



CITY PLANNING COMMISSION

September 10, 2003/Calendar No. 14

C 030467 ZMX

IN THE MATTER OF an application submitted by the Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter for **an amendment of the Zoning Map, Section Nos. 4c and 4d:**

1. **eliminating from an existing R3-2 District a C1-2 District bounded by:**
 - a. Reville Street, a line 100 feet easterly of City Island Avenue, a line 125 feet southerly of Tier Street, and City Island Avenue; and
 - b. Carroll Street, a line 100 feet easterly of City Island Avenue, Schofield Street, and a line 100 feet westerly of City Island Avenue;
2. **eliminating from an existing R3-2 District a C2-2 District bounded by** Schofield Street, City Island Avenue, Centre Street, and a line 100 feet westerly of City Island Avenue;
3. **changing from an R3-2 District to an R2 District property bounded by** King Avenue and its northerly prolongation, Long Island Sound, a line 100 feet northerly of Cross Street, a line 100 feet easterly of Minnieford Avenue, Cross Street, Minnieford Avenue, Kilroe Street, a line midway between Minnieford Avenue and King Street, and a line 50 feet southerly of Terrace Street;
4. **changing from an R3-2 District to an R3A District property bounded by** Long Island Sound, King Avenue and its northerly prolongation, a line 50 feet southerly of Terrace Street, a line midway between Minnieford Avenue and King Avenue, Kilroe Street, Minnieford Avenue, Cross Street, a line 100 feet easterly of Minnieford Avenue, a line 100 feet northerly of Cross Street, Long Island Sound, the centerline of former Tier Street and its easterly prolongation, Fordham Place, a line 100 feet northerly of Fordham Street, a line 80 feet easterly of King Avenue, Fordham Street, Fordham Place, a line 100 feet northerly of Carroll Street, a line 100 feet easterly of Minnieford Avenue, Carroll Street, a line 575 feet easterly of City Island Avenue, a line 100 feet southerly of Carroll Street, a line 475 feet easterly of City Island Avenue, Schofield Street, a line 504 feet easterly of City Island Avenue, a line 100 feet southerly of Schofield Street, a line 354 feet easterly of City Island Avenue, Schofield Street, a line 328 feet easterly of City Island Avenue, a line 100 feet southerly of Schofield Street, a line 240 feet easterly of City Island Avenue, Schofield Street, City Island Avenue, a line 150 feet northerly of Pilot Street, a line 100 feet easterly of City Island Avenue, Pilot Street, a line 150 feet easterly of City Island Avenue, the easterly prolongation of Marine Street, a line 275 feet easterly of City Island Avenue, a line midway between Horton Street and Marine Street and its easterly prolongation, Long Island Sound, Eastchester Bay, a line 290 feet northerly of Ditmars

Street, Hunter Avenue, a line 250 feet northerly of Ditmars Street, City Island Avenue, Beach Street, Eastchester Bay, Sutherland Street and its westerly prolongation, Minnieford Avenue, Terrace Street, and a line perpendicular to the northerly street line of Terrace Street distant 100 feet easterly of the westerly terminus of the northerly street line of Terrace Street;

5. **changing from an M1-1 District to a C3 District property bounded by** the easterly prolongation of Schofield Street, Long Island Sound, the northerly boundary line of a park, a line 325 feet easterly of City Island Avenue, a line 100 feet southerly of Schofield Street, and a line 504 feet easterly of City Island Avenue; and
6. **changing from an M1-1 district to an R3A District property bounded by** Schofield Street, a line 354 feet easterly of City Island Avenue, a line 100 feet southerly of Schofield Street, and a line 328 feet easterly of City Island Avenue;

within the Special City Island District, Community District 10, The Bronx, as shown on a diagram (for illustrative purposes only) dated May 19, 2003.

The application for an amendment of the Zoning Map (C 030467ZMX) was filed by the Department of City Planning on May 9, 2003, to change R3-2, C1-2/R3-2, C2-2/R3-2, C3, and M1-1 districts to R3A, C1-2/R3A, C2-2/R3A, R2 and C3 districts within a 25-block area on City Island, located in Long Island Sound south of Orchard Beach.

RELATED ACTIONS

In addition to the amendment of the Zoning Map, Section Nos. 4c and 4d, which is the subject of this report, implementation of the proposal also requires action by the City Planning Commission on the following application which is being considered concurrently with this application:

N 030468 ZRX: Amendment to the Special City Island District.

BACKGROUND

The Department of City Planning is proposing a zoning map and a text amendment to the Special City Island District, which was created in 1977. Among its most important provisions, the Special City Island District limited maximum building heights to thirty-five feet/three stories in order to maintain the Island's low-rise character. In 1981, the Special City Island District zoning was amended to require that zoning district boundaries coincide with the shoreline, thus prohibiting land under water from generating floor area.

The current proposed rezoning and text amendment are aimed at preserving City Island's built character by ensuring that new development is of compatible form, maintaining the "village" quality of the middle section of City Island Avenue, and enhancing community access to the waterfront. These applications are complementary to the recommendations delineated in the Department of City Planning's City Island Maritime Heritage Preservation Summary Report, which was released in September 2001.

City Island is located in Long Island Sound south of Orchard Beach. A bridge connects it to the eastern shore of the Bronx. It is about a mile-and-a-half long and a half-mile wide at its widest point. The Island's main street, City Island Avenue, runs the length of the Island from the bridge to the southern end at Belden Point. City Island is known throughout the region for its seafood restaurants and is crowded with visitors on summer weekends.

City Island is served by the local Bx29 bus, which originates at Baychester Avenue and Bartow Avenue at Co-op City, links with the Number 6 IRT train at Pelham Bay Station, and terminates just north of Belden Point, where the bus turns around. There is also an express bus service to and from Manhattan during the morning and evening rush hours. The automobile, however, is the primary mode of transportation on the Island.

City Island's urban village pattern is characterized by low-rise and low-scale houses and open water views from cross streets. Today, most of City Island is zoned R3-2 or C3, zoning designations which allow for a variety of housing types including garden apartments and row houses. Residential uses in C3 districts, which permit waterfront recreation and uses related to boating and fishing, are governed by R3-2 regulations. R3-2 is the lowest density zoning district in which multiple dwellings are permitted. However, the majority of buildings on the Island are one- and two-family detached homes, many with pitched roofs and detached garages in the rear of the side lot ribbon. City Island has begun to experience construction of new attached multi-family housing which replaces single-family detached houses and is out of character with surrounding development. In several areas of City Island small bungalows or cottages are clustered together on a single zoning lot, a higher density development pattern that respects neighborhood character but that is not permitted under existing zoning.

The mid-section of City Island Avenue, between Bay and Carroll streets, contains a pedestrian-oriented mix of residential and commercial uses. Within this core, there are older attached

buildings, ranging in height from one to five stories, with ground-floor glazed and transparent storefronts and apartments or offices above. Buildings such as these could not be replicated today, because they exceed the maximum allowable FAR. Under existing zoning (R3-2/C1-2 and R3-2/C2-2), which allows a maximum commercial FAR of 1.0, new development tends to be a one-story commercial establishment with adjacent parking.

Existing Zoning

City Island is predominantly zoned R3-2, with C1-2 and C2-2 commercial overlays on portions of City Island Avenue. Three small areas on the Island are zoned C3. One is located on the east side of City Island Avenue between the south side of Marine Street and Pilot Street; the second, on the east side of City Island between Schofield and the north side of Carroll streets; and the third, on the north end of the Island at Bridge Street. There are three clusters of M1-1 zoned districts on the waterfront: one on the west side of City Island Avenue at Bowne Street, one on the east side of City Island Avenue from Pilot Street to Schofield Street, and the third on the east side of City Island Avenue from Banta Lane to Tier Street.

The Special City Island District provides for a height restriction of 35 feet for all buildings.

However, in certain areas of the Island (designated as “Area A” in Appendix A to Section 112-10 of the Zoning Resolution) the City Planning Commission, by special permit, may permit modifications of the height restriction provided that the height does not exceed 50 feet.

R3-2 Districts

Residential and community facility uses are permitted in R3-2 zoning districts (Use Groups 1-4). The maximum floor area ratio (FAR) for a residence is 0.5 with a 20 percent (0.1 FAR) attic allowance. The R3-2 zoning designation allows for a variety of housing types including one- and two-family detached and semi-detached houses, garden apartments and row houses. R3-2 is the lowest density zoning district in which multiple dwellings are permitted.

Commercial Overlays (C1-2 and C2-2 Districts)

Portions of City Island Avenue are mapped with C1-2 or C2-2 commercial overlays. The C1-2 commercial overlay allows for “local retail” uses. Residential, community facility and certain retail and commercial uses are permitted (Use Groups 1-6), with a height restriction of 35 feet and a maximum commercial floor area ratio (FAR) of 1.0. The C2-2 commercial overlay allows for “local service” uses. Residential, community facility and certain retail and commercial uses are permitted (Use Groups 1-9), with a height restriction of 35 feet and a maximum commercial floor area ratio (FAR) of 1.0. The residential FAR is governed by the underlying R3-2 district in both districts.

C3 Districts

Three small areas on City Island are zoned C3. One is located on the east side of City Island Avenue between the south side of Marine Street and Pilot Street; the second, on the east side of City Island between Schofield and the north side of Carroll streets; and the third, on the north end

of the Island around Bridge Street. C3 districts have an R3-2 residential equivalent, and allow for residential and community facility uses (Use Groups 1 through 4) as well as marine-related (Use Group 14).

M1-1 Districts

There are three clusters of M1-1 zoned districts on the waterfront: one on the west side of City Island Avenue at Bowne Street, one on the east side of City Island Avenue from Pilot Street to Schofield Street, and the third on the east side of City Island Avenue from Banta Lane to Tier Street. The M1-1 district is a light manufacturing district with a maximum permitted FAR of 1.0. M1-1 districts allow light manufacturing uses (Use Groups 16 and 17) and a range of commercial and community facility uses (Use Groups 4-14). General services and manufacturing uses listed in Use Groups 16 and 17 include such uses as warehousing, printing plants and wholesale establishments. On City Island, however, predominant manufacturing uses have historically been boat-related and marine manufacturing firms.

Most zoning designations within the rezoning area have been in place since the New York City Zoning Resolution was adopted in 1961. However, there have been several rezonings of M1-1 zoned land to C3 in recent decades. On February 21, 1980 the Board of Estimate approved an application for an area on the eastern shore of City Island south of the foot of Pilot Street to be rezoned to allow for the development of the 131-unit Pilot Cove retirement home (C790419ZMX). On September 18, 1980 the Board of Estimate approved an application for an

area on the eastern shore of City Island at the foot of Carroll Street to be rezoned from M1-1 to C3 (C800103ZMX) to allow for the construction of the 70-unit “Boatyard” condominiums consisting of attached townhouses (C800101MMX). On September 19, 1991 the City Council approved applications (C900604ZMX, C900602ZSX, C900603MMX) for rezoning, special permit and demapping of an area on the eastern shore at the foot of Marine Street to allow for the development of the 55-unit “Sea Breeze” condominium complex (as yet unbuilt) along with a waterfront public access component.

PROPOSED ZONING MAP AMENDMENT (C 030467 ZMX)

R3-2 to R3A

The Department proposes to rezone sixteen (16) blocks and portions of nine (9) blocks from R3-2 to R3A. The existing R3-2 zoning allows new development that can be out of character with the existing built context. R3-2 is the lowest density zoning district in which attached or semi-detached multiple dwellings are permitted. However, the majority of buildings (82.5%) in this rezoning area are one- and two-family detached houses and are built at much lower bulk and density than the current zoning permits. This area has begun to experience construction of new attached multifamily housing which replaces single-family detached houses and are out of character with surrounding development. The R3A zoning district allows for one- and two-family detached houses on lots with a minimum width of 25 feet and minimum area of 2,375 square feet.

R3-2 to R2

The Department proposes to rezone portions of two (2) blocks on King and Minnieford avenues from R3-2 to R2. R2 districts only allow single-family detached houses on larger lots, with a minimum lot area of 3,800 square feet and minimum 40-foot lot widths. These blocks contain larger, suburban-style houses on larger lots. 42 of the 53 lots (79%) in the area proposed to be rezoned are developed with single-family homes. About eighty-one percent (81.4%) of lots developed with detached houses have a minimum lot area of 3,800 square feet.

REMOVAL OF COMMERCIAL OVERLAYS

The Department proposes to eliminate commercial overlays from five blockfronts along City Island Avenue which are currently zoned R3-2/C1-2 and R3-2/C2-2. These blockfronts are located on the east side of City Island Avenue between Tier and Reville streets, Tier and Vickery streets, Carroll and Schofield streets, and on the west side of City Island Avenue, between Carroll and Schofield streets and Centre and Schofield streets. As the predominant land use on these blockfronts is residential or there are vacant lots or vacant commercial storefronts, removing the commercial overlays will conform to existing development patterns on these blocks. As noted above, the underlying R3-2 district along these blockfronts will be rezoned to R3A.

M1-1 to C3

The Department proposes to rezone an approximately 107,500 square foot portion of Block 5641 (Tax Lots 1001-1092) from M1-1 to C3. This area, located at the south side of Schofield Street on the east side of the Island, contains the 34-unit Sailmaker condominium development and a 40-slip accessory marina. This residential conversion of a manufacturing building (which formerly housed a sailmaking firm) was permitted through a variance from the Board of Standards and Appeals in the early 1980s.

The rezoning of this area will bring the existing land use into conformance.

M1-1 to R3A

The Department proposes to rezone an approximately 2,500 square foot portion of Block 5641 (former lot 321) from M1-1 to R3A. This area is located at the south side of Schofield Street on the east side of the Island, and provides secondary access to the Sailmaker condominium development (described above). This portion of the property is located between lots 319 and 322, which are developed with one- and two-family detached houses.

PROPOSED AMENDMENT TO THE SPECIAL CITY ISLAND DISTRICT (N030468ZRX)

In January 1977 the Board of Estimate approved the City Planning Commission's resolution amending the zoning text to create a "Special City Island District." Among its most important provisions was limiting maximum building heights to thirty-five feet/three stories in order to

maintain the Island's existing low-rise character. In 1981, the Special City Island District zoning was amended to require that zoning district boundaries coincide with the shoreline, thus prohibiting land under water from generating floor area.

The current proposal (N 030468 ZRX) would further amend the text in order to allow for the continuation of prevailing residential building forms; facilitate mixed-use buildings with ground-floor commercial and one or two floors of residences above; enhance landscaping and screening for all parking lots containing ten (10) or more parking spaces; and provide a modest public access and waterfront sitting area for new residential developments on waterfront lots 65,000 square feet and over.

The following text amendments would require new development to be consistent with existing character:

- Increase minimum roof pitch to seven (7) inches vertical for every foot of horizontal on detached residential buildings. This proposal will ensure that new roof pitches would be consistent with existing ones, and create more useable interior space in the attic.
- Provide a 100 square-foot floor area bonus for a detached garage in the rear of the side lot ribbon.

- Allow, by City Planning Commission authorization, for the clustering of one- or two-family detached houses with shared parking and shared private open space on existing large zoning lots (25,000 square feet or greater).

The following provisions would be added to the City Island Special District zoning text to facilitate mixed-use buildings with ground-floor commercial and one or two floors of residences above.

- Require ground floor commercial uses within the village core
- In all commercial overlay districts on City Island Avenue:
 - ground floor commercial floor area in mixed-use commercial/residential buildings that front on City Island Avenue would be exempt from floor area ratio (FAR) calculations
 - parking would be required for residential uses but would be waived for restaurants that require fewer than 15 spaces, similar to the existing parking waiver for other commercial uses
 - glazing would be required for at least 50 percent of the total surface area of the ground-floor wall for commercial and mixed-use developments
 - security gates, when closed, would be required to permit visibility of at least 75 percent of the area covered by such gate when viewed from the street

The Special City Island District zoning text contains screening requirements for parking lots accessory to commercial uses. The Department proposes to strengthen these requirements in order

to create more attractively screened and landscaped parking lots and to provide for appropriate buffering between parking lots and adjacent uses, especially residences. The provisions would:

- Prohibit front yard parking on all non-waterfront lots for all uses on City Island Avenue.

- Require enhanced landscaping and screening for all parking lots containing ten (10) or more parking spaces. Depending on whether a parking lot fronts a street, adjoins a residential use, or adjoins a commercial use, the requirements will vary with regard to fencing and shrubbery. In most cases chain link fencing will not be permitted unless the fence is located in a planting strip and is screened with shrubbery.

New requirements for large waterfront properties would enhance waterfront public space and strengthen east/west access to the waterfront, a particular benefit for the Island residents who do not live on the waterfront and who now have limited opportunities for direct access to it.

- Require a public access and waterfront sitting area for new residential developments on lots 65,000 square feet and over. This proposal is in keeping with the original intent of the Special District, to strengthen City Island’s connection to the water and water-related uses.

ENVIRONMENTAL REVIEW

The application (C 030467 ZMX), in conjunction with the application for the related action (N 030468 ZRX), 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 03DCP067X. The lead is the City Planning Commission.

After a study of the potential environmental impact of the proposed action, a Negative Declaration was issued on May 19, 2003.

UNIFORM LAND USE REVIEW

The application (C 030467 ZMX) was certified as complete by the Department of City Planning on May 19, 2003, and was duly referred to Community Board 10 and the Borough President in accordance with Article 3 of the Uniform Land Use Review Procedure (ULURP) rules, along with the related non-ULURP Special City Island District text change application (N 030468 ZRX), which was referred for review and comment.

Community Board Public Hearing

Community Board 10 held a public hearing on the application (C 030467 ZMX), in conjunction with the application (N 030468 ZRX) for the related action, on June 19, 2002, and by vote of 31 to 0 with 0 abstentions adopted a resolution recommending approval of the application.

Borough President Recommendation

This application (C 030467 ZMX), in conjunction with the application (N 030468 ZRX) for the related action, was considered by the Borough President, who issued a recommendation on July 22, 2003 approving the application with the following conditions:

I have one point of disagreement with the Department of City Planning proposal. The Department of City Planning proposes to remove the commercial overlay from five blocks that surround the City Island Avenue village core. My concerns are as follows:

- Removal of the overlay is not necessary. The ULURP application claims that removing the overlay would concentrate local service and retail uses in the village core. In reality, retail stores and local services are already concentrated in the village core, with scant vacancies. The overlay allows the village core to expand, if demand exists, to adjacent blocks along City Island Avenue. These blocks already contain commercial uses. Furthermore, the overlay does not preclude residential development.
- Removal of the overlay does not advance the goal of preserving neighborhood character. Retail presence on the blocks within the five blocks where the proposal would remove the overlay is consistent with uses on the adjacent blocks as well as the contextual development goals reflected in the ULURP application. Mixed-use buildings with residential dwellings over ground-floor commercial establishments exist all along City Island Avenue. The overlay protects the presence of retail businesses on City Island Avenue in context with existing development patterns.

- Removal of the overlay may harm local businesses. Property owners of buildings that currently contain commercial uses will no longer conform to zoning. This could preclude bank financing for building improvements and expansion, and may result in properties falling into disrepair or vacancy. According to the Department of City Planning, removal of the overlay will result in non-conforming commercial uses on 19% of the lots within the overlay. At least one property owner indicated to my staff his unawareness of the extent or implications of the rezoning.
- Removal of the overlay may hinder the filling of vacant properties. City Island Avenue is the Island's central artery. Street level retail and service providers are logically drawn to locate along the avenue. Retaining the commercial overlay provides maximum flexibility to fill the vacancies with either commercial or residential uses. Removal of the overlay undermines this flexibility.

Therefore, I strongly urge City Planning to re-examine this issue and to decide in favor of retaining the commercial overlay.

City Planning Commission Public Hearing

On July 23, 2003 (Calendar No. 4), the City Planning Commission scheduled August 13, 2003, for a public hearing on this application (C 030467 ZMX). The hearing was duly held on August 13, 2003 (Calendar No. 21), in conjunction with the application for the related action (N 030468 ZRX) (Calendar No. 22). There were eight speakers in favor of the applications and none in opposition.

Seven of the speakers were City Island residents, including the president, recording secretary, and corresponding secretary of the City Island Civic Association; a real estate broker, and a business owner. They reiterated their support for the Department's proposal, including its contextual

rezoning proposal, the provisions relating to maintaining the character of City Island’s “village core,” the cluster development proposal, and the proposal to lift the commercial overlay from five blockfronts that are predominantly residential in character. The eighth speaker was a representative from the Bronx Borough President, who generally spoke in favor of the applications but reiterated the Borough President’s concern relating to the elimination of commercial overlays from five blockfronts on City Island Avenue. There were no other speakers and the hearing was closed.

Waterfront Revitalization Program Consistency Review

The application (C 030467 ZMX), in conjunction with the related application (N 030468 ZRX) was reviewed by the Department of City Planning for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), adopted by the Board of Estimate on September 30, 1982 (Calendar No. 17), 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 03-021.

This action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program.

CONSIDERATION

The Commission believes that this amendment of the Zoning Map (C 030467 ZMX) and the related amendment of the Special City Island District (N 030468 ZRX) are appropriate.

These actions will preserve City Island's detached residential character and promote new development of an appropriate type. The existing R3-2 zoning in much of the rezoning area allows new development that is out of character with the existing built context. R3-2 is the lowest density zoning district in which attached or semi-detached multiple dwellings are permitted. However, the majority of buildings (82.5%) on the Island are one-and two-family detached houses and are built at much lower bulk and density than the current zoning permits. This area has begun to experience construction of new attached multi-family housing which replaces single-family detached houses and is out of character with surrounding development.

The proposed zoning map amendments would replace the existing R3-2 district with an R3A contextual designation on sixteen (16) blocks and portions of nine (9) blocks on the Island. The proposed R3A zoning district allows one- and two-family detached houses on lots with a minimum width of 25 feet and minimum area of 2,375 square feet. This contextual zone will ensure that new residential development is compatible with existing development patterns, in which the predominant residential land uses are modestly-scaled detached homes.

An R2 zoning designation would replace the existing R3-2 district in portions of two (2) blocks in the northeastern portion of the rezoning area. These blocks contain larger, suburban-style houses on larger lots. R2 districts only allows single-family detached houses on larger lots, with a minimum lot area of 3,800 square feet and minimum 40-foot lot widths. Forty-two (42) of the fifty-three (53) lots (79%) in the area proposed to be rezoned are developed with single-family homes. About eighty-one percent of lots developed with detached houses have a minimum lot area of 3,800 square feet. The rezoning will ensure that future residential development is in keeping with existing development patterns in this area of City Island.

The proposed zoning amendments would remove C1-2 and C2-2 commercial overlays from five (5) blockfronts located outside the “village core” (the village core is located between Bay and Carroll streets) along City Island Avenue. These five blockfronts are predominantly developed with residential uses and include vacant lots or vacant commercial storefronts. Eliminating these commercial overlays to reflect existing land uses will also ensure that future development on these blocks is in keeping with the predominant residential character. In addition, this amendment is also intended to concentrate local service and retail uses within the village core.

The Department proposes to eliminate commercial overlays from five blockfronts along City Island Avenue which are currently zoned R3-2/C1-2 and R3-2/C2-2. These blockfronts are located on the east side of City Island Avenue between Tier and Reville streets, Tier and Vickery streets, Carroll and Schofield streets, and on the west side of City Island Avenue, between Carroll

and Schofield streets and Centre and Schofield streets. These blockfronts contain a total of 31 lots; of these, six (6) lots (19%) will contain non-conforming commercial uses after the rezoning. Eighty-one percent (81%) of uses on these blockfronts will be conforming.

The Department also proposes to rezone the site of the Sailmaker condominiums from M1-1 to R3A and C3. This rezoning would bring an existing non-conforming use into conformance.

The Commission further believes that the proposed text amendment of the Special City Island District (N 030468 ZRX) is appropriate. The mid-section of City Island Avenue, between Bay and Carroll streets, contains a pedestrian-oriented mix of residential and commercial uses.

Within the core, there are older attached buildings, ranging in height from one to five stories, with ground-floor glazed and transparent storefronts and apartments or offices above. Buildings like these could not be replicated today, because they exceed the maximum allowable FAR.

Under the existing zoning (R3-2/C1-2 and R3-2/C2-2), which allows a maximum commercial FAR of 1.0, new development tends to be a one-story commercial establishment with adjacent parking. The amendments to the City Island Special District zoning text would facilitate mixed-use buildings with ground-floor commercial and one or two floors of residences above.

Residences on City Island are predominantly one- and two-family detached houses, the majority with pitched roofs. Detached garages in the rear of the side lot ribbon are also typical on the Island. In several areas of City Island small bungalows or cottages are clustered together on a

single zoning lot, a higher density development pattern that respects neighborhood character but that is not permitted under existing zoning. Amendments to the Special City Island District would allow for continuation of these prevailing building forms.

The proposed amendments to the Special City Island District would create more attractively screened and landscaped parking lots and provide for appropriate buffering between parking lots and adjacent uses, especially residences. In addition, the amendments would prohibit front yard parking on City Island Avenue and would encourage consistent building streetwalls and a pedestrian-friendly environment.

The Commission has reviewed the Borough President's recommendation concerning the proposal to lift the commercial overlays from five blockfronts on City Island Avenue. The Commission believes that the elimination of these commercial overlays is warranted because the predominant uses on these blockfronts are residential and the blockfronts have not been developed with commercial uses.

The Commission believes that the proposed rezonings and text amendments will help preserve City Island's built character low-rise/low-density character by ensuring that new development is of compatible form, maintain the "village" quality" of the middle section of City Island Avenue, and enhance community access to the waterfront.

RESOLUTION

RESOLVED, that the City Planning Commission finds that the actions described herein will have no significant impact on the environment; and be it further

RESOLVED, that the City Planning Commission, in its capacity as the City Coastal Commission, has reviewed the waterfront aspects of this application and finds that the proposed actions are consistent with WRP policies; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 200 of the New York City Charter, that based on the environmental determination and the consideration described in this report, the Zoning Resolution of the City of New York, effective as of December 15, 1961, and as subsequently amended, is further amended by changing the Zoning Map, Section Nos. 4c and 4d:

1. **eliminating from an existing R3-2 District a C1-2 District bounded by:**
 - a. Reville Street, a line 100 feet easterly of City Island Avenue, a line 125 feet southerly of Tier Street, and City Island Avenue; and
 - b. Carroll Street, a line 100 feet easterly of City Island Avenue, Schofield Street, and a line 100 feet westerly of City Island Avenue;
2. **eliminating from an existing R3-2 District a C2-2 District bounded by** Schofield Street, City Island Avenue, Centre Street, and a line 100 feet westerly of City Island Avenue;
3. **changing from an R3-2 District to an R2 District property bounded by** King Avenue and its northerly prolongation, Long Island Sound, a line 100 feet northerly of Cross Street, a line 100 feet easterly of Minnieford Avenue, Cross Street, Minnieford Avenue,

Kilroe Street, a line midway between Minnieford Avenue and King Street, and a line 50 feet southerly of Terrace Street;

4. **changing from an R3-2 District to an R3A District property bounded by** Long Island Sound, King Avenue and its northerly prolongation, a line 50 feet southerly of Terrace Street, a line midway between Minnieford Avenue and King Avenue, Kilroe Street, Minnieford Avenue, Cross Street, a line 100 feet easterly of Minnieford Avenue, a line 100 feet northerly of Cross Street, Long Island Sound, the centerline of former Tier Street and its easterly prolongation, Fordham Place, a line 100 feet northerly of Fordham Street, a line 80 feet easterly of King Avenue, Fordham Street, Fordham Place, a line 100 feet northerly of Carroll Street, a line 100 feet easterly of Minnieford Avenue, Carroll Street, a line 575 feet easterly of City Island Avenue, a line 100 feet southerly of Carroll Street, a line 475 feet easterly of City Island Avenue, Schofield Street, a line 504 feet easterly of City Island Avenue, a line 100 feet southerly of Schofield Street, a line 354 feet easterly of City Island Avenue, Schofield Street, a line 328 feet easterly of City Island Avenue, a line 100 feet southerly of Schofield Street, a line 240 feet easterly of City Island Avenue, Schofield Street, City Island Avenue, a line 150 feet northerly of Pilot Street, a line 100 feet easterly of City Island Avenue, Pilot Street, a line 150 feet easterly of City Island Avenue, the easterly prolongation of Marine Street, a line 275 feet easterly of City Island Avenue, a line midway between Horton Street and Marine Street and its easterly prolongation, Long Island Sound, Eastchester Bay, a line 290 feet northerly of Ditmars Street, Hunter Avenue, a line 250 feet northerly of Ditmars Street, City Island Avenue, Beach Street, Eastchester Bay, Sutherland Street and its westerly prolongation, Minnieford Avenue, Terrace Street, and a line perpendicular to the northerly street line of Terrace Street distant 100 feet easterly of the westerly terminus of the northerly street line of Terrace Street;
5. **changing from an M1-1 District to a C3 District property bounded by** the easterly prolongation of Schofield Street, Long Island Sound, the northerly boundary line of a park, a line 325 feet easterly of City Island Avenue, a line 100 feet southerly of Schofield Street, and a line 504 feet easterly of City Island Avenue; and
6. **changing from an M1-1 district to an R3A District property bounded by** Schofield Street, a line 354 feet easterly of City Island Avenue, a line 100 feet southerly of Schofield Street, and a line 328 feet easterly of City Island Avenue;

within the Special City Island District, as shown on a diagram (for illustrative purposes only)

dated May 19, 2003.

The above resolution (C030467ZMX), duly adopted by the City Planning Commission on September 10, 2003 (Calendar No. 14), 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, AICP, Chair

KENNETH KNUCKLES, ESQ., Vice-Chairman

**IRWIN G. CANTOR, P.E., ANGELA CAVALUZZI, R.A., RICHARD EADDY,
JANE D. GOL, CHRISTOPHER KUI, JOHN MEROLO, KAREN A. PHILLIPS,
JOSEPH B. ROSE, DOLLY WILLIAMS, Commissioners**

ALEXANDER GARVIN, Commissioner, Abstaining