



## **CITY PLANNING COMMISSION**

May 21, 2014 / Calendar No. 5

C 140252 PQX

**IN THE MATTER OF** an application submitted by the Department of Transportation and the Department of Citywide Administrative Services, pursuant to Section 197-c of the New York City Charter for the acquisition of easements over land under the waters of Eastchester Bay in the vicinity of the City Island Road Bridge to facilitate the construction of temporary and replacement bridge structures; and the acquisition of an easement (Block 5636, part of lot 100) to facilitate seawall rehabilitation, in Community Districts 10 and 12, Borough of The Bronx.\*

\*197(D)(2)b eligible

The application for acquisition of property was filed on January 21, 2014 by the Department of Transportation and the Department of Citywide Administrative Services to facilitate the construction of temporary and replacement bridge structures and for seawall rehabilitation to allow for the City Island Bridge, located in the City Island neighborhood within Community District 10 and 12, Borough of The Bronx.

### **RELATED ACTIONS**

In addition to the proposed acquisition of property (C 140252 PQX) which is the subject of this report, implementation of the proposed development also requires action by the City Planning Commission on the following which is being considered concurrently with this application:

C 140251 MMX                      City Map Amendment to facilitate construction of a new City Island Bridge.

### **BACKGROUND**

A full background discussion and description of this application appears in the related report for a City Map Amendment (C 140251 MMX).

### **ENVIRONMENTAL REVIEW**

This application (C 140252 PQX), in conjunction with the application for the related actions (C 140251 MMX), 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 05DOT007X. 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 October 10, 2007.

### **WATERFRONT REVITALIZATION PROGRAM**

This application (C 140252 PQX), in conjunction with its related actions (C 140251 MMX), was reviewed by the Department of City Planning for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 13, 1999 and by the New York State Department of State on May 28, 2002, pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981, (New York State Executive Law, Section 910 *et seq.*). The designated WRP number is 08-074.

The City Planning Commission, acting as the City Coastal Commission, having reviewed the waterfront aspects of this action, finds that the actions will not substantially hinder the achievement of any WRP policy and hereby determines that this action is consistent with WRP policies.

### **UNIFORM LAND USE REVIEW**

This application (C 140252 PQX), in conjunction with the application for the related action (C 140251 MMX), was certified as complete by the Department of City Planning on January 21, 2014, and was duly referred to The Bronx Community Boards 10 and 12, the Borough Board and the Borough President, in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b).

### **COMMUNITY BOARD PUBLIC HEARING**

Community Board 10 held a public hearing on this application (C 140252 PQX) on February 25, 2014 and on March 20, 2014, by a vote of 0 in favor, 33 opposed and 1 abstaining, adopted a resolution recommending to disapprove the applications.

Community Board 12 held a public hearing on this application (C 140252 PQX) on February 27, 2014 and on that date by a vote of 25 in favor, 0 opposed and 0 abstaining, adopted a resolution recommending to disapprove the applications.

#### **BOROUGH BOARD RECOMMENDATION**

The Bronx Borough Board held a public hearing on this application (C 140252 PQX) on April 24, 2014 and on that date by a vote of 9 in favor, 0 opposed and 0 abstaining, adopted a resolution recommending to disapprove the applications.

#### **BOROUGH PRESIDENT RECOMENDATION**

This application (C 140252 PQX) in conjunction with the application for the related action (C 140251 MMX) was considered by the Borough President of The Bronx, who issued a recommendation on April 24, 2014, disapproving the application.

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

On April 23, 2014 (Calendar No. 2) the City Planning Commission scheduled May 7, 2014, for a public hearing on this application (C 140252 PQX). The hearing was duly held on May 7, 2014 (Calendar No. 20) in conjunction with the public hearing on the related application (C 140251 MMX).

There were a number of appearances, as described in the related report for the City Map Amendment (C 140251 MMX), and the hearing was closed.

#### **CONSIDERATION**

The City Planning Commission believes that this application (C 140252 PQX) for the acquisition of property, in conjunction with the related application (C 140251 MMX), is appropriate.

A full consideration and analysis of the issues, and the reasons for approving this application, appear in the related report for the City Map Amendment (C 140251 MMX).

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

**RESOLVED**, by the City Planning Commission, pursuant to Section 197-c of the New York City Charter, that based on the environmental determination and the consideration described in this report, that application (C 140252 PQX) submitted by the Department of Transportation and the Department of Citywide Administrative Services, pursuant to Section 197-c of the New York City Charter for the acquisition of easements over land under the waters of Eastchester Bay in the vicinity of the City Island Road Bridge to facilitate the construction of temporary and replacement bridge structures; and the acquisition of an easement (Block 5636, part of lot 100) to facilitate seawall rehabilitation is approved.

The above resolution (C 140252 PQX), duly adopted by the City Planning Commission on May 21, 2014 (Calendar No. 5), is filed with the Office of the Speaker, City Council, and the Borough President together with a copy of the plans of the development, in accordance with the requirements of Section 197-d of the New York City Charter.

**CARL WEISBROD, Chairman**

**KENNETH J. KNUCKLES, ESQ., Vice Chairman**

**ANGELA M. BATTAGLIA, RAYANN BESSER, IRWIN G. CANTOR, P.E.,**

**MICHELLE R. DE LA UZ, MARIA M. DEL TORO, JOSEPH I. DOUEK,**

**ANNA HAYES LEVIN, ORLANDO MARIN, Commissioners**









**Community/Borough Board Recommendation**  
Pursuant to the Uniform Land Use Review Procedure

Application #: **140252PQX**

Project Name: **Replacement of City Island Bridge**

CEQR Number: 05DOT07X

Borough(s): Bronx

Community District Number(s): 10 and 12

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 + (6-digit application number), e.g., "CB Recommendation #C10000ZSQ"
  - MAIL:** Calendar Information Office, City Planning Commission, Room 2E, 22 Reade Street, New York, NY 10007
  - FAX:** (212) 720-3356 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

*Docket Description:*

IN THE MATTER OF an application submitted by the Department of Transportation and the Department of Citywide Administrative Services, pursuant to Section 197-c of the New York City Charter for the acquisition of easements over land under the waters of Eastchester Bay in the general vicinity of the City Island Road Bridge to facilitate the construction of temporary and replacement bridge structures; and the acquisition of an easement (Block 5636, part of lot 100) to facilitate seawall rehabilitation.

<b>Applicant(s):</b> Department of Transportation 59 Maiden Lane, 36th floor New York, New York 10038 Department of Citywide Administrative Services 1 Centre Street, NY, NY 10007		<b>Applicant's Representative:</b> Robert Collyer 212-839-4625 Randy Fong 212-386-0618
<b>Recommendation submitted by:</b> Bronx Community Board 10		
<i>Joint Public Hearing with CB #10 and #12</i> Date of public hearing: February 25, 2014      Location: Bronx CB #12, 4101 White Plains Rd., Bronx 10466		
Was a quorum present? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> <i>A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.</i> <i>Quorum was present for March 20, 2014 CB #12 Board Meeting</i>		
Date of Vote: March 20, 2014      Location: Preston High School, 2870 Schurz Avenue, Bronx 10465		
<b>RECOMMENDATION</b> <input type="checkbox"/> Approve <input type="checkbox"/> Approve With Modifications/Conditions <input checked="" type="checkbox"/> Disapprove <input type="checkbox"/> Disapprove With Modifications/Conditions		
<b>Please attach any further explanation of the recommendation on additional sheets, as necessary.</b>		
<b>Voting</b> # In Favor:      # Against: 32      # Abstaining: 2      Total members appointed to the board: 50		
Name of CB/BB officer completing this form Kenneth Keams	Title District Manager	Date 3/28/2014



Application #: **C 140251 MMX**

Project Name: **CITY ISLAND BRIDGE - CITY MAP CHANGE**

CEQR Number: 05DOT007X

Borough(s): The Bronx

Community District Number(s): 10,12

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

**SUBMISSION INSTRUCTIONS**

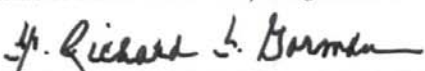
- Complete this form and return to the Department of City Planning by one of the following options:
  - EMAIL (recommended):** Send email to [CalendarOffice@planning.nyc.gov](mailto:CalendarOffice@planning.nyc.gov) and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C10000ZSQ"
  - 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 New York City Department of Transportation pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 *et seq.* of the New York City Administrative Code for an amendment to the City Map involving:

- the delineation of a bridge corridor on a portion of Pelham Bay Park;
- the delineation of a bridge easement over Eastchester Bay;
- the narrowing by elimination, discontinuance and closing of a portion of City Island Avenue between City Island Bridge and Kilroe Street;
- the establishment of a park between City Island Bridge and Kilroe Street;
- the adjustment of grades necessitated thereby;

including authorization for any acquisition or disposition of real property related thereto, in Community Districts 10 and 12, Borough of the Bronx, in accordance with Map No. 13123 dated December 8, 2011 and signed by the Borough President.

<b>Applicant(s):</b> NYC Department of Transportation 59 Maiden Lane, 36th Floor New York, NY 10038		<b>Applicant's Representative:</b> Robert O. Collyer, P.E. NYCDOT Bridge Capital Design & Construction 59 Maiden Lane, 36th Floor New York, NY 10038	
<b>Recommendation submitted by:</b> Bronx Community Board 12			
<b>Date of public hearing:</b> February 27, 2014		<b>Location:</b> Cardinal Spellman High School One Cardinal Spellman Place, The Bronx	
Was a quorum present? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		<i>A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.</i>	
<b>Date of Vote:</b> February 27, 2014		<b>Location:</b> Cardinal Spellman High School One Cardinal Spellman Place, The Bronx	
<b>RECOMMENDATION</b>			
<input type="checkbox"/> Approve		<input type="checkbox"/> Approve With Modifications/Conditions	
<input checked="" type="checkbox"/> Disapprove		<input type="checkbox"/> Disapprove With Modifications/Conditions	
Please attach any further explanation of the recommendation on additional sheets, as necessary.			
<b>Voting</b>			
# In Favor: 25	# Against: 0	# Abstaining: 0	Total members appointed to the board: 49
<b>Name of CB/BB officer completing this form</b> 		<b>Title</b> Chairman	<b>Date</b> March 31, 2014











**BOROUGH PRESIDENT  
RECOMMENDATION****CITY PLANNING COMMISSION  
22 Reade Street, New York, NY 10007  
Fax # (212)720-3356****INSTRUCTIONS**

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.
2. Send one copy with any attachments to the applicant's representative as indicated on the Notice of Certification.

**APPLICATION NOS: C 14251 MMX, C 140252 PQX****DOCKET DESCRIPTION****PLEASE SEE ATTACHMENT FOR DOCKET DESCRIPTION****COMMUNITY BOARD NOS 10 & 12****BOROUGH: THE BRONX****RECOMMENDATION**

- APPROVE
- APPROVE WITH MODIFICATIONS/CONDITIONS (List below)
- DISAPPROVE

**EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS (Attach additional sheets if necessary)****PLEASE SEE ATTACHMENT FOR BOROUGH PRESIDENT'S RECOMMENDATION**  
**BOROUGH PRESIDENT**\_\_\_\_\_  
**DATE**

**BRONX BOROUGH PRESIDENT'S RECOMMENDATION**  
**ULURP APPLICATION NOS: C 140251 MMX, C 140252 PQX**  
**CITY ISLAND BRIDGE**  
**Community Districts 10 & 12**  
**April 24, 2014**

**DOCKET DESCRIPTIONS**

**ULURP APPLICATION NO: C 140251 MMX**

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

- The delineation of a bridge corridor on a portion of Pelham Bay Park;
- The delineation of a bridge easement over Eastchester Bay;
- The narrowing by elimination, discontinuance and closing of a portion of City Island Avenue between City Island Bridge and Kilroe Street;
- The establishment of a park between City Island Bridge and Kilroe Street;
- The adjustments of grades necessitated thereby;

Including authorization of any acquisition or disposition of real property related thereto, in Community Districts #10 and #12, Borough of the Bronx, in accordance with Map No. 13123 dated December 8, 2011, and signed by the Borough President.

**ULURP APPLICATION NO: C 140252 PQX**

**IN THE MATTER OF** an application submitted by the Department of Transportation and the Department of Citywide Administrative Services, pursuant to Section 197-c of the New York City Charter, for the acquisition of easements over land under the waters of Eastchester Bay in the general vicinity of City Island Road Bridge to facilitate construction of temporary and replacement bridge structures; and the acquisition of an easement (Block 5636, part of lot 100) to facilitate seawall rehabilitation.

**BACKGROUND**

Approving these applications facilitates a series of actions necessary to accomplish:

- A transfer of property located in Pelham Bay Park from the Department of Parks and Recreation to the Department of Transportation
- A transfer of property belonging to the Department of Transportation to the Department of Parks and Recreation
- Establishing an easement under a privately owned portion of property located under a seawall located in Eastchester Bay



In order to:

- Construct a temporary bridge to replace the existing City Island Bridge during the time a permanent replacement bridge is under construction
- Establish an additional park located on City Island
- Repair and rehabilitate an existing seawall

Budgeted Funding for the City Island Bridge Project is:

- **\$102,688,000.20** of which **\$82,000,000.00** is being provided by the federal government

The current City Island Bridge is:

- **27 feet, 11 inches in height allowing for 12 feet of navigational channel height**

The proposed City Island Bridge is:

- **164 feet, 10 inches in height allowing for 14 feet, 10 inches of navigational channel height**

The current City Island Bridge is:

- **51 feet, four inches wide**

The proposed City Island Bridge\* is:

- **68 feet, five inches wide**

These actions are all made necessary in order that the existing City Island Bridge placed into service in 1901 can be entirely replaced with a new span that satisfies all current standards for such spans. The City Island Bridge transverses Eastchester Bay via City Island Avenue, connecting City Island with the Bronx mainland within Pelham Bay Park at City Island Road. The current span is a truss bridge rising to a maximum of 27 feet, 11 inches while providing approximately 12 feet of navigational channel height for vessel traffic on Eastchester Bay. The bridge's width measures 51 feet, four inches wide, providing one travel lane in each direction plus one additional lane for emergency vehicles. As such, these measurements fail to satisfy current lane width standards. Likewise, due to the narrowness of the current span it is not possible to close one half of this bridge, allowing it to function as a temporary bridge while constructing the new span.

In addition to its narrow width, ongoing engineering studies of the current City Island Bridge reveal pervasive corrosion and deterioration. The six supporting piers located in Eastchester Bay require extensive maintenance. At the public hearing convened by the Bronx Borough President on April 3, 2014, it was also noted by the Department of Transportation's Deputy Chief Engineer, Bridge Design and Construction, that movement of one of the bridge's abutments was detected. The most recent Biennial Inspection Report issued a General Recommendation Rating of 3.38;\*\* "serious deterioration" or "not functioning as designed." These factors, coupled with the narrowness of the current bridge, has prompted the New York City Department of Transportation (DOT) to determine that the current City Island Bridge has outlived its useful life and consequently must be entirely replaced.

The DOT proposes to replace the current span with a single tower, cable stayed bridge on the existing alignment. This new bridge will be 68 feet, five inches wide and therefore able to accommodate three lanes of traffic, each lane being 12 feet wide, satisfying current minimum lane width standards. This span will also include two bicycle lanes each measuring six feet in width plus two pedestrian lanes each lane also measuring six feet in width. A single tower, to be located in Pelham Bay Park, will rise approximately 164 feet and will serve as a "mast" for the supporting cables. A "backstay" anchor for these cables will also be located in Pelham Bay Park, and therefore will require the taking of parkland approximating 1.17 acres of property within Pelham Bay Park. From the total of 1.17 acres to be discontinued as parkland, 0.64 acres currently accommodates an existing roadway, leaving the need to acquire an additional 0.53 acres for the new span's functionality as proposed in this ULURP application. This new span will allow for a navigational channel height of 14 feet, 10 inches.

During construction of the City Island Bridge a temporary span is required. The DOT will locate this temporary bridge on the south side of the existing, original bridge, which will be demolished once the temporary span is in place. The temporary bridge will be constructed over approximately 1.64 acres of mapped parkland. The easement necessary for this purpose will be valid for a maximum of three years.

The DOT and Department of Parks and Recreation (DPR) have also agreed that the DOT will transfer approximately 0.53 acres of property located within the Esplanade (located within the mapped portion of City Island Avenue) on City Island in return for the required taking of parkland within Pelham Bay Park. This action will therefore mandate that a portion of City Island Avenue be narrowed and/or eliminated. Improvements to this area to be made by the DOT include new benches, plantings and a new railing for the sea wall, all of which will conform to DPR standards.

In addition to constructing a new City Island Bridge, the DOT proposes to delineate a Bridge Easement of 0.704 acres over Eastchester Bay, where property below the median high water (MHW) is under the jurisdiction of the State of New York, Office of General Services (OGS). This office has approved the application for a grant of this permanent easement to New York City.

**\*\*This figure represents a safety rating scale commencing at 1 (critically deficient) to 7 (excellent). A safety rating below 3 is considered poor. The City Island Bridge is 3.38 (low end of fair)**



The DOT and the Department of Citywide Administrative Services (DCAS) are also endeavoring to obtain both permanent and temporary easements made necessary to construct City Island Road, over Eastchester Bay (via the new City Island Bridge). At the same time, improvements will be made to the adjacent seawall. Properties include Block 5636, Lot 100, plus additional properties located underwater in Eastchester Bay. There is no Block and Lot identification for underwater properties. In total, four easements are being sought, (A-D) highlights include:

- **Easement A:** A permanent easement allowing for the replacement of an existing bridge over property owned by the State of New York underwater within Eastchester Bay. The amount of property included in this easement is 30,699 square feet.
- **Easement B:** A temporary easement allowing for construction of a temporary bridge over property owned by the State of New York underwater within Eastchester Bay. The amount of property included in this easement is 14,727 square feet. This easement will expire in three years, during 2017.
- **Easement C:** A temporary easement allowing for construction of a temporary bridge over property owned by the State of New York underwater within Eastchester Bay. The purpose of this easement is the same as Easement B however the amount of property included in this easement is 10,542 square feet. This easement will expire in three years, during 2017.
- **Easement D:** A temporary easement in private property to allow for the rehabilitation of a seawall adjacent to City Island south of the bridge construction site. This seawall supports the Esplanade Park and consists of approximately 500 feet in length. Somewhat unique to this project is that the seawall and esplanade are within the DOT's right-of-way, however property located underwater that abuts the seawall is privately owned.

Existing development in the vicinity of the new City Island Bridge location includes Pelham Bay Park, located on the Bronx mainland. Development on City Island is typified by low-rise one family homes, a majority of which are wood frame structures constructed over 50 years ago, on modest sized landscape properties. Restaurants and shops specializing in seafood and nautical merchandise typify the non-residential development, a majority of which is found on City Island Avenue. Marinas located on the shore of Eastchester Bay are also prevalent. The entire City Island is located within the Special City Island District, which among other restrictions, does not permit any structure located on City Island to exceed a height of 35 feet. The prevailing zones on City Island include R3, C3 and C2-2. Bus service operates on City Island Avenue. There is no

access to any form of rail transport located within a three mile radius of City Island. It is estimated that the residential population on City Island approximates 4,500 persons.

#### **ENVIRONMENTAL REVIEW AND ULURP CERTIFICATION**

These applications were reviewed pursuant to CEQR and SEQRA and received a Negative Declaration, meaning that the proposed project poses no threat to the environment. The City Planning Commission certified these applications as complete on January 21, 2014.

#### **BRONX COMMUNITY BOARD PUBLIC HEARINGS**

Bronx Community Board #10 and Bronx Community Board #12 convened a joint public hearing on these applications on February 25, 2014.

Bronx Community Board #10 voted on March 20, 2014, recommending denial of these applications. This vote was zero in favor of approving these applications, 33 voting to deny these applications and one abstaining.

Bronx Community Board #12 voted February 27, 2014. A unanimous vote recommending denial of these applications was zero in favor of approving these applications, 25 voting to deny these applications, and zero abstaining.

#### **BOROUGH PRESIDENT'S PUBLIC HEARING**

A public hearing was convened by the Bronx Borough President on April 3, 2014. The applicant was represented by the Commissioner of the Department of Transportation, City of New York who spoke in favor of these applications. There were four members of the public in attendance, all of whom spoke against approving these applications. The District Manager of Bronx Community Board #10 read a statement recommending that these applications be denied. No other members of the public were present and no other comments were made and the hearing was closed.

#### **BRONX BOROUGH PRESIDENT'S RECOMMENDATION**

The linking of City Island to the Bronx mainland is an absolute. There can be no risk of failure and at no time can this linkage be in any way severed. Beyond the economic hardship any loss of this linkage might prompt, if a break between City Island and our mainland were to happen the lives of everyone on City Island would be in jeopardy. Consequently, I am adamant in suggesting that we must do what is necessary to make certain the safe and secure passage over Eastchester Bay is always viable and available.

The ULURP applications I am considering pertain to the transfer of city-owned property between the Department of Parks and Recreation (DPR) and the Department of Transportation (DOT), the granting of easements to facilitate construction of a temporary bridge, the development of the newly acquired property by the DPR for an esplanade, and the rehabilitation of a seawall.

Beyond these matters, however, is the impact the proposed bridge will have on the City Island Community and my belief that the objections of those on the Island are well founded and are entirely appropriate. Indeed, we acknowledge the low-profile scale and the history of development that exists on City Island. Consequently we have enacted a special zoning district that forbids any structure on the Island to exceed 35 feet in height. Given that the proposed cable stayed City Island bridge will rise nearly 165 feet, I believe those on the Island are entirely correct when they object to this proposed new span. I, therefore believe it is imperative that the DOT modify the bridge. To do otherwise will severely impact the historical character of City Island.

I am extremely grateful that the newly appointed Commissioner of the New York City Department of Transportation, Polly Trottenberg, attended my public hearing to assure my office and the community affected that the DOT is considering the feasibility of an alternative design for a new City Island Bridge. Clearly, I welcome this change of perspective, given the significant opposition so many local interests have expressed regarding the proposed cable-stayed bridge design.

Without question I believe this entire matter could have been better addressed by the previous administration. The ushering in of a new administration, however, provides an opportunity to address the current bridge design. I am committed in pursuing an alternative vision for the City Island Bridge, which has for so long been sought by the City Island community.

I concur with Community Boards #10 and #12 and recommend that these applications be denied.