completed by 2015.

**Land Use, Zoning and Public Policy**

The proposed actions would not alter the conclusion of the previous environmental assessment that the development of Church at the Gateway would not result in significant adverse impacts related to Land Use, Zoning, and Public Policy.

**Background**

*Project Site*

The subject site is a 22.5-acre rectangular site identified as Block 7577, Lot 3. The site has 760 feet of frontage on Boscombe Avenue to the north, and 864 feet of frontage on Richmond Valley Road to the south. The site is within an R3X zoning district within the Special South Richmond District and within Special Area LL. The site is improved with a church building containing 31,798 square feet of floor area, with a 17,211 square foot addition currently under construction, and a 27,180-square foot school. The site has a 422-space accessory parking lot. There are two two-way curb cuts into the parking lot from Boscombe Avenue. The eastern curb cut is opposite Tyrellan Avenue, and the western curb cut is opposite the entrance and exit ramps for eastbound Richmond Parkway. The site is built at a Floor Area Ratio of 0.108.

*Surrounding Area*

The study area for land use, zoning, and public policy consists of the area within a 400’ radius of the subject site. The area is predominantly developed with low-density, one- and two-family residential uses, as well as local commercial uses along Page Avenue to the west. A major highway, Richmond Parkway, is located north of the subject site. The subject site and most of the surrounding area is within an R3X district. The Page Avenue corridor to the west is zoned M1-1 and is developed with

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commercial uses. An M1-1 district is also mapped north of Richmond Parkway, where development consists primarily of local-serving and regional retail. The entire area is within the Special South Richmond District and is within the Coastal Management Zone of New York City.

Public policy for land use development for the subject property and the surrounding area is embodied in the NYC Zoning Resolution, and the Waterfront Revitalization Program. The subject site is governed by a Special Permit and Authorizations granted in 2006 which allow enlargement of the existing church and school.

#### Previous Approval

The 2006 approval permitted enlargement of an existing community facility consisting of a church and a school. This enlargement required a Special Permit related to the size of group parking, as well as multiple Authorizations for removal of trees, modification of topography, and modification of group parking and access regulations within the Special South Richmond District. The proposed actions would not change the proposed land uses for the site, which comply with the use regulation of the R3X district.

The consistency of the proposed actions with the provisions of the Special South Richmond District and Waterfront Revitalization Program are considered below.

#### **Proposed Actions**

The City Planning Commission, in granting of the parking Special Permit, must make findings that the proposed action would draw a minimum of vehicular traffic to and through local streets in residential areas, that reservoir spaces equal to 5% of the total parking spaces, up to a maximum of 50 spaces, and that streets providing access be adequate to handle the traffic. The proposed modification would reduce the number of parking spaces, reduce the capacity of the church by nearly 50%, and the size of the school. It would result in less traffic generation than the previous project. The modification would eliminate a proposed access drive on Richmond Valley Road, thereby limiting access to Boscombe Road, which is not a local street in a residential area. The proposed development would provide 73 reservoir spaces, nearly 50% more than the 50-space requirement.

In authorizing the removal of trees of six-inch caliper or greater whose removal would not otherwise be permitted, the City Planning Commission must find that the trees' retention would cause serious disadvantage in the arrangement of open areas, or that trees to be removed would be located in an area where more than two feet of cut or fill is required and therefore measures for saving the tree would be extremely difficult or impractical. Trees to be removed are either in the area designated to serve as the school's athletic field, or in areas of the proposed parking lot where more than two feet of cut or fill is needed in order to provide parking lot grades that meet ADA requirements. The total number of existing and new tree credits would exceed the number of tree credits required for the lot.

In authorizing modifications of topography, the City Planning Commission must find that development of the lot is not feasible without such modifications, that such modification is necessary to accommodate public amenities or active recreational facilities within a designated open space, that such modification will not cause unnecessary disturbance of the drainage pattern in the area; and such modified topography will have minimal impact on the existing natural topography of the surrounding area and will blend harmoniously with it. The proposed topographical modification is needed to provide a parking lot whose grades meet ADA requirements and to provide a new athletic field. Site drainage patterns that were established when the existing church and school were built would not be affected. Storm water would continue to be directed into on-site drywells. The areas of the site immediately adjacent to properties to the east and west would be undisturbed, and the area at the south of the site where the new athletic field would be constructed would match existing grades along its perimeter. The site slopes downhill from its northern boundary which is adjacent to Boscombe Avenue.

In authorizing modification of the group parking and access regulations of the Special South Richmond District, the City Planning Commission must find that vehicular access and egress are located so as to draw a minimum of vehicular traffic to and through local streets. The proposed modification would limit site access and egress to two drives on Boscombe Avenue. Boscombe Avenue is a feeder street which connects local streets to Page Avenue, a commercial shopping area, to the ramps providing

access and egress from eastbound US 440 and Richmond Parkway, and Tyrellan Street, which provides access to regional shopping facilities located north of Richmond Parkway. The proposed site access and egress would not result in traffic being drawn to or through local streets.

### **Waterfront Revitalization Program**

The subject site is within the Coastal Management Zone but is not a waterfront site. The proposed modification would reduce the size of the previously approved church, school, and parking lot, and eliminate an access drive on Richmond Valley Road. Because a revised Waterfront Revitalization Program has been adopted by the City since the 2006 approval, the project was evaluated for consistency with the current WRP as WRP #05-070. The WRP Form is attached. Based on the information provided in the Consistency Assessment Form, the project's consistency with Policy 1.1 must be assessed.

Policy 1.1 Encourage commercial and residential redevelopment in appropriate coastal zone areas. *According to the WRP, redevelopment should be encouraged on appropriately located vacant and underused land not needed for other purposes such as industrial activity or natural resources protection. Criteria to determine areas appropriate for reuse through public and private actions include: the lack of importance of the location to the continued functioning of the designated Special Natural Waterfront Areas or Significant Maritime and Industrial Areas; the absence of unique or significant natural features or, if present, the potential for compatible development; the presence of substantial vacant or underused land; proximity to residential or commercial uses; the potential for strengthening upland residential or commercial areas and for opening up the waterfront to the public; and the number of jobs potentially displaced balanced against the new opportunities created by redevelopment.*

The proposed action would permit enlargement of an existing church and school at a site that has long been used for these purposes. The proposed enlargement would meet the needs of the church's congregants and school students at their existing location. The site has access to regional highways through the nearby Richmond Parkway and West Shore Expressway, and is within an area developed with residential and commercial uses. Therefore the site is well suited for this use. The subject site is not a waterfront site and does not contain mapped freshwater or tidal wetlands. The proposed modification of previously granted approvals would reduce the size of buildings and parking capacity on the site as compared to previous approvals

The proposed action is consistent with this policy.

While the site is not within or adjacent to any Recognized Environmental Complex (policies 4.1 and 9.2), it is in proximity to several Recognized Ecological Habitats, specifically:

- Page Avenue Wetlands
- Canada Hill Woods
- Outerbridge Ponds and Woods
- Long Pond.

In all cases, the site is separated from these habitats by streets that contain utility trenches and sewers. Therefore it is hydrologically separated from these areas. The New York City Department of Environmental Conservation (DEC) (Appendix A) has confirmed that the site is not within any tidal or freshwater wetland or wetland adjacent area, and therefore DEC does not have jurisdiction under either the Freshwater Wetland Act or the Tidal Wetland Act.

The site is not within either the 100-year or 500-year flood plain in either the current FEMA flood risk map or the post-Sandy preliminary map, which is not yet in effect. Therefore the project is not within a federally designated flood hazard area of state-designated erosion hazards area and does not require assessment for consistency with Policy 6: Minimize loss of life, structures and natural resources caused by flooding and erosion

**Conclusion**

The proposed modification would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to land use, zoning, and public policy.

For Internal Use Only:

WRP no. \_\_\_\_\_

Date Received: \_\_\_\_\_

DOS no. \_\_\_\_\_

## NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the New York City Waterfront Revitalization Program (WRP). The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, other state agencies or the New York City Department of City Planning in their review of the applicant's certification of consistency.

### A. APPLICANT

1. Name: James Heineman, Equity Environmental Engineering LLC
2. Address: 227 Route 206, Suite 6, Flanders NJ 07836
3. Telephone: 973-527-7451x101 Fax: 973-858-0280 E-mail: jim.heineman@equityenvironmental.com
4. Project site owner: Church at the Gateway

### B. PROPOSED ACTIVITY

1. Brief description of activity:  
The Church at the Gateway seeks to enlarge its church, school, and athletic field facilities and increase its parking capacity, and would eliminate a proposed entrance drive to the facility. These enlargements would result in a smaller project than can be built under existing approvals, and would better suit the church's needs and allow for a better site layout and access.
2. Purpose of activity:  
The proposed enlargement would allow the church to serve the needs of its congregants and school students.
3. Location of activity: (street address/borough or site description):  
200 Boscombe Avenue, Staten Island NY. Block 7577, Lot 3.

**Proposed Activity Cont'd**

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:  
n/a

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).  
no

6. Will the proposed project require the preparation of an environmental impact statement?  
Yes \_\_\_\_\_ No  If yes, identify Lead Agency:

7. Identify **city** discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.  
Special Permit pursuant to Z.R. 74-53 to modify Z.R. 25-12 to allow group parking accessory to uses in a large scale community facility.  
Authorizations pursuant to Z.R. 107-65 for modification to existing topography and Z.R. 107-64 for removal of trees.  
Authorization pursuant to Z.R. 107-68 for Modification of Group Parking Facility and Access regulations to allow a parking lot with more than 30 parking spaces.

**C. COASTAL ASSESSMENT**

**Location Questions:**

**Yes No**

- |   |       |                                     |
|---|-------|-------------------------------------|
| 1. Is the project site on the waterfront or at the water's edge?  | _____ | <input checked="" type="checkbox"/> |
| 2. Does the proposed project require a waterfront site?   | _____ | <input checked="" type="checkbox"/> |
| 3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters? | _____ | <input checked="" type="checkbox"/> |

**Policy Questions**

**Yes No**

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

- |   |                                     |                                     |
|---|-------------------------------------|-------------------------------------|
| 4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1) | _____                               | <input checked="" type="checkbox"/> |
| 5. Is the project site appropriate for residential or commercial redevelopment? (1.1)                                       | <input checked="" type="checkbox"/> | _____                               |
| 6. Will the action result in a change in scale or character of a neighborhood? (1.2)  | _____                               | <input checked="" type="checkbox"/> |

**Policy Questions cont'd**

**Yes No**

7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)		✓
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)		✓
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)		✓
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)		✓
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)		✓
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)		✓
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)		✓
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)		✓
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)		✓
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)		✓
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)		✓
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)		✓
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)		✓
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2)	✓	
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)		✓
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)		✓
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)		✓
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)		✓
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)		✓
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)		✓
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)		✓
28. Would the action cause violations of the National or State air quality standards? (5.2)		✓

**Policy Questions cont'd**

**Yes No**

29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
33. Would the action result in any construction activities that would lead to erosion? (6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
37. Would the proposed project affect a non-renewable source of sand ? (6.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
39. Would the action affect any sites that have been used as landfills? (7.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Policy Questions cont'd**

**Yes No**

51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)

\_\_\_\_\_ ✓

52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)

\_\_\_\_\_ ✓

**D. CERTIFICATION**

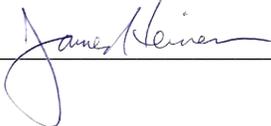
The applicant or agent must certify that the proposed activity is consistent with New York City's Waterfront Revitalization Program, pursuant to the New York State Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If the certification can be made, complete this section.

"The proposed activity complies with New York State's Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent Name: James Heineman, Equity Environmental Engineering LLC

Address: 227 Roue 206, Suite 6

Flanders NJ 07836 Telephone 973-527-7451x101

Applicant/Agent Signature:  Date: June 20, 2014

### **Socioeconomic Conditions**

The proposed actions would not affect socioeconomic conditions. While the proposed actions would permit an enlargement of the existing community facility and parking lot, the current proposed actions would result in a reduction in size in comparison to the previously granted approvals. The proposed actions would not alter socioeconomic conditions in the area as compared to the previous approval. The proposed modification would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to socioeconomic conditions.

### **Community Facilities and Services**

The applicant believes that the proposed actions would allow the Church at the Gateway to enlarge its assembly and school space in order to properly meet the needs of its congregation and school community. It would not generate additional demand for publicly funded community facilities as defined by the CEQR Technical Manual. The proposed actions would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to community facilities and services.

### **Open Space**

The proposed actions would reduce the size of the previously-approved church, school, and parking lot at Church at the Gateway. It would not result in any direct effects on public open space, nor would it increase demand for open space and recreational facilities. An athletic field for use by the church school is proposed to be built. The proposed actions would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to open space.

### **Shadows**

The proposed actions would not increase the height of any of the structures to be built on the subject site, as compared to the previously-granted approval. Additionally, there are no public open spaces or other sunlight-sensitive land uses in the vicinity of the subject site. Therefore, the proposed actions would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to shadows.

### **Historic and Cultural Resources**

There are no architectural resources in the project vicinity, and the subject site was not previously identified as being archaeologically sensitive in both 1990 and 2002. Additionally, while the proposed actions would permit an enlargement of the existing community facility and parking lot, in comparison to the previously granted approvals, the current proposed actions would result in a reduction in lot coverage and ground disturbance from what was analyzed in the 2005. Therefore, the proposed modification would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to historic and cultural resources.

### **Urban Design and Visual Resources**

The proposed modification would not alter the urban design characteristics of the site. While the proposed actions would permit an enlargement of the existing community facility and parking lot, in comparison to the previously granted approvals, the current proposed actions would result in a reduction in square footage, massing and lot coverage. It would remain a church and school campus with surface parking. The school and church would continue to be served by the existing access drives on Boscombe Avenue opposite Tyrellan Street and the eastbound Richmond Parkway ramps. The extent of the enlargement of the church and school buildings would be less than what was previously assessed and approved and the site layout and building height and massing would not be significantly changed. The proposed modification would not alter the conclusion of the previous environmental

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assessment that the proposed development does not have the potential for adverse impacts related to urban design and natural resources.

### **Natural Resources**

While the proposed actions would permit an enlargement of the existing community facility and parking lot, in comparison to the previously granted approvals, the current proposed actions would result in a reduction in square footage and lot coverage. The proposed modification would result in less site disturbance for construction than was originally approved, less removal of trees, and less alteration of topography. The site was not identified as providing habitat for rare or endangered species. The proposed modification would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to natural resources. The site is not within mapped wetlands or wetland adjacent areas. By letter dated November 2, 2011, the New York City Department of Environmental Conservation (DEC) (Appendix A) has indicated that the site is not under DEC jurisdiction under either the Freshwater Wetlands Act or the Tidal Wetlands Act, and no DEC freshwater or tidal wetlands permit is required to develop or alter the site.

### **Hazardous Materials**

While the proposed actions would permit an enlargement of the existing community facility and parking lot, in comparison to the previously granted approvals, the current proposed actions would result in a reduction in square footage, massing and lot coverage. The proposed actions would result in less ground disturbance than was originally approved and would not result in the use, generation, transport, or storage of hazardous materials on the subject site. According to the 2005 EAS and associated Phase 1A hazardous materials assessment, the project site has no history of industrial or manufacturing uses and the presence of hazardous waste of the site is unlikely. Since the previous assessment found no potential for hazardous materials impacts due to the previously approved actions and the current proposed actions would reduce the overall lot coverage and in-ground disturbance, then the proposed actions would not increase the potential for site workers or occupants to be exposed to hazardous materials. The proposed actions would not alter the conclusion of the previous environmental assessment that the proposed development would not have the potential for adverse impacts related to hazardous materials.

### **Water and Sewer Infrastructure**

The proposed actions would reduce the floor area and capacity of Church at the Gateway, and therefore would result in less water consumption and waste water generation than was previously assessed and approved. Site drainage patterns that were established when the existing church and school were built would not be affected. Storm water would continue to be directed into on-site drywells. The proposed actions would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to water and sewer infrastructure.

### **Energy**

The proposed actions would reduce the floor area and capacity of Church at the Gateway, and therefore would result in less energy demand than was previously assessed and approved. The proposed modification would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to energy.

### **Transportation**

### **Introduction**

While the proposed actions would permit an enlargement of the existing community facility and parking lot, in comparison to the previously granted approvals, the current proposed actions would result in an overall reduction in square footage, assembly space and seats and parking spaces from what was analyzed in the 2005. Since the proposed actions would reduce the size and capacity of the

Church of the Gateway, as compared to the previously approved plans, it would therefore reduce peak hour travel compared to the project that was previously assessed and approved. The proposed actions would eliminate an access drive on Richmond Valley Road that was a component of the previously analyzed project.

In order to assess how the proposed actions would affect transportation, an analysis was conducted of the change in trip generation resulting from the proposed actions and the change in trip distribution that would result from the elimination of the Richmond Valley Road access drive.

Freudenthal & Elkowitz Consulting Group, Inc. prepared an Environmental Assessment dated September 2005 in support of an application for a Zoning Special Permit for Accessory Group Parking Facilities for Large Scale Community Facility Developments and Zoning Authorizations for Removal of Trees, Modification of Existing Topography, and Modification of the Size of Accessory Group Parking, to allow construction of two cathedral additions and associated parking facilities.

As approved in 2006, the Special Permit and Authorizations allow development of a new cathedral with seating for 2,500, along with an internal 250-seat chapel and the previously built 704-person auditorium, for a total seating capacity of 3,454. Group parking for 941 vehicles was approved, to be served by two curb cuts on Boscombe Avenue, one opposite Tyrellan Avenue and one opposite the access and egress ramps from the eastbound Richmond Parkway, and one curb cut on Richmond Valley Road.

The previous environmental review concluded that, with the incorporation of traffic related project improvements, the proposed development would not result in adverse impacts related to transportation. The 2006 EAS concluded that, with the incorporation of certain project-related traffic improvements, the proposed enlargement would not result in adverse impacts related to transportation. These improvements consisted of the following:

- *Signal timing at the intersection of Page Avenue and Richmond Valley Road would be changed, with a shift of 4 seconds from the north-south approach to the east-west approach.*
- *Signal timing at the intersection of Page Avenue and Amboy Road would be changed with a shift of 1 second from the north-south approach to the east-west approach.*
- *Within six months of completion of construction, the applicant would notify DOT for the possible modification of signal timing at the traffic signals located at both drives onto the property along Boscombe Avenue.*
- *The applicant would re-stripe the western drive on Boscombe Avenue to provide a single fifteen foot wide ingress and two eleven foot wide egress lanes.*

The applicant would notify DOT within six months of completion of construction to determine if signal timing modifications were appropriate and certain locations. As noted above, the applicant did not construct what was previously approved and would not have notified DOT or implemented the identified project improvements. Therefore, the current analysis relied on existing conditions (signal timing and geometries) rather than assuming the project improvements to be implemented in conjunction with the 2006 approvals.

### **Principal Conclusions**

The proposed actions would not alter the conclusions of the original 2005 EAS' transportation analysis and Negative Declaration, which concluded that with the addition of project improvements consisting of signal timing adjustments and lane restriping on the applicant's property no. While certain project improvements identified in 2005 are no longer necessary, the current proposed actions would not result in significant adverse impacts related to transportation.

Specifically, the analysis concluded that the project improvements would consist of:

- *No change from current signal timing is required for the intersection of Page Avenue and Richmond Valley Road under the proposed modification;*
- *No change from current signal timing is required for the intersection of Page Avenue and Amboy Road under the proposed modification;*

- *Modification of the signal timing at the intersection of Boscombe Avenue, the Western Site Drive, and the Route 440 ramps. No signal timing modification was identified as necessary for the intersection of Boscombe Avenue, the Eastern Site Drive, and Tyrellan Avenue. However, the Eastern Site Drive would be restriped to provide two exiting (northbound) lanes;*
- *The applicant would close the Western Site Drive to exiting traffic during the peak travel period. All exiting traffic would use the Eastern Site Drive.*

With these project improvements in place, the proposed modification would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to transportation.

**Analysis**

*Trip Generation*

The traffic study for the 2005 EAS was prepared by Litwornia Associates. Their projection of action-related trips was derived from actual trips generated by the Cathedral on January 27, 2002. On that date, the church, with seating capacity of 820, accommodated 460 people during the 8:30 a.m. service, and 700 during the 11:15 service. To model a worst-case condition under the then-existing conditions, Litwornia assumed that traffic associated with a full church would be 114% (820/700) of the observed traffic on January 27, 2002.

The Litwornia Associates traffic analysis identified the following trip generation during the Sunday Peak Hour:

2006 Enlargement: Inducted Vehicular Traffic

EXISTING		FUTURE BUILD		DIFFERENCE	
Entries	Exits	Entries	Exits	Entries	Exits
20	211	101	1066	+81	+855

Future build conditions were modeled by assigning trips based on the home zip codes of then-current church members and church school students. Based on these factors, trips were assigned as follows:

Directional Distribution (2005 Traffic Study)

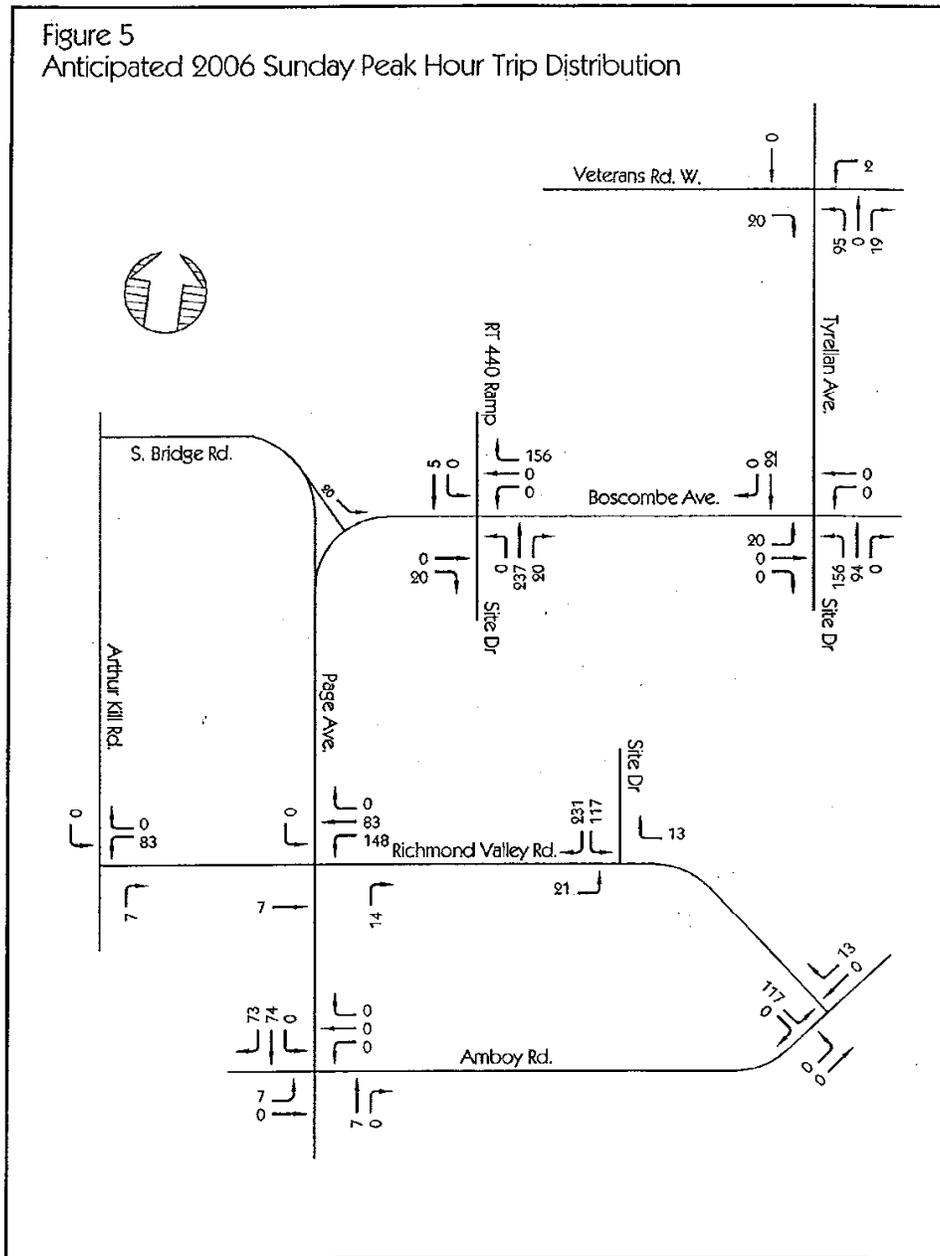
Direction	Ministry	School
To/from NJ via Outerbridge Crossing	7.5%	0.3%
To/from Richmond Parkway	49.6%	42.3%
To/From Veterans Road West	2.2%	1.9%
To/From Richmond Valley Road	40.7%	55.5%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

Based on this trip distribution pattern, Sunday Peak Period incremental traffic associated with the proposed enlargement and opening of a new site drive on Richmond Valley Road was assigned to the surrounding network as indicated in the following Figure 5 of the 2005 EAS.

Gateway Cathedral Expansion

Section O: Traffic

Figure 5  
Anticipated 2006 Sunday Peak Hour Trip Distribution



The 2005 traffic analysis noted that there would be no increase in school attendance as a result of the enlargement, and therefore they did not analyze weekday conditions.

*Proposed Actions*

The present proposed actions would reduce the cathedral’s total seating capacity from the previously approved 3,454 to 1,800, and would eliminate the proposed access drive on Richmond Valley Road. This reduction would result in a development with 52% of the capacity of the previously granted expansion. Accordingly, project traffic during the Sunday peak period was adjusted proportionally.

Effect of Proposed Modification on Trip Generation

PREVIOUS PROJECT INCREMENT		PROPOSED MOD INCREMENT		DIFFERENCE	
Entries	Exits	Entries	Exits	Entries	Exits
81	855	42	446	-39	-409

As a first step, the incremental traffic resulting from the proposed modification was assigned to the network intersections in the same proportions as the traffic from the previously approved enlargement. This would result in the following traffic:

Effect of Proposed Actions at Area Intersections  
(Not Accounting for Elimination of Richmond Valley Road Site Drive)

INTERSECTION	MOVEMENT	PREVIOUS PROJECT INCREMENT	PROPOSED MOD INCREMENT	CHANGE IN GENERATED TRIPS
South Site Drive/RVR	sbr	231	120	(111)
	sbl	117	61	(56)
	ebl	21	11	(10)
	wbr	13	7	(6)
East Site Drive/Boscombe/Tyrellan	nbl	156	81	(75)
	nbt	94	49	(45)
	ebl	21	11	(10)
	sbt	22	11	(11)
West Site Drive/Boscombe/Richmond Pkwy Ramps	nbt	237	124	(113)
	nbr	20	10	(10)
	ebr	20	10	(10)
	wbr	156	81	(75)
	sbt	5	3	(2)
Veterans Rd West/Tyrellan Av	nbl	95	49	(46)
	nbr	19	10	(9)
	ebr	20	10	(10)
	wbl	2	1	(1)
South Bridge/Boscombe/ Page	ebl	20	10	(10)
Amboy Rd/ RVR	sbl	117	61	(56)
	ebr	12	7	(5)
Page Av/ Amboy Rd	nbt	7	4	(3)
	ebl	7	3	(4)
	sbt	74	39	(35)
	sbr	73	38	(35)
Arthur Kill Rd/RVR	nbr	7	4	(3)
	wbl	83	43	(40)
Page Ave/RVR	nbr	14	7	(7)
	ebl	7	4	(3)
	wbl	148	77	(71)
	wbt	83	43	(40)

In addition to reducing the amount of floor area and building capacity, as compared to the previously approved enlargement, the proposed project would eliminate the southern site drive, on Richmond Valley Road. The traffic that would be assigned to that drive was reassigned to the site drives on Boscombe Avenue. The 2005 traffic analysis assigned 348 outbound trips and 34 inbound trips to the Richmond Valley Road site drive. With the proposed 48% decrease in capacity proposed in the present modification, there would be 181 outbound trips and 18 inbound trips that must be reassigned to the other site drives.

Because of the area's roadway configuration, Page Avenue is the only arterial street providing north-south access between Boscombe Avenue to the north of the site and Richmond Valley Road, to the south of the site. Weiner Street, a local street located east of the site, also connects Boscombe Avenue and Richmond Valley Road. Trips from the southeast were assigned to Weiner Street.

The intersection of Boscombe Avenue and the Richmond Parkway Ramps experiences heavy traffic during the Sunday midday period, which is a time of peak activity at nearby retail facilities. Therefore, the church's western drive, which is opposite the ramps, would be closed to exiting traffic under the proposed action. Therefore, all exiting traffic was assigned to the church's eastern drive, opposite Tyrellan Avenue.

This reassignment of traffic would affect the following locations between the Boscombe Avenue site drives and Amboy Road:

- 1) Western Site Drive/Boscombe Avenue/Richmond Parkway Ramps
- 2) Eastern Site Drive/Boscombe Avenue/Tyrellan Avenue
- 3) Page Avenue/Boscombe Avenue/South Bridge Street
- 4) Page Avenue/Richmond Valley Road
- 5) Page Avenue/Amboy Road
- 6) Weiner Street/Boscombe Avenue

In order to reach destinations south of the subject site, these reassigned trips would travel via Boscombe Avenue and Page Avenue, or via Boscombe Avenue and Weiner Street. With the reassignment of traffic due to the elimination of the Richmond Valley Road access drive, the change in induced traffic between the previously approved enlargement and the proposed modification would be as follows:

Effect of Proposed Modification at Area Intersections  
 (Accounting for Elimination of Richmond Valley Road Site Drive and  
 Closing of West Drive to Exiting Traffic)

INTERSECTION	MOVEMENT	PREVIOUS PROJECT INCREMENT	PROPOSED MOD INCREMENT	CHANGE IN GENERATED TRIPS
South Site Drive/RVR	sbr	231	0	-231
	sbl	117	0	-117
	eb1	21	0	-21
	wbr	13	0	-13
East Site Drive/Boscombe/ Tyrellan	nbl	156	325	169
	nbt	94	60	-34
	nbr	0	61	61
	eb1	21	0	-21
	sbt	22	11	-11
West Site Drive/ Boscombe/ Richmond Pkwy Ramps	nbl	0	0	0
	nbt	237	0	-237
	nbr	20	0	-20
	ebr	20	10	-10
	wbt	0	120	120
	wbr	156	205	49
	sbt	5	3	-2
South Bridge/ Boscombe/ Page	nbt	0	11	11
	ebt	20	10	-10
	sbt	0	120	120
Page Av/ Amboy Rd	nbt	7	4	-3
	eb1	7	3	-4
	sbt	74	38	-36
	sbr	73	38	-35
Page Av/RVR	nbt	0	4	4
	nbr	7	0	-7
	wbl	116	0	-116
	wbt	83	0	-83
	sbt	0	73	73
	sbr	0	47	47
Page Ave/RVR	nbt		7	7
	nbr	14	0	-14
	eb1		4	4
	ebt	7	0	-7
	wbl	148	0	-148
	wbt	83	0	-83
	sbt		77	77
	sbr		0	0
Boscombe/ Weiner	ebr	0	61	61
	nbl		7	7

In summary, two locations would receive additional traffic as a result of the proposed actions: the intersection of Boscombe Avenue and Weiner Street, receiving 66 trips, and the intersection of Page Avenue, Boscombe Avenue, and South Bridge Road, receiving an additional 179 trips during the peak hour. Additionally, while overall project-generated traffic at the West Site Drive would decrease, there would be an additional 52 west-bound right turns and 182 west bound through movements.

#### *Traffic Volumes*

To determine whether the proposed action would alter the previous analysis' conclusion that no significant adverse impacts would occur, a Level of Service (LOS) analysis was conducted at key intersections in the vicinity of Church at the Gateway, where church-related traffic may affect conditions. Analysis was conducted at the following locations:

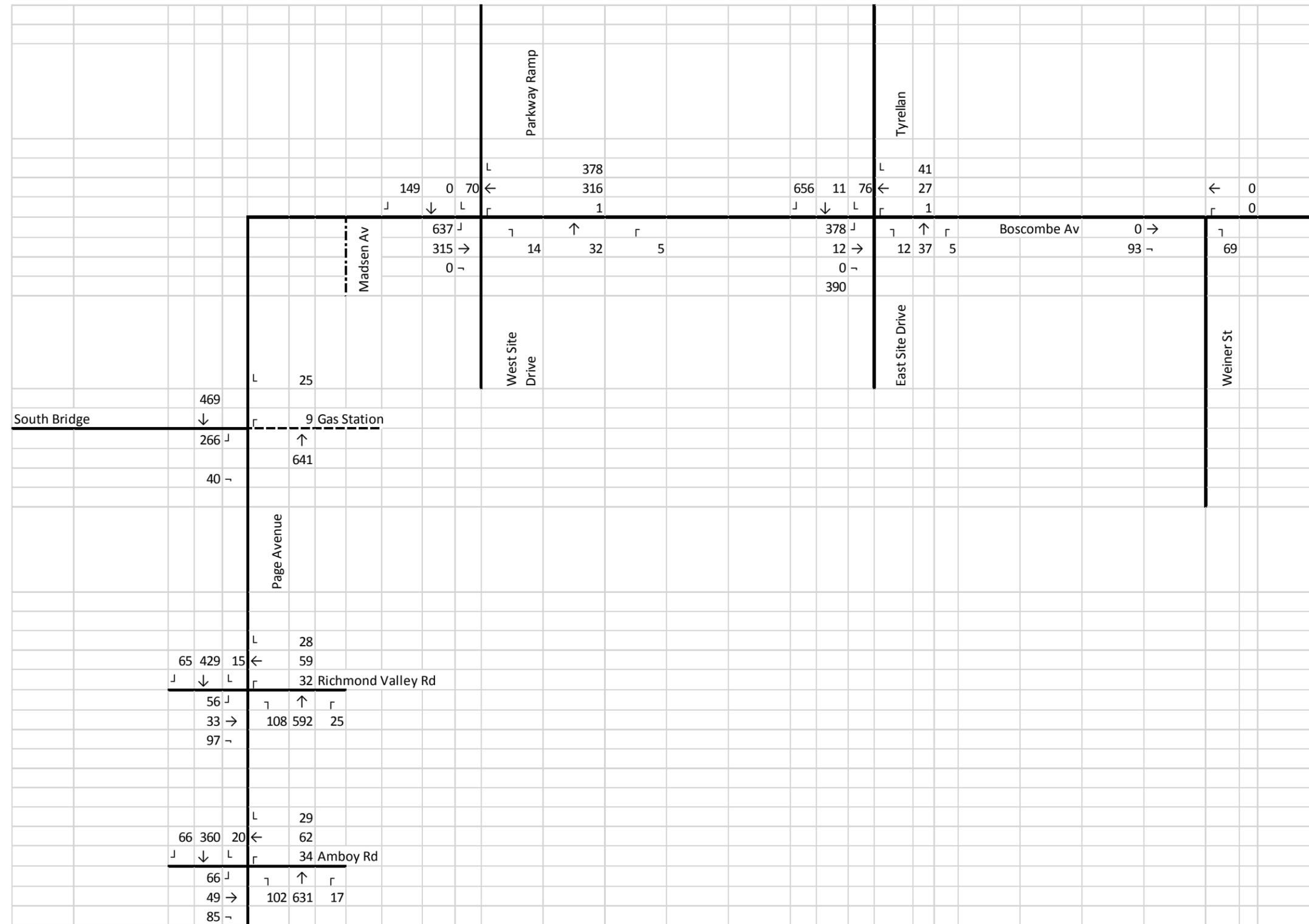
- 1) East site drive/Boscombe Avenue/Tyrellan Avenue
- 2) West site drive/Boscombe Avenue/Eastbound Richmond Parkway ramps
- 3) Page Avenue/Boscombe Avenue/South Bridge Street
- 4) Page Avenue/Richmond Parkway
- 5) Page Avenue/Amboy Road
- 6) Weiner Street/Boscombe Avenue

Manual turning movement counts were conducted during the church's peak Sunday morning and midday periods on March 17, 2013. These counts were supplemented by Automated Traffic Recorder (ATR) counts conducted for nine days between March 16 and March 27, 2013 on Boscombe Avenue, Page Avenue, and the East site drive. The period of peak church-related traffic occurs between 12 noon and 1 p.m. on Sunday, when the church's main service ends.

In the future without the action, a background growth factor of 1.0% per year was applied to the existing conditions traffic counts, to account for anticipated background traffic growth by the project build year of 2015. Additionally, traffic generated by the expansion of the Charleston Mixed-Use Development was added to intersections within the study area, based on the trip assignments used in that environmental review (13DME001R).

Traffic associated with the church enlargement under the proposed actions was then assigned to the study area intersections.

Traffic volume at the analyzed intersections in the 2013 existing conditions is presented in the following figure







The Level of Service (LOS) analysis was conducted of the study area intersections using the HCS2010 Highway Capacity Software. As noted earlier, this analysis relied on existing signal timing and geometries, rather than assuming the improvements adopted in conjunction with the 2006 approvals. It was determined that under these conditions, the proposed actions would not result in significant delays in LOS at the intersections of Page Avenue and Amboy Road, Page Avenue and Richmond Valley Road, or Boscombe Avenue and Tyrellan Avenue. Therefore, the project improvements previously identified for these locations do not appear warranted. A signal timing modification at the intersection of the Eastern Site Drive and Boscombe Avenue was identified that would ensure no significant deterioration in LOS. As was the case for the previous approval, the applicant would still notify DOT within six months of the completion of construction for the possible modification of the signal timing at this location.

The results of this level of service analysis are presented in the following table:

Table LOS Level of Service Summary - Sunday															
		Existing		No Build		Build w Improvements*		Build - No Build							
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	Impact						
West Site Drive	EBL	20.7	B	22.9	C	30.1	C	7.2	NO						
Rt. 440 Ramp	EBTR	5.0	A	5.2	A	35.2	D	30.0	NO						
Boscombe Ave.	WBLT	41.6	D	45.7	D	47.7	D	2.0	NO						
	WBR	93.6	F	288.2	F	10.1	A	-278.1	NO						
	NBLTR	42.8	D	42.8	D	n/a	n/a	#####	n/a						
	SBL	33.2	C	32.9	C	34.9	D	2.0	NO						
	SBT	30.4	C	30.4	C	32.2	C	1.8	NO						
	SBR	6.7	A	6.8	A	9.0	A	2.2	NO						
		(SIGNALIZED)		(SIGNALIZED)		(SIGNALIZED)									
East Site Drive	EBdefl	18.1	B	19.8	B	20.0	C	0.2	NO						
Tyrellan	EBTR	11.3	B	11.3	B	11.3	B	0.0	NO						
Boscombe Ave.	WBLTR	11.6	B	11.6	B	11.6	B	0.0	NO						
	NBLTR	17.6	B	17.2	B	Nb de fl NBTR	31.9 19.5	14.7 n/a	NO NO						
	SBLT	18.7	B	18.8	B	19.3	B	0.5	NO						
	SBR	106.9	F	254.5	F	32.6	F	-221.9	NO						
		(SIGNALIZED)		(SIGNALIZED)		(SIGNALIZED)									
S. Bridge St.	WBL	20.2	C	20.2	C	20.1	C	-0.1	NO						
Page Ave.	WBR	20.3	C	20.5	C	20.3	C	-0.2	NO						
Boscombe Ave.	NBT	11.3	B	11.4	B	11.5	B	0.1	NO						
	SBT	10.5	B	10.8	B	11.4	B	0.6	NO						
		(SIGNALIZED)		(SIGNALIZED)		(SIGNALIZED)									
Richmond Valley Rd	EBLTR	23.3	C	23.5	C	23.6	C	0.1	NO						
Page Ave.	WBLTR	21.6	C	21.7	C	21.7	C	0.0	NO						
	NBL	14.0	B	14.8	B	20.7	B	5.9	NO						
	NBTR	16.5	B	17.3	B	17.5	B	0.2	NO						
	SBL	10.2	B	10.3	B	10.3	B	0.0	NO						
	SBTR	15.1	B	15.9	B	19.5	B	3.6	NO						
		(SIGNALIZED)		(SIGNALIZED)		(SIGNALIZED)									
Amboy Rd.	EBLTR	14.7	B	14.8	B	22.3	B	7.5	NO						
Page Ave.	WBLTR	13.7	B	13.7	B	20.3	B	6.6	NO						
	NBL	34.7	C	25.8	C	15.6	D	-10.2	NO						
	NBTR	38.7	D	43.3	D	21.3	C	-22.0	NO						
	SBL	24.9	C	24.9	C	12.1	B	-12.8	NO						
	SBTR	23.8	C	24.0	C	16.7	C	-7.3	NO						
		(SIGNALIZED)		(SIGNALIZED)		(SIGNALIZED)									
Weiner Rd.	NBLTR	7.3	A	7.3	A	7.3	A	0.0	NO						
Boscombe Ave.	EBTR	8.6	A	8.6	A	8.8	A	0.2	NO						
		(UNSIGNALIZED)		(UNSIGNALIZED)		(UNSIGNALIZED)									

\*Improvements consist of signal timing modification and closing of site drive to exiting traffic at the West Site Drive/Route 440 Ramps/Boscombe Avenue intersection

Based on this analysis, the proposed actions generated traffic does not have the potential for adverse effects with the implementation of the project improvements consisting of signal timing adjustments. This is the same conclusion that was reached in the environmental assessment of the previous approval.

The analysis of the previous project identified traffic improvements at four locations that, incorporated into the project, would ensure no adverse impacts. Based on the analysis for the current proposed actions, these project improvements at these locations would be revised as follows:

- *No change from current signal timing is required for the intersection of Page Avenue and Richmond Valley Road under the proposed modification. All approaches to this intersection would continue to operate at acceptable levels of service.*
- *No change from current signal timing is required for the intersection of Page Avenue and Amboy Road under the proposed modification. All approaches to this intersection would continue to operate at acceptable levels of service.*
- *Modification of the signal timing at the intersection of Boscombe Avenue, the Western Site Drive, and the Route 440 ramps. Accordingly, the improvement identified in the analysis of the previous approval, that the applicant would notify DOT for the possible modification of signal timing at this location within six months of completion of construction, would still be appropriate. No signal timing modification was identified as necessary for the intersection of Boscombe Avenue, the Eastern Site Drive, and Tyrellan Avenue. However, the Eastern Site Drive would be restriped to provide two exiting (northbound) lanes.*
- *The applicant would close the Western Site Drive to exiting traffic during the peak travel period to prevent adverse conditions at this location. All exiting traffic would use the Eastern Site Drive.*

With these project improvements in place, the proposed modification would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to transportation.

## **Air Quality**

### Stationary Sources

The proposed action would not increase building floor area as compared to previously reviewed conditions, and therefore would not increase emissions associated with HVAC equipment. The location of buildings and HVAC stacks would not change as compared to the previously analyzed project. The proposed modification would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to stationary source air quality.

### Mobile Sources

The proposed modification would not result in the generation of 170 or more auto trips, nor would it result in heavy-duty diesel trip generation. The amount of travel within the church's parking lot would be lower than would occur under the previously analyzed project. The proposed modification would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to mobile source air quality.

## **Noise**

The proposed modification would not introduce a new sensitive land use as compared to the previously granted approval, and would not result in new sources of stationary or mobile noise. The proposed modification would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to noise.

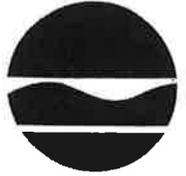
## **Neighborhood Character**

The proposed modification would reduce the size of the church, school and parking lot at the subject site. It would not alter the use of the site for a church and school, and would not increase disturbance of natural features or significantly alter traffic patterns or the design of the church campus. The proposed modification would not alter the conclusion of the previous environmental assessment that the proposed development does not have the potential for adverse impacts related to neighborhood character.

## Appendix A

### DEC Correspondence

**New York State Department of Environmental Conservation**  
**Division of Environmental Permits, Region 2**  
47-40 21<sup>ST</sup> Street, Long Island City, NY 11101-5407  
**Phone:** (718) 482-4997 • **FAX:** (718) 482-4975  
**Website:** www.dec.ny.gov



Joe Martens  
Commissioner

**November 2, 2011**

**Mr. Philip Rampulla**  
**Rampulla Associates Architects, LLP**  
**155 Third Street**  
**Staten Island, NY 10306**

**Re: DEC Wetlands Jurisdictional Determination No. 64-7562**  
**Richmond County Tax Block(s): 7577, Lot(s): 3**

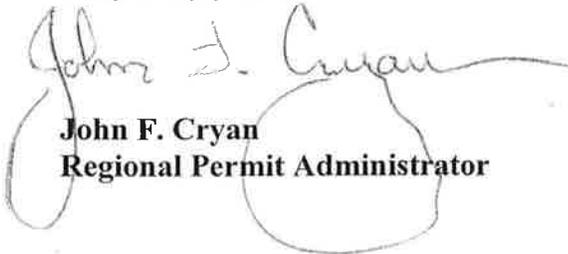
**Dear Mr. Rampulla,**

**This letter supercedes the determination letter 64-7562 dated August 19, 2011.**

**The property referenced above is not within the jurisdiction of DEC under the Freshwater Wetlands Act (Article 24 of the Environmental Conservation Law) or the Tidal Wetlands Act (Article 25 of the Environmental Conservation Law). Therefore, a DEC tidal wetlands or freshwater wetlands permit is not required to alter or develop this property.**

**If you have further questions, please call this office at the above telephone number.**

**Very truly yours,**

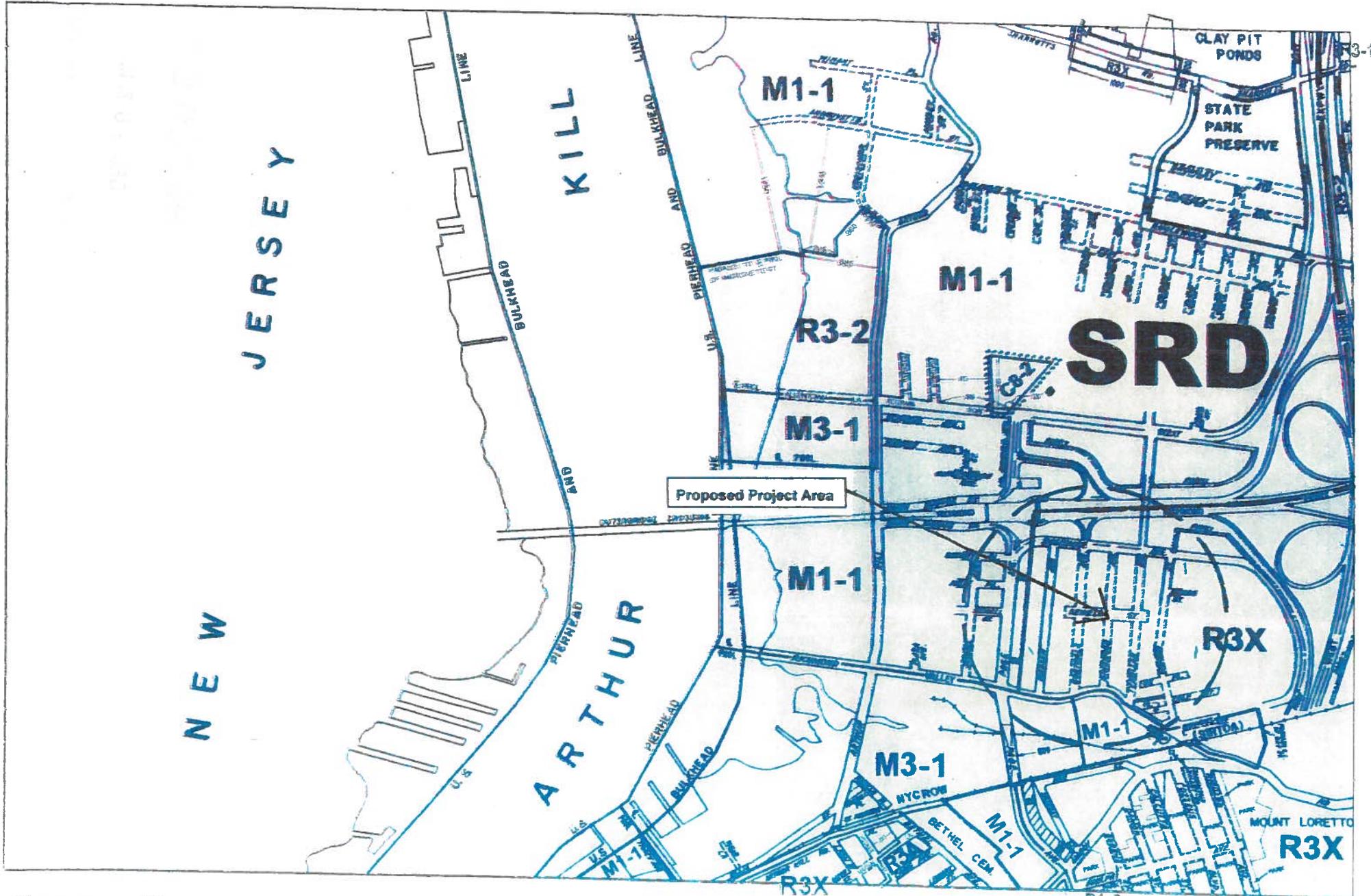


**John F. Cryan**  
**Regional Permit Administrator**

## Appendix B

### Figures and Associated Graphics

Click blue box on map to view sketch map of proposed map change



## ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

### Major Zoning Classifications:

The numbers and/or letters that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

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

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

AREA(S) REZONED

### Effective Date(s) of Rezoning:

09-12-2012 C 110218 ZMR

### Special Requirements:

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

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

For inclusionary Housing designated areas on this map, see APPENDIX F

### CITY MAP CHANGES:

AS CORRECTED 1-14-2013

MAP KEY

32c	33a
32d	33b
35a	35c

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900 0 300 1200 1800 FEET

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article 24, Chapter 5, Location of District Boundaries, of the Zoning Resolution.

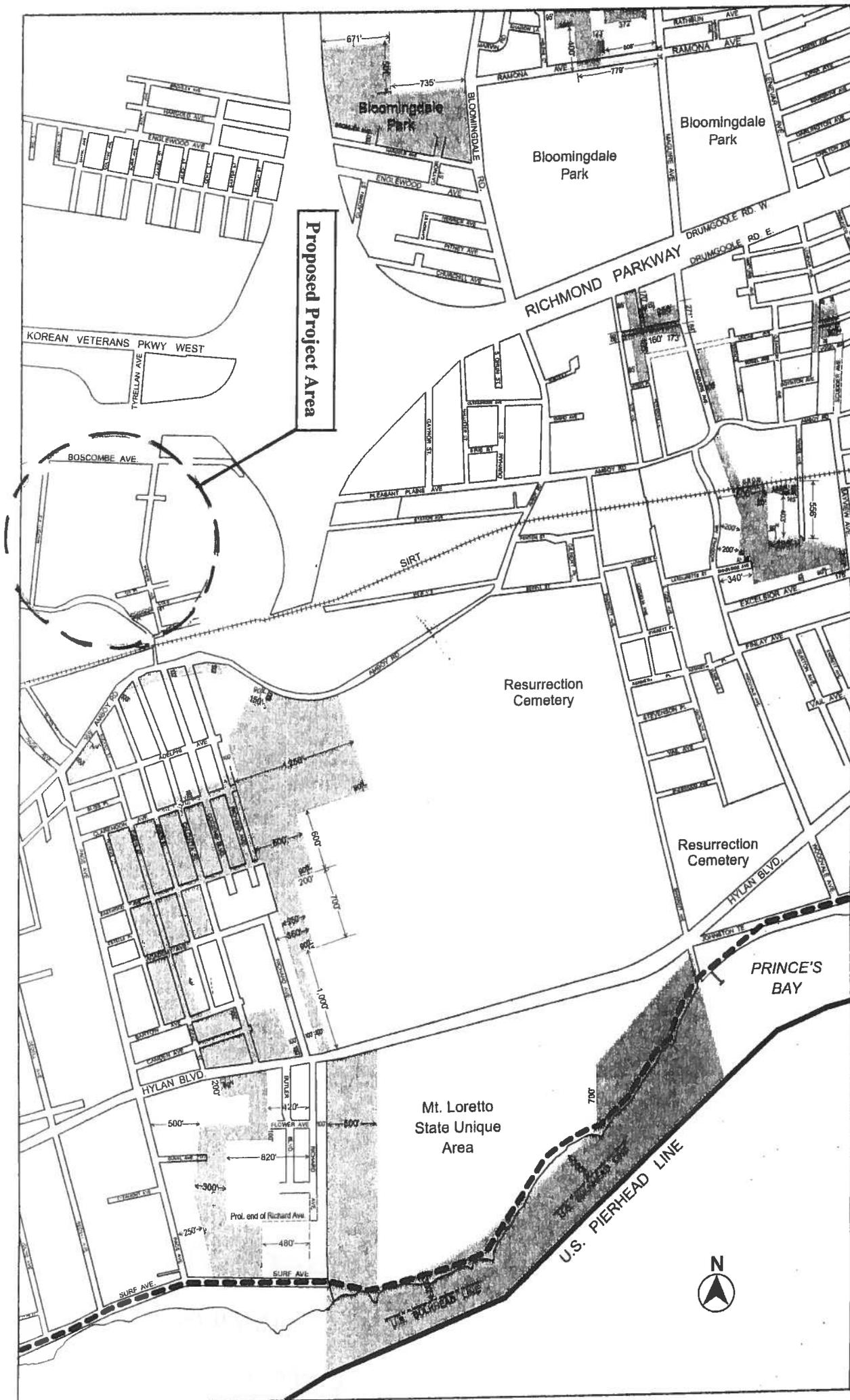
NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website [www.nyc.gov/dcp/planning](http://www.nyc.gov/dcp/planning) or contact the Zoning Information Desk at 312, 326-329.

ZONING MAP 32d

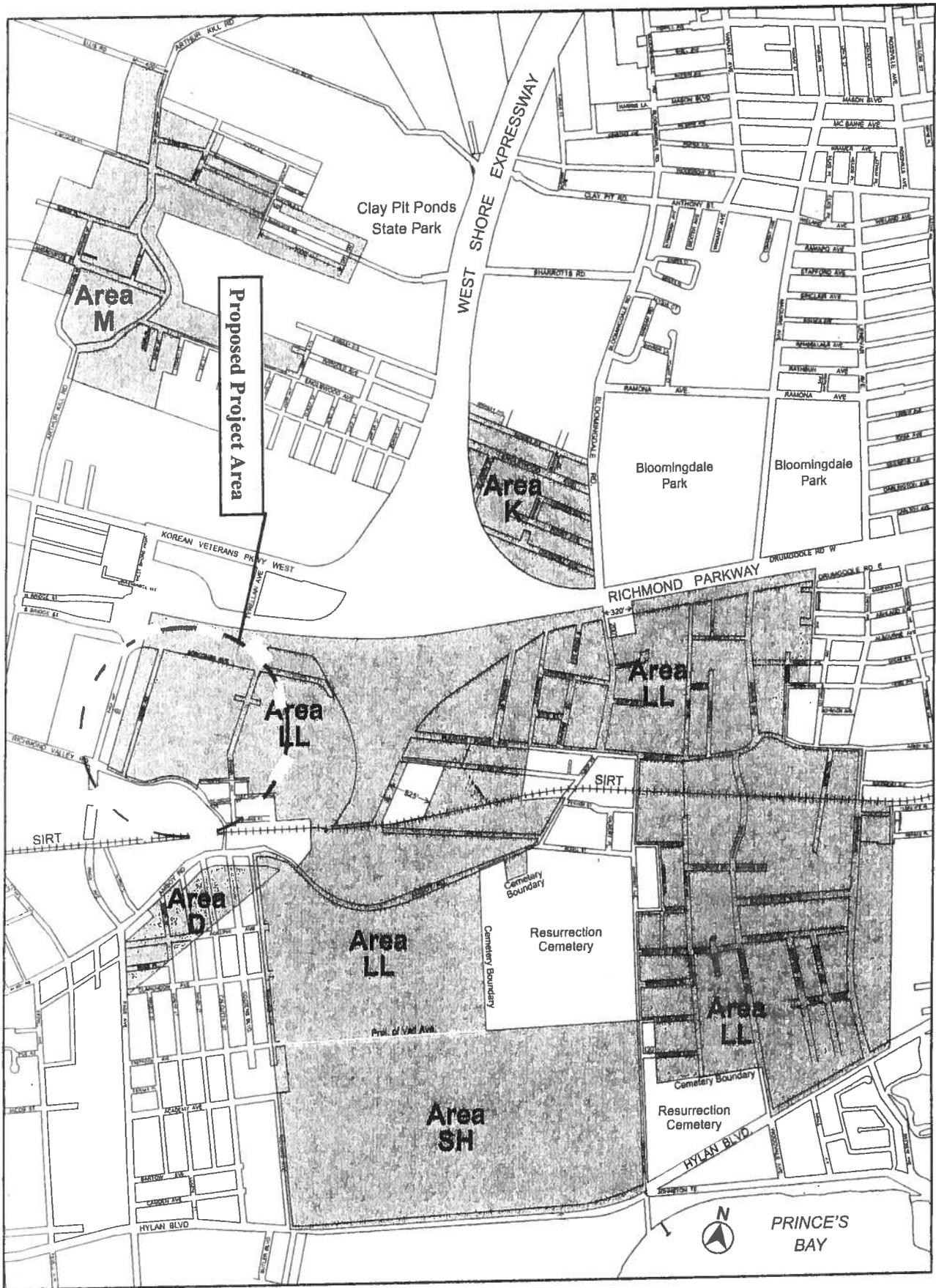


Map 3.1: Open Space Network

-  Special South Richmond Development District
-  Designated Open Space
-  Waterfront Esplanade



Map 4.1: Special Areas D, K, LL, M and SH (11/15/06)





### NYC Digital Tax Map

Effective Date 08-07-2013 09:29:30

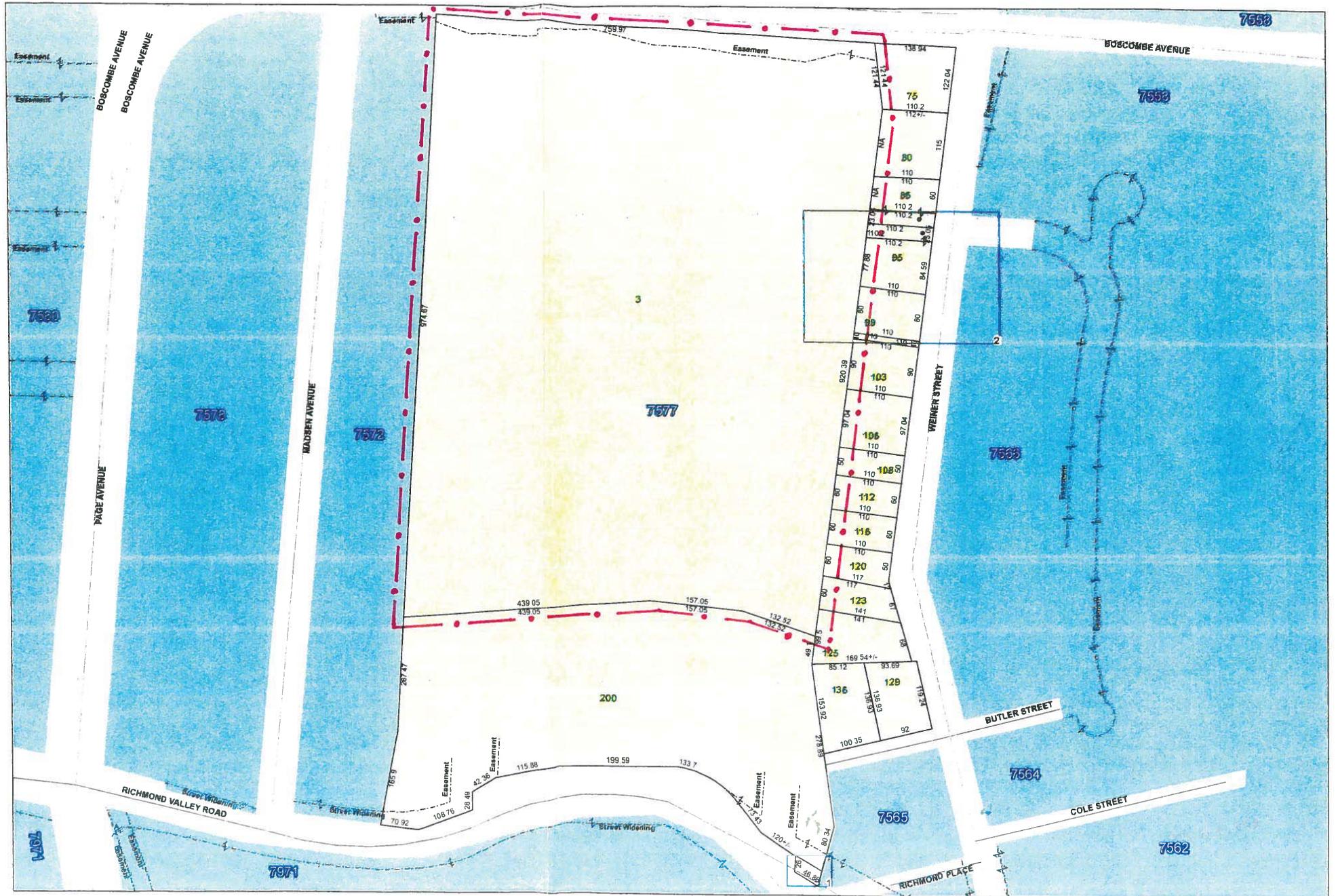
End Date Current

Staten Island Block: 7577

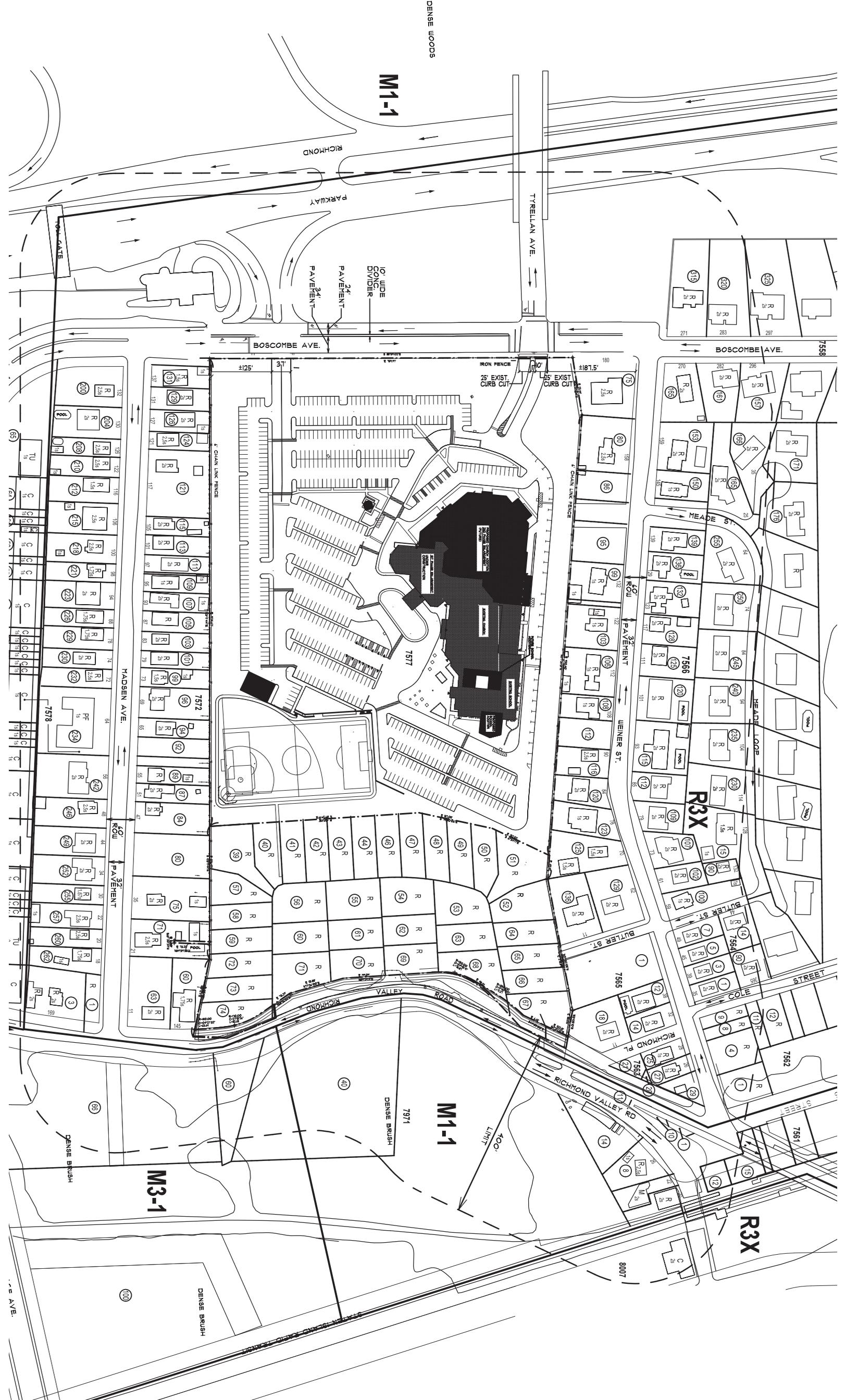


#### Legend

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



CITY PLANNING COMMISSION  
 2014 APR 15 AM 9:51  
 DEPT. OF CITY PLANNING



M1-1

R3X

M1-1

M3-1

R3X

RICHMOND

PARKWAY

TYRELLAN AVE.

BOSCOMBE AVE.

BOSCOMBE AVE.

MADSEN AVE.

MEADE ST.

BUTLER ST.

RICHMOND VALLEY RD

RICHMOND PL

STREET

8007

10' WIDE  
CONC.  
DIVIDER

PAVEMENT

PAVEMENT

25' EXIST.  
CURB CUT

25' EXIST.  
CURB CUT

7' CHAIN LINK FENCE

7' CHAIN LINK FENCE

7577

7566

7971

7565

7562

7561

132

130

128

126

124

122

120

118

116

114

112

110

108

106

104

102

100

98

96

94

92

90

88

86

84

82

80

78

76

74

72

70

68

66

64

62

60

58

56

54

52

50

48

46

132

130

128

126

124

122

120

118

116

114

112

110

108

106

104

102

100

98

96

94

92

90

88

86

84

82

80

78

76

74

72

70

68

66

64

62

60

58

56

54

52

50

48

46

132

130

128

126

124

122

120

118

116

114

112

110

108

106

104

102

100

98

96

94

92

90

88

86

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78

76

74

72

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66

64

62

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52

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128

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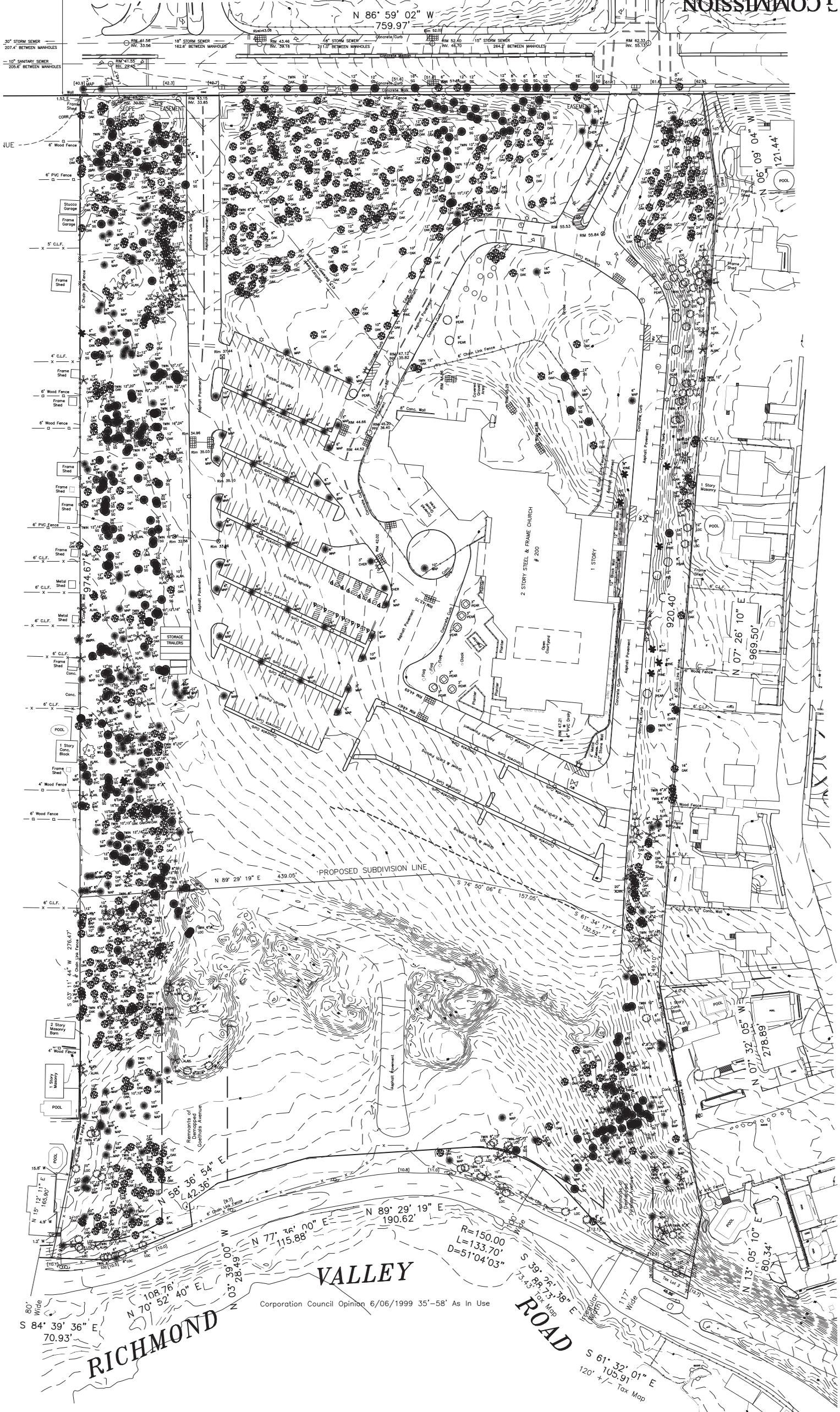
132

Irregular Record Width 73' +/-  
Irregular Final Map Width 73' +/-

# BOSCOMBE AVENUE

Title Vested 7/17/1967

NOISSHVAOC E  
81.51.80



## VALLEY

Corporation Council Opinion 6/06/1999 35'-58' As In Use

# RICHMOND ROAD

# ROAD

S 61° 32' 01" E  
120' +/- Tax Map

S 84° 39' 36" E  
70.93'

N 108.76'  
N 70° 52' 40" E

N 77° 36' 00" E  
115.88'

N 89° 29' 19" E  
190.62'

R=150.00  
L=133.70'  
D=51°04'03"

S 39° 26' 38" E  
73.43' for Map  
73.43' for Tax Map

N 07° 32' 05" W  
278.89'

N 13° 05' 10" E  
80.34'

N 07° 26' 10" E  
969.50'

N 06° 09' 04" W  
121.44'



B O S C O M B E A V E N U E

DENSE NATURAL TREE WOODED AREA TO REMAIN - SEE DWG C-3

DENSE NATURAL TREE WOODED AREA TO REMAIN - SEE DRAWING C-3

DENSE NATURAL TREE WOODED AREA TO REMAIN - SEE DRAWING C-3

DENSE NATURAL TREE WOODED AREA TO REMAIN - SEE DRAWING C3

