



CITY PLANNING COMMISSION

May 21, 2014 / Calendar No. 4

C 140251 MMX

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

- the 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 District 10, Borough of The Bronx, in accordance with Map No. 13123 dated December 8, 2011 and signed by the Borough President.*

*197(D)(2)b eligible

This application (C 140251 MMX) 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, the establishment of parkland and the adjustment of grades necessitated thereby including authorization for any acquisition or disposition of real property related thereto in Community District 10,12, Borough of The Bronx, was filed by the New York City Department of Transportation (DOT) and the New York City Department of Parks and Recreation (DPR) on January 21, 2014 in order to facilitate the construction of a new City Island Bridge.

RELATED ACTIONS

In addition to this application for an amendment to the City Map (C 140251 MMX) which is the subject of this report, implementation of the proposed project also requires action by the City Planning Commission on the following application which is being considered concurrently with this application:

BACKGROUND

The applicants, DOT and DPR, are proposing a change in the City Map which will facilitate the construction of a new bridge, which will replace the existing, deteriorating City Island Bridge. The existing City Island Bridge, built in 1901, is the only vehicular and pedestrian access-way from the Bronx mainland to City Island. In its most recent inspection in 2002 it was rated as being in a state of serious deterioration. Though it has three lanes (one travel lane in each direction, and one middle lane for emergency use), they are of substandard width. The total width of the existing bridge is 51 feet and 4 inches.

DOT proposes to replace the existing bridge with a new single tower cable stayed bridge (as originally certified) using the same alignment as the existing. The new bridge will be approximately 68 feet, 5 inches wide (17feet wider than the existing bridge), allowing for three standard width traffic lanes. There will also be two 6-foot wide bicycle lanes and two 7-foot wide pedestrian walkways (one on each side of the bridge).

The new bridge's approach and embankments from the Bronx mainland will be located in Pelham Bay Park. As such, a Bridge Corridor will be delineated on the Park property. The size of the Bridge Corridor is 1.17 acres, more than half of which (0.64 acres) is already encumbered by the existing bridge and the remaining portion (0.53 acres) being additional land required for the structures of the new bridge. The New York State Legislature passed an Act on July 26, 2006 pursuant to Article IX, section 2(b)(2) of the New York State Constitution to authorize the City of New York to alienate the areas of Parkland described above.

DOT will transfer to DPR approximately 0.53 acres of the existing street bed of City Island Avenue, which currently is improved as an esplanade, in return for the Parkland it will be taking in Pelham Bay Park. This portion of mapped street is an approximately 45-foot wide by 490-foot long strip on the westerly side of City Island Avenue along Eastchester Bay, from City Island

Bridge to the extension of Kilroe Street. This portion of the mapped street will be eliminated, discontinued, and closed, and a City Park will be established on it. City Island Avenue, between City Island Bridge and the extension of Kilroe Street, is open for two-way traffic. It is currently mapped to variable widths and is approximately 121 feet wide at its narrowest section. This section, being located along the proposed Park's southerly boundary, will be reduced to a mapped width of 74.11 feet; however, the existing improved roadway width will not be affected. As part of this land-transfer to DPR, DOT has agreed to improve the Park with new plantings, benches, and railings for the seawall, as well as performing needed repairs for the seawall itself.

Due to the existing bridge's substandard lane-widths, it will not be feasible for the bridge to remain open to traffic during the new construction. A temporary bridge will be erected approximately 50 feet south of the existing bridge and will be maintained throughout construction of the new bridge to ensure vehicular access to and from City Island. Once the temporary bridge is complete traffic will be routed on to it and the existing City Island Bridge will be removed. For this temporary bridge, DOT will be granted a Temporary Easement from DPR for a period of approximately three years. The area of Parkland that will be temporarily encumbered by this temporary easement is approximately 1.64 acres.

EASEMENT ACQUISITION (C 140252 PQX)

To facilitate the project, the acquisition of permanent and temporary easements in private and State property is required and is the subject of a related application (C 140252 PQX) filed by the New York City Department of Transportation (DOT) and the New York City Department of Citywide Administrative Services (DCAS). DCAS proposes to acquire these easements on behalf of DOT in order to facilitate construction of both the new and temporary bridge as well as improvements to the adjacent seawall and esplanade.

There are a total of four easements proposed to be acquired. They are identified as "Easement A" through "Easement D" and total 79,732 square feet in area.

“Easement A” would be a permanent easement and would allow for the construction of the permanent replacement bridge over state-owned land underwater in Eastchester Bay. The area of “Easement A” is about 30,669 square feet, located in Eastchester Bay .

“Easement B” and “Easement C” would be temporary easements that would allow for the construction of a temporary bridge over state owned land underwater within Eastchester Bay. The temporary bridge will be constructed to the south of the existing bridge and will be used to maintain traffic for the duration of the project until the permanent replacement bridge is constructed and opened for use. The temporary bridge would then be demolished as part of the same project. It is anticipated that these temporary easements will be needed for approximately 3 years beginning in 2014. “Easement B” has an area of 14,727 square feet and “Easement C” has an area of 10,542 square feet.

“Easement D” would be a temporary easement in private property that would allow for the rehabilitation of the seawall along City Island located just south of the bridge. The seawall supports an esplanade park and has an overall length of approximately 500 feet. The seawall and esplanade are currently within DOT’s Right-of-Way; however, the land underwater directly in front of and abutting the wall (Block 5636, Lot 100) is privately owned. The temporary easement will allow access to the private property in order to perform the rehabilitation work on the seawall. The easement will be 50 feet in width and run the entire length of the wall for approximately 500 feet with an area of approximately 23,794 square feet. It is anticipated that “Easement D” will be needed for approximately 6 months during the year 2016.

ENVIRONMENTAL REVIEW

This application (C 140251 MMX), in conjunction with the related application, 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.

UNIFORM LAND USE REVIEW

This application (C 140251 MMX), in conjunction with the application for the related action (C 140252 PQX) 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 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 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 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 RECOMMENDATION

This application (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. 1) the City Planning Commission scheduled May 7, 2014, for a

public hearing on this application (C 140251 MMX). The hearing was duly held on May 7, 2014 (Calendar No. 19) in conjunction with the public hearing on the related application (C 140252 PQX). There were ten speakers in favor of the applications and none in opposition.

The speakers included the DOT Commissioner, a DOT bridge engineer, a representative of the Borough President's office, two members of the City Island Civic Association, a representative of the City Council Member representing the 13th District, a representative from the New York City Comptrollers' office, a representative of the State Senator representing the 34th District, a representative of Community Board 10 and a representative of the district assemblyman. The speakers from DOT described the applications and presented the Commission with a new causeway style bridge design that replaces the single tower cable stayed design that was previously presented to the Community Boards and Borough President, and which had been met with disapproval. The remaining speakers all spoke in favor of the proposed new causeway style bridge design and expressed their support for the applications based on the new bridge design.

There were no other speakers and the hearing was closed.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY REVIEW

This application (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.

CONSIDERATION

The Commission believes that this amendment to the City Map (C 140251 MMX), in conjunction with the related action, is appropriate.

The Commission notes that the existing City Island bridge was built in 1901 and is in a state of deterioration. In addition, the existing travel lanes do not meet current roadway design standards. The Commission believes that the new City Island bridge will improve pedestrian and vehicular safety and access to City Island by providing for standard width traffic lanes, and providing two bicycle lanes and two pedestrian walkways. The Commission believes that the proposed City Map amendments and easement acquisitions are necessary for DOT to construct the new bridge and improve the existing seawall along the esplanade. The Commission notes that the reduction in the mapped width of City Island Avenue will not have any adverse effects on the existing City Island Avenue travelway which will remain unchanged and that the street area being eliminated, discontinued and closed which will serve as replacement parkland for the alienated parkland in Pelham Bay Park is currently developed as an esplanade. The Commission further notes that DPR will make additional improvements to the esplanade and acknowledges the benefit to the community.

The Commission notes that the certified applications originally included a proposed single tower, cable stay designed bridge. The Commission acknowledges the recommendations by Community Boards 10 and 12, the Borough Board and Borough President to disapprove the applications and believes that they were in response to the proposed single tower, cable stay bridge design and not to the land-use actions proposed for construction of a new bridge.

The Commission further acknowledges that DOT, in response to the Community Board and Borough President disapproval, took immediate action to redesign the bridge in coordination with community representatives. The Commission commends DOT's quick response and notes that the new design for a causeway style bridge presented at the Commission hearing is similar in character to the existing bridge while still providing the wider roadway width and improvements as originally proposed. Furthermore, the Commission acknowledges the favorable public

hearing testimony of Community Boards 10 and 12, the Borough Board and Borough President in response to the new causeway style bridge design.

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, 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 Sections 197-c and 199 of the New York City Charter and Section 5-430 *et seq.* of the New York City Administrative Code, that based on the environmental determination and the consideration described in this report, the application (C 140251 MMX), 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 District 10 and 12, Borough of The Bronx, in accordance with Map No. 13123 dated December 8, 2011 and signed by the Borough President is approved; and be it further

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

RESOLVED that, pursuant to Section 5-433 of the New York City Administrative Code, the City Planning Commission adopts the legally required number of counterparts of Map No. 13123 dated December 8, 2011, providing for the elimination, discontinuance and closing of a portion of City Island Avenue between City Island Bridge and Kilroe Street, more particularly described as follows:

Beginning at a point on the westerly line of City Island Avenue, said point being the following two courses and distances from a point marked by Monument No. 110 having coordinates of North 26830.656 and West 13005.399 as located on the “Borough of The Bronx Topographical Bureau” Monument Section No. 62: (1) northwesterly 15.90 feet to the corner formed by the intersection of the southwesterly line of City Island Avenue and the northwesterly line of Kilroe Street as prolonged southwesterly; (2) northwesterly along the southwesterly line of City Island Avenue, which, on its southwesterly side, forms an angle of $77^{\circ}55'54''$ with the northwesterly side of the southwesterly prolongation of the northwesterly line of Kilroe Street, 1.17 feet;

Thence from said Point of Beginning:

(1) continuing northwesterly along the former southwesterly line of City Island Avenue a distance of 493.94 feet to an angle point;

(2) thence northeasterly forming an interior angle of $125^{\circ}42'56''$ with the last mentioned course, a distance of 2.01 feet;

(3) thence southeasterly along a curve to the right having a radius of 242.58 feet, a central angle of $38^{\circ}27'28''$, and whose chord forms an interior angle with the last mentioned course of $73^{\circ}31'28''$, and an arc length of 162.83 feet to a point of tangency;

(4) thence southeasterly along a line forming an interior angle with the last mentioned chord of $159^{\circ}36'38''$, a distance of 100.52 feet to an angle point;

(5) thence southeasterly along a line forming an interior angle of $179^{\circ}39'16''$ with the last mentioned course, a distance of 254.05 feet to an angle point;

(6) thence southwesterly along a line forming an interior angle of $78^{\circ}21'58''$ with the last mentioned course, a distance of 46.77 feet to the Point of BEGINNING.

The area described above consists 23,221.54 square feet or 0.533 acres; and be it further

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

All such approvals being subject to the following conditions:

- a. The subject amendment to the City Map shall take effect on the day following the day on which certified counterparts of Map No. 13123, dated December 8, 2011, are filed with the appropriate agencies in accordance with Section 198 subsection c of the New York City Charter and Section 5-435 of the New York City Administrative Code; and
- b. The subject street to be discontinued and closed shall be discontinued and closed on the day following the day on which such maps adopted by this resolution shall be filed in the

offices specified by law.

The above resolution (C 140251 MMX), duly adopted by the City Planning Commission on May 21, 2014 (Calendar No. 4), 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.

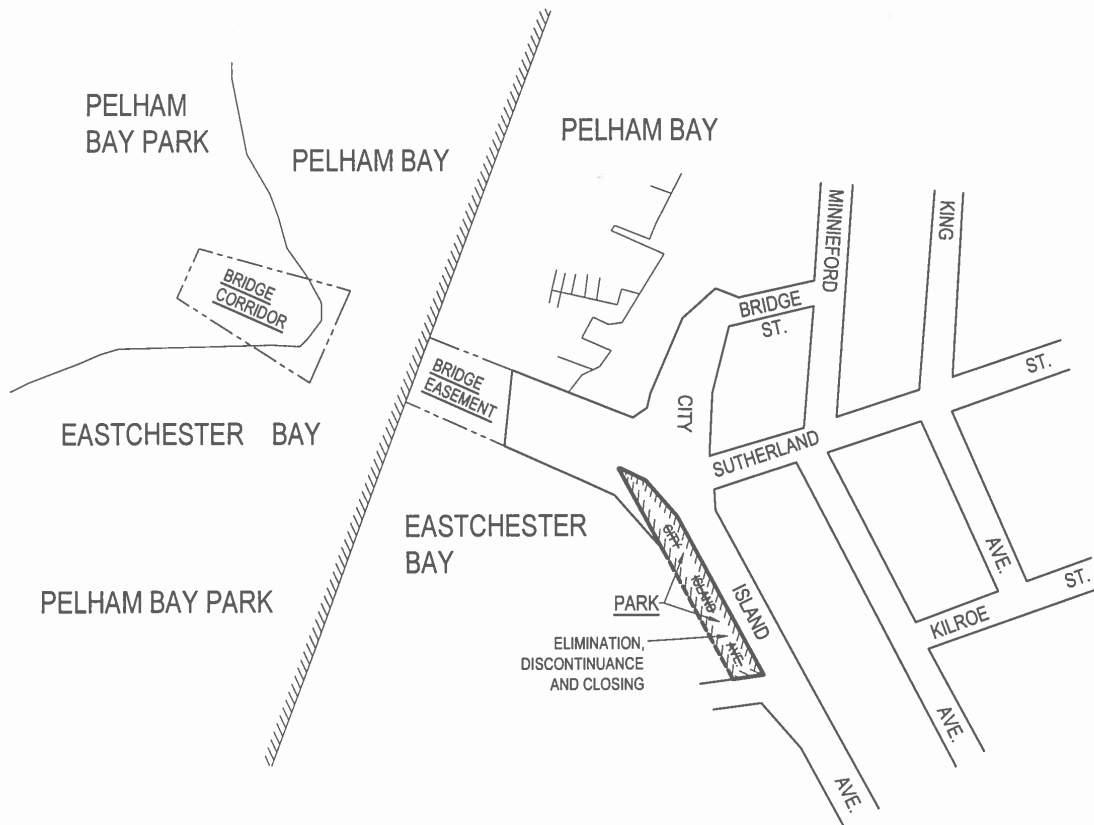
CARL WEISBROD, Chairman

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



CITY PLANNING COMMISSION
CITY OF NEW YORK
DIAGRAM SHOWING PROPOSED
MAP CHANGE
ON SECTIONAL MAP
4
BOROUGH OF
THE BRONX

New York, Certification Date
JANUARY 21, 2014

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



- NOTE:**
- Indicates line of street legally adopted.
 - Indicates line of street proposed to be established.
 - - - - - Indicates line of street proposed to be eliminated.
 - - - - - Indicates a bridge corridor or permanent easement line hereby delineated.
 - /////// Indicates Park line heretofore established and hereby retained.
 - /////// Indicates Park line hereby established.
(Discontinuing and Closing is shown on Alt. Map No. 13123.)

THIS DIAGRAM IS FOR ILLUSTRATIVE PURPOSES ONLY.



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 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.

Applicant(s): Department of Transportation 59 Maiden Lane, 36th floor New York, New York 10038 Department of Citywide Administrative Services 1 Centre Street, NY, NY 10007		Applicant's Representative: Robert Collyer 212-839-4625 Randy Fong 212-386-0618
Recommendation submitted by: 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		
RECOMMENDATION <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.		
Voting # 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

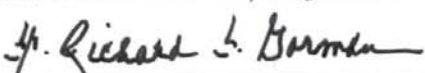
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including authorization for any acquisition or disposition of real property related thereto, in Community Districts 10 and 12, Borough of the Bronx, in accordance with Map No. 13123 dated December 8, 2011 and signed by the Borough President.

Applicant(s): NYC Department of Transportation 59 Maiden Lane, 36th Floor New York, NY 10038		Applicant's Representative: Robert O. Collyer, P.E. NYCDOT Bridge Capital Design & Construction 59 Maiden Lane, 36th Floor New York, NY 10038	
Recommendation submitted by: Bronx Community Board 12			
Date of public hearing: February 27, 2014		Location: 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>	
Date of Vote: February 27, 2014		Location: Cardinal Spellman High School One Cardinal Spellman Place, The Bronx	
RECOMMENDATION			
<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.			
Voting			
# In Favor:	# Against:	# Abstaining:	Total members appointed to the board: 49
25	0	0	
Name of CB/BB officer completing this form 		Title Chairman	Date March 31, 2014

Application #: 140252PQX	Project Name: Replacement of City Island Bridge
CEQR Number: 05DOT07X	Borough(s): Bronx Community District Number(s): 10 and 12

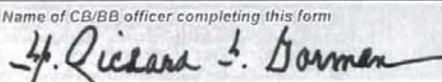
Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

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Applicant(s): Department of Transportation 59 Maiden Lane, 36th floor New York, New York 10038 Department of Citywide Administrative Services 1 Centre Street, NY, NY 10007	Applicant's Representative: Robert Collyer 212-839-4625 Randy Fong 212-386-0618
Recommendation submitted by: Bronx Community Board 12	
Date of public hearing: Feb 27, 2014 Location: Cardinal Spellman High School 1 Cardinal Spellman Place, The Bronx	
Was a quorum present? YES <input checked="" type="checkbox"/> NO <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: February 27, 2014 Location: Cardinal Spellman High School 1 Cardinal Spellman Place, The Bronx	
RECOMMENDATION <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.	
Voting # In Favor: 25 # Against: 0 # Abstaining: 0 Total members appointed to the board: 49	
Name of CB/BB officer completing this form 	Title Chairman
Date 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

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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.