



## **CITY PLANNING COMMISSION**

June 22, 2011, Calendar No. 27

C 960021 MMR

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**IN THE MATTER OF** IN THE MATTER OF an application, submitted by the Department of Transportation, pursuant to Sections 197-c and 199 of the New York City Charter, for an amendment to the City Map involving the modification of street lines and grades in John Street and Eaton Place between Innis Street and Richmond Terrace, in Community District 1, Borough of Staten Island, in accordance with Map No. 4148, dated January 21, 1998, revised February 11, 2009, and signed by the Borough President.

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This application (C 960021 MMR) for an amendment to the City Map involving the modification of street lines and grades in John Street and Eaton Place between Innis Street and Richmond Terrace was filed by the Department of Transportation on July 20, 1995 to facilitate the replacement of the Eaton Place vehicle bridge with a pedestrian bridge.

### **BACKGROUND**

The Department of Transportation (DOT) is requesting changes to the City Map in order to reflect the completion in 1997 of the Eaton Place pedestrian-bridge over the Staten Island Railroad. This foot-bridge was built to replace a former vehicular bridge at the same location, in the Port Richmond neighborhood of Staten Island's central North Shore. DOT is requesting that the grades of the former bridge be eliminated from the City Map and that new grades for the approaches to the foot-bridge be established. The application also calls for modifications to the street lines of Eaton Place on the north side of the railroad in order to provide a vehicular turn-around area for what has now become, for practical purposes, a dead-end street. The new grades constitute a minor increase in elevation of less than half a foot on portions of the streets abutting the foot-bridge. Use of the Staten Island Railway's North Shore Branch was discontinued in the early 1950's; however, planning studies for re-opening this line are currently underway by the MTA.

When last inspected in 1993, it was determined that rehabilitation of the former bridge was not feasible due to the deterioration of the bridge's supporting structure and that the entire bridge needed replacement. The bridge was open to both vehicular and pedestrian traffic; however, due to low use by vehicular traffic, the bridge was not replaced in kind. A traffic study conducted for

the site found that a significant number of students used the old bridge to walk to and from Port Richmond High School, located just to the east of the site. Therefore, a 13-foot-wide pedestrian bridge was built to better serve the needs of the local community. The new bridge consists of a concrete walkway, supported by two structural steel girders running horizontally under the length of the bridge's surface. To facilitate any future need to expand the bridge for renewed vehicular use, Eaton Place at the bridge's location will remain on the City Map at a width of 50 feet.

Eaton Place south of the railroad is open to one-way west-bound traffic. North of the railroad it is open to two-way traffic, and although the street remains mapped over the railroad, it dead-ends for vehicular traffic at the foot-bridge. The new turn-around area for Eaton Place is located on land already owned by the City.

The site is located in an R3-2 zoning district, and the surrounding area is predominately developed with 2.5-story detached and duplex houses and apartments. The Dr. Martin Luther King Jr. Expressway (New York State Route 440), which leads to and from the Bayonne, NJ Bridge, is one block to the west of the Eaton Place Bridge. The Port Richmond (public) High School is one block to the east of the bridge. The Kill Van Kull and Newark Bay are about 1,500 feet to the north.

At an Interagency Conference held on August 29, 1995, no agency or utility had any objections to the proposal.

### **ENVIRONMENTAL REVIEW**

This application (C 960021 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 Number is 99DOT005R. The lead agency is the Department of Transportation. After a study of the potential environmental impact of the proposed action, a Negative Declaration was issued on April 5, 1999.

### **UNIFORM LAND USE REVIEW**

This application (C 960021 MMR) was certified as complete by the Department of City Planning on February 14, 2011, and was duly referred to Community Board 1 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 (C 960021 MMR) on April 4, 2011, and on April 12, 2011, by a vote of 27 to 0, with 0 abstentions, adopted a resolution recommending approval of the application with the following conditions:

1. that locking gates be placed on each end of the bridge; and
2. that there be scheduled cleaning of the bridge and below the bridge.

### **BOROUGH PRESIDENT RECOMMENDATION**

This application (C 960021 MMR) was considered by the Borough President of Staten Island who issued a recommendation on May 11, 2011 to approve the application.

### **CITY PLANNING COMMISSION PUBLIC HEARING**

On May 11, 2011 (Calendar No. 10), the Commission scheduled May 25, 2011 for a public hearing on this application (C 960021 MMR). The hearing was duly held on May 25, 2011 (Calendar No. 23).

There was one speaker in favor of the application and none opposed. The applicant's consulting engineer described the application and discussed DOT's response to the Community Board's two conditions and stated that installing and administering locking gates would not be feasible because the bridge is meant to serve as a full-time public right-of-way and, as such, cannot be closed on a regular basis. In addition, DOT already performs scheduled cleaning of the bridge once a month, however, DOT cannot remove any refuse that has been dumped onto the railroad

right-of-way below the bridge, as this land is owned by the MTA and maintained by EDC. The latter has been informed of the problem by the Community Board.

There were no other speakers and the hearing was closed.

### **CONSIDERATION**

The City Planning Commission believes that this amendment to the City Map is appropriate. The Commission notes that many of the City's 1,500 bridges, which are owned, operated and maintained by DOT, are nearly a century old, and from time to time need to be replaced. The Commission believes that a pedestrian bridge will accommodate local high school students who live on the north side of the railway and members of the community at large. The Commission acknowledges that this new bridge design required that the elevations on the bridge's approaches be modified. The Commission believes that the proposed grade changes are necessary to accommodate the new structure and allow for proper drainage. The City Planning Commission also believes that the proposed grade change, which will legalize the existing grades, will have little or no impact on the abutting properties.

The Commission acknowledges the Community Board's request that gates be installed at each end of the bridge and that the gates be closed and locked at dusk each night and reopened at dawn. The Commission also acknowledges the Community Board's request regarding scheduled cleaning of the bridge. The Commission notes that the subject application is for a change to the City Map to reflect the grade changes for new bridge, and does not involve the review of specific maintenance or operation plans. The Commission nevertheless acknowledges that, as stated at the public hearing, DOT is committed to perform scheduled cleaning of the bridge once a month.

### **RESOLUTION**

Therefore, the City Planning Commission, deeming the proposed amendment to the City Map and any related acquisition or disposition to be appropriate, adopts the following resolution:

**RESOLVED**, that the City Planning Commission finds that the action described herein will have no significant impact on the environment; 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 (C 960021 MMR) for the amendment to the City Map involving the modification of street lines and grades in John Street and Eaton Place between Innis Street and Richmond Terrace, in Community District 1, Borough of Staten Island, in accordance with Map No. 4148, dated January 21, 1998, revised February 11, 2009, and signed by the Borough President, is approved;

All such approvals being subject to the following condition:

The subject amendment to the City Map shall take effect on the day following the day on which certified counterparts of Map No. 4148 are filed with the appropriate agencies in accordance with Section 198 subsection c of the New York City Charter.

The above resolution (C 960021 MMR), duly adopted by the City Planning Commission on June 22, 2011 (Calendar No. 27), 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, MARIA M. DEL TORO,**  
**RICHARD W. EADDY, NATHAN LEVENTHAL, ANNA HAYES LEVIN,**  
**SHIRLEY A. MCRAE, KAREN A. PHILLIPS**, Commissioners



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

**ULURP NO.  
C 960021 MMR**

**COMMUNITY DISTRICT: 1**

**ETON PLACE CITY MAP CHANGE**

**DOCKET DESCRIPTION:**

In the Matter of an application submitted by the Department of Transportation, pursuant to Sections 197-c and 199 of the New York City Charter, for an amendment to the City Map involving:

The modification of street lines and grades in John Street and Eaton Place between Innis Street and Richmond Terrace,

in Community District 1, Borough of Staten Island, in accordance with Map. No. 4148 dated January 21, 1998, and revised February 11, 2009.

**RECOMMENDATION:**

☒ **APPROVE**

☐ **DISAPPROVE**

☐ **WITH CONDITIONS/MODIFICATIONS**

**EXPLANATION OF RECOMMENDATION, CONDITION OR MODIFICATIONS**

  
**JAMES P. MOLINARO**

**PRESIDENT, BOROUGH OF STATEN ISLAND**

**DATE: May 11, 2011**

<b>NYC PLANNING</b> DEPARTMENT OF CITY PLANNING CITY OF NEW YORK		<b>Community/Borough Board Recommendation</b> Pursuant to the Uniform Land Use Review Procedure	
Application #: <b>C 960021 MMR</b>		Project Name: <b>Eaton Place City Map Change</b>	
CEQR Number: <b>99DOT005R</b>		Borough: <b>Staten Island</b> Community District Number: <b>1</b>	
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](mailto:CalendarOffice@planning.nyc.gov) and include the following subject line: (CB or BP) Recommendation + (8-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, pursuant to Sections 197-c and 199 of the New York City Charter, for an amendment to the City Map involving:

- The modification of street lines and grades in John Street and Eaton Place between Innis Street and Richmond Terrace,

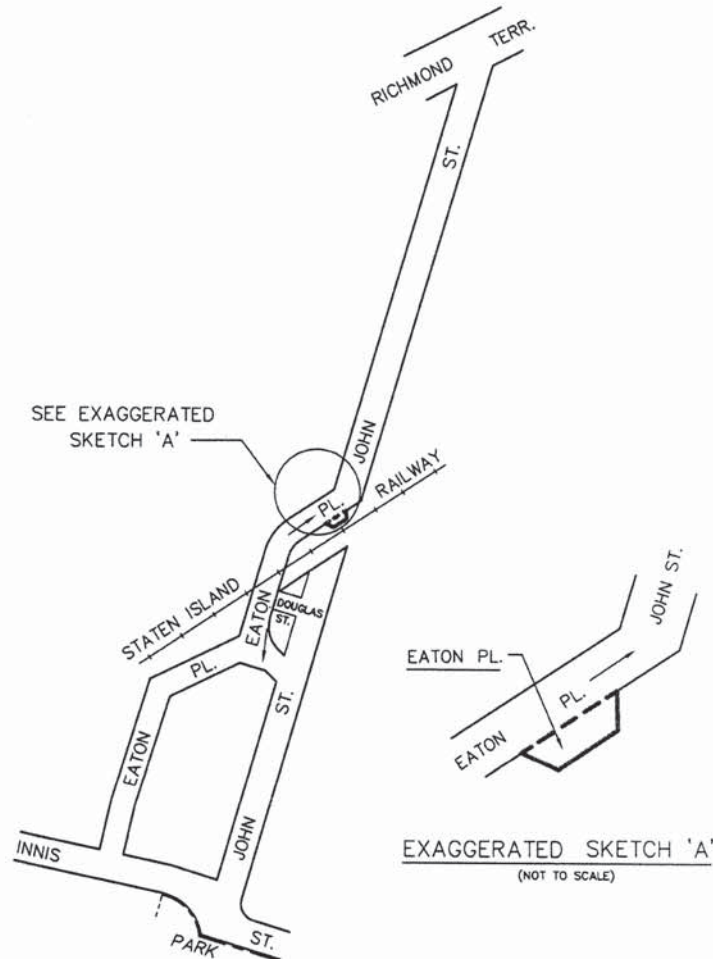
in Community District 1, Borough of Staten Island, in accordance with Map No. 4148, dated January 21, 1998, revised February 11, 2009, and signed by the Borough President.

**RECEIVED**

APR 14 2011

Department of City Planning  
Staten Island Office

<b>Applicant(s):</b> Department of Transportation 55 Water Street, New York, NY 10041		<b>Applicant's Representative:</b> DOT, Division of Bridges Uday Dommaraju (212) 839-4029	
<b>Recommendation submitted by:</b> <b>Staten Island</b> Community Board 1			
Date of public hearing: <b>April 4, 2011</b>		Location: <b>Board Office, Edgewater Plaza</b>	
Was a quorum present? <b>YES</b> <input checked="" type="checkbox"/> <b>NO</b> <input type="checkbox"/>		<small>A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.</small>	
Date of Vote: <b>April 12, 2011</b>		Location: <b>All Saints Church</b>	
<b>RECOMMENDATION</b>			
<input type="checkbox"/> Approve		<input checked="" type="checkbox"/> Approve With Modifications/Conditions	
<input type="checkbox"/> Disapprove		<input type="checkbox"/> Disapprove With Modifications/Conditions	
Please attach any further explanation of the recommendation on additional sheets, as necessary.			
Locking gates be placed on each end of Pedestrian bridge and, scheduled cleaning of bridge and below bridge.			
# In Favor: 27 # Against: 0 # Abstaining: 0 Total members appointed to the board: 38			
Name <b>Leticia Remano</b>		Title Click here to enter text. <b>Chairwoman</b>	
Date Click here to enter text. <b>April 14, 2011</b>			



New York, Certification Date  
FEBRUARY 14, 2011

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

*Gene Sacko, 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.
- - - Indicates Park line legally adopted.
- ← → Indicates limits of area generally affected by grade change.

THIS DIAGRAM IS FOR ILLUSTRATIVE PURPOSES ONLY.