



CITY PLANNING COMMISSION

June 21, 2006/Calendar No. 8

C 060335 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. 4a and 4b:

1. eliminating from within an existing R3-2 District a C1-2 District bounded by:
 - a. a line 100 feet southerly of Pelham Parkway South, Williamsbridge Road, Lydig Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road; and
 - b. Neill Avenue, a line midway between Yates Avenue and Williamsbridge Road, Rhinelander Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road;
2. eliminating from within an existing R3-2 District a C2-2 District bounded by Lydig Avenue, a line midway between Yates Avenue and Williamsbridge Road, Neill Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road;
3. changing from an R3-2 District to an R3-1 District property bounded by Neill Avenue, Tenbroeck Avenue, Lydig Avenue, Narragansett Avenue, Pawnee Place, Seminole Avenue, Rhinelander Avenue, Narragansett Avenue, Lakewood Place, Tenbroeck Avenue, Rhinelander Avenue, and Hering Avenue;
4. changing from an R4 District to an R3-1 District property bounded by:
 - a. Rhinelander Avenue, Seminole Avenue, Pinchot Place, and Narragansett Avenue; and
 - b. Lakewood Place, Tenbroeck Avenue, Morris Park Avenue, and Hering Avenue;
5. changing from a R3-2 District to an R4 District property bounded by Rhinelander Avenue, Williamsbridge Road, a line 100 feet southeasterly of Rhinelander Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road;
6. changing from an R3-2 District to an R4A District property bounded by:
 - a. Esplanade, Pelham Parkway South, Tomlinson Avenue, a line 100 feet northwesterly of Neill Avenue, Lurting Avenue, Neill Avenue, a line midway between Paulding Avenue and Hone Avenue, Lydig Avenue, and Paulding Avenue;
 - b. a line 100 feet southeasterly of Neill Avenue, Tomlinson Avenue, Rhinelander Avenue, and Paulding Avenue; and
 - c. Bronx and Pelham Parkway, Wilson Avenue, Seminole Avenue, Pawnee Place, Narragansett Avenue, Lydig Avenue, Tenbroeck Avenue, Neill Avenue, Hering

Avenue, Rhinelander Avenue, Tenbroeck Avenue, Lakewood Place and its southwesterly centerline prolongation, Williamsbridge Road, Rhinelander Avenue, a line midway between Williamsbridge Road and Yates Avenue, Lydig Avenue, a line 100 feet westerly of Yates Avenue, a line 100 feet southerly of Pelham parkway South, and Yates Avenue and its northerly centerline prolongation;

7. changing from an R4 District to an R4A District property bounded by the southwesterly centerline prolongation of Lakewood Place, Hering Avenue, Morris Park Avenue, and Williamsbridge Road;
8. changing from an R3-2 District to an R4-1 District property bounded by Neill Avenue, a line 100 feet westerly of Matthews Avenue, a line 100 feet southeasterly of Antin Place, Brady Avenue, the southwesterly centerline prolongation of Esplanade, Paulding Avenue, Lydig Avenue, a line midway between Paulding Avenue and Hone Avenue, Neill Avenue, Lurting Avenue, a line 100 feet northwesterly of Neill Avenue, Tomlinson Avenue, Pelham Parkway South, a line midway between Tomlinson Avenue and Williamsbridge Avenue, Rhinelander Avenue, Tomlinson Avenue, a line 100 feet southeasterly of Neill Avenue, Paulding Avenue, Rhinelander Avenue, and Bronxdale Avenue;
9. changing from an R3-2 District to an R5D District property bounded by Pelham Parkway South, Williamsbridge Road, Bronx and Pelham Parkway, Yates Avenue and its northerly centerline prolongation, a line 100 feet southerly of Pelham Parkway South, a line 100 feet easterly of Yates Avenue, Lydig Avenue, a line midway between Yates Avenue and Williamsbridge Road, Rhinelander Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road;
10. changing from an R4 District to an R6A District property bounded by Bronx and Pelham Parkway, Stillwell Avenue, Pelham Parkway South, a line 100 feet northwesterly of Stillwell Avenue, Rhinelander Avenue, and a line perpendicular to the southerly street line of Pelham Parkway South distant 350 feet easterly (as measured along the street line) from the point of intersection of the southerly street line of Pelham Parkway South and the easterly street line of Eastchester Road;
11. changing from an M1-1 District to an R6A District property bounded by:
 - a. Pelham Parkway South, Bassett Avenue, a line 125 feet southerly of Pelham Parkway South, and a line 100 feet northwesterly of Stillwell Avenue; and
 - b. a line 100 feet northwesterly of Stillwell Avenue, a line 500 feet easterly of a line perpendicular to the southerly street line of Pelham Parkway South distant 350 feet easterly (as measured along the street line) from the point of intersection of the southerly street line of Pelham Parkway South and the easterly street line of Eastchester Road, and Rhinelander Avenue;
12. establishing within a proposed R4A District a C1-2 District bounded by a line 100 feet southeasterly of Rhinelander Avenue, a line midway between Williamsbridge Road and Yates Avenue, a line 125 feet southeasterly of Rhinelander Avenue, and Williamsbridge Road;

13. establishing within a proposed R5D District a C1-4 District bounded by:
 - a. a line 100 feet southerly of Pelham Parkway South, Williamsbridge Road, Lydig Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road; and
 - b. Neill Avenue, a line midway between Yates Avenue and Williamsbridge Road, Rhineland Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road; and
14. establishing within a proposed R5D District a C2-4 District bounded by Lydig Avenue, a line midway between Yates Avenue and Williamsbridge Road, Neill Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road;

Borough of the Bronx, Community District 11, as shown on a diagram (for illustrative purposes only) dated February 21, 2006, and subject to the conditions of CEQR Declaration E-166.

The application for an amendment of the zoning map was filed by The Department of City Planning on February 14, 2006, to rezone a total of 75 blocks or portions thereof in the Pelham Parkway and Indian Village neighborhoods in an area generally bounded by Pelham Parkway South to the north, Rhineland, Bronxdale, and Morris Park avenues to the south, Seminole and Stillwell avenues to the east, and Esplanade to the west.

The proposed zoning map amendments would rezone areas within these boundaries from R3-2, R4 and M1-1 to R3-1, R4A, R4-1, R5D, and R6A, as well as make changes to commercial overlays.

BACKGROUND

The Department of City Planning is proposing zoning map amendments on all or portions of 75 blocks in the Pelham Parkway and Indian Village neighborhoods of the Bronx, Community District 11. Local civic groups and Community Board 11 requested that the Department of City Planning undertake a rezoning study for a contextual rezoning to preserve the community's built character. The proposed rezoning changes aim to preserve the area's predominant low-density character and ensure that future residential development will be consistent with surrounding neighborhood contexts. In addition, the proposed R5D zoning district on six

blockfronts along Williamsbridge Road would establish a medium density contextual residential district in order to address the need for new housing opportunities. Additionally, portions of two blocks fronting on Pelham Parkway South would be rezoned from R4 and M1 to R6A in order to bring existing residential buildings closer into compliance and at the same time facilitate residential development on three underutilized vacant lots facing the Parkway.

Land Use, Zoning and Neighborhood Characteristics

The neighborhoods of Pelham Parkway and Indian Village are located in northeast Bronx just south of Pelham Parkway and east of the Albert Einstein College of Medicine and Jacobi Medical Center. The interior blocks of these neighborhoods are mostly comprised of large detached and semi-detached houses, built primarily in the early to mid-20th century. Some apartment buildings can be found along Pelham Parkway and Williamsbridge Road, both major streets. Neighborhood oriented retail uses are located along Williamsbridge Road and Morris Park Avenue. The rezoning area consists of 1,706 lots, of which 1,545 (90.6%) are residentially developed. Detached homes constitute approximately fifty-six percent (55.8%) of the area's housing stock; and twenty-eight percent (27.7%) of the residential structures are semi-detached. The other 17% of the residential lots are attached and multi-family homes. Community facilities and commercial uses make-up approximately three percent (2.8%) of the entire lots in the rezoning area.

These neighborhoods are served by mass transit; the BX 12 runs along Pelham Parkway, the BX 8 along Williamsbridge Road, and the BX 21 along Morris Park Avenue. In addition, the Pelham Parkway subway station is located just north of Pelham Parkway from the rezoning area and the Morris Park subway station is located on the western edge of the rezoning area, both on the number 5 line.

Existing Zoning

The existing zoning of the Pelham Parkway and Indian Village neighborhoods has been in place since the current Zoning Resolution was adopted in 1961. In general, the existing zoning is not representative of the current built bulk and housing types in the area. This area is mostly zoned R3-2 with smaller portions zoned R4 and M1-1. The area south of Pelham Parkway primarily zoned R3-2 which is the lowest-density general residence district which permits a variety of housing types including row houses and small apartment buildings. Detached residences in this district are limited to lots with a minimum area of 3,800 square feet and a minimum width of 40 feet. Semi-detached and attached residences are limited to lots with a minimum area of 1,700 square feet and a minimum width of 18 feet. The maximum allowable floor area ratio (FAR) is 0.5, plus a 0.1 attic allowance. The maximum perimeter-wall height is 21 feet, and the maximum building height is 35 feet. One parking space is required per residential unit.

Portions of two blocks and one full block north of Morris Park Avenue, and one full block south of Rhinelander Avenue are currently zoned R4. Also a portion of one block on Pelham Parkway South between Eastchester Road and Stillwell Avenue is zoned R4. Similar to the R3-2 zoning district, the R4 zoning district permits a variety of housing types including garden apartments, row houses and semi-detached and detached houses. The maximum FAR is 0.9, including a 0.15 attic allowance. Minimum lot width and lot area depend upon the housing configuration: detached structures require a 40-foot lot width and 3,800 square feet of lot area; other housing types require lots that have at least 18 feet of frontage and 1,700 square feet of area. One parking space is required per residential unit.

A portion of one block fronting on Pelham Parkway is currently zoned M1-1. The M1-1 permits certain community facilities, commercial and light manufacturing uses (Use Groups 4-12, 16 and 17) with an overall

FAR of 1.0. This portion contains a dilapidated horse stable, a vacant lot, and a tattoo lounge business. West of this block most of Pelham Parkway is developed with apartment buildings and is zoned R4.

C1-2 and C2-2 commercial overlays are mapped along Williamsbridge Road to provide for local retail and service needs. C1 districts permit local retail uses in Use Group 6, while C2 districts permit a wider range of uses in Use Groups 6- 9 and 14. In both districts, commercial uses have a maximum FAR of 1.0. Most retail uses require one accessory off-street parking space per 300 square feet of commercial floor area, although the requirements range between one space per 200 square feet and one space per 800 square feet.

Proposed Zoning

To ensure that new development better matches the existing housing types and densities found in Pelham Parkway and Indian Village, the Department of City Planning proposes to replace the existing general residence districts (R3-2 and R4) with lower-density and contextual districts (R3-1, R4A, and R4-1). A medium-density contextual district (R5D) is proposed on a portion of Williamsbridge Road and the existing C1-2 and C2-2 commercial overlays would be replaced by C1-4 and C2-4 overlays, respectively. A portion of one block located on the southwest corner of Rhinelander Avenue and Williamsbridge Road would be rezoned from R3-2 to R4. Portions of two blocks fronting on Pelham Parkway South would be rezoned from R4 and M1-1 to R6A.

R4 and R3-2 to R4A

Nineteen full blocks and portions of eleven blocks are proposed to be rezoned from R4 and R3-2 to R4A in three separate sub-areas. The first sub-area is generally bounded by Paulding Avenue to the west, Neill Avenue to the south, Tomlinson Avenue to the east, and Esplanade to the north. The second sub-area is generally bounded by Paulding Avenue to the west, Rhinelander Avenue to the south, Tomlinson Avenue to

the east, and Neill Avenue to the north. The third sub-area is generally bounded by Williamsbridge Road to the west, Morris Park Avenue to the south, Seminole Avenue to the east, and Pelham Parkway South to the north.

In the proposed R4A zoning districts, residential development would be limited to one- and two-family detached houses, in keeping with the character of these areas. Attached, semi-detached and multi-family residences, which are allowed under the existing R3-2 and R4 zoning, would no longer be permitted. The minimum lot size and lot width requirements are 2,850 square feet and 30 feet respectively. The maximum allowable FAR is 0.9. A perimeter wall may rise to 21 feet, and the maximum building height in the R4A is 35 feet. One parking space is required per residential unit.

These areas are primarily developed with one-and two-family detached homes. Within this area to be rezoned to R4A, 71% or 495 out of 697 residential lots are developed with one- and two-family detached homes. Sixty-nine percent of the residential lots will comply with the allowable floor area ratio of 0.9 an increase from the current zoning's compliance of 26%.

R3-2 to R4-1

Seventeen full blocks and portions of eleven blocks are proposed to be rezoned from R3-2 to R4-1. This area is generally bounded by Bronxdale Avenue to the west, Rhineland Avenue to the south, Tomlinson Avenue to east, and Esplanade to the north.

In the proposed R4-1 zoning district, only one- and two-family detached and semi-detached residential development would be permitted. The minimum lot size and lot width requirements are 2,375 square feet and 25 feet for detached residences and 1,700 square feet and 18 feet for semi-detached homes. The maximum

FAR is 0.9. A perimeter wall may rise to 25 feet, and the maximum building height is 35 feet. One parking space is required per residential unit.

This area is primarily developed with one- and two-family detached and semi-detached homes. Within this area 397 out of 613 residential lots are developed with one- and two-family detached and semi-detached homes. Fifty-eight percent of the residential lots would comply with the allowable floor area ratio of 0.9 under the proposed zoning. The proposed R4-1 would raise the FAR compliance from 20% to 58%.

R4 and R3-2 to R3-1

An area consisting of seven full blocks is proposed to be rezoned from R4 and R3-2 to R3-1. This area is generally bounded by Hering Avenue to the west, Morris Park Avenue to the south, Narragansett Avenue to the east, and Lydig Avenue to the north.

In the proposed R3-1, residential development would be limited to detached and semi-detached single- and two-family homes. The minimum lot size requirements for detached and semi-detached homes are, 3,800 and 1,700 square feet respectively. The maximum FAR is 0.6. A perimeter wall may rise to 21 feet, and the maximum building height is 35 feet. The parking requirement would remain one space per dwelling unit.

The proposed change from R4 and R3-2 to R3-1 would more closely reflect the existing one- and two-family detached and semi-detached homes in this area. Within this area to be rezoned to R3-1, 85% or 185 out of 219 residential lots are developed with one- and two-family detached and semi-detached homes which would be conforming within the proposed R3-1 zoning.

R3-2 to R4

A portion of one block located on the southwest corner of Rhineland Avenue and Williamsbridge Road would be rezoned from R3-2 to R4.

The proposed R4 district would allow a variety of housing types similar to the R3-2 but with a slightly higher density. The FAR would increase from 0.6 to 0.9. The maximum building height would remain 35 feet (with a 25 foot perimeter wall), and the parking requirement would remain one space for each dwelling unit.

R4 and M1-1 to R6A

The proposed R6A would include portions of two blockfronts along Pelham Parkway South generally situated between Eastchester Road and Bassett Avenue.

The proposed R6A is a contextual district that would permit all housing types. The Quality Housing Program is mandatory and the proposed R6A district would allow apartment buildings with a maximum base height of 60 feet and building height of 70 feet. The maximum FAR is 3.0 for both residential and community facility uses, and the parking requirement would be 50 percent of the dwelling units.

R3-2 to R5D

Six blockfronts located along Williamsbridge Road between Pelham Parkway and Rhineland Avenue would be rezoned from R3-2 to R5D.

The proposed R5D is a new residential zoning district created for this rezoning and the Jamaica Hill/Hillcrest Rezoning in Queens. The text change creating the R5D district (N060338ZRY) and the Jamaica Hill/Hillcrest

Rezoning (C060337ZMQ) were approved by the Commission on June 7, 2006 and are currently pending before the City Council. All housing types are permitted under the proposed R5D district but at a higher 2.0 FAR, than what is permitted under R3-2. The maximum building height is 40 feet and the required parking is 66% of dwelling units if grouped. Residential parking is not allowed between the building's front wall and the street. Accessory residential parking may only be waived if no more than one space is required. In R5D districts within commercial overlays, curb cuts for commercial uses are not permitted on wide streets on any lot with frontage on a narrow street. Front yards of at least five feet are required. Minimum 30-foot rear yards are required on all interior lots occupied by residences and residential portions of mixed buildings also occupied by community facility or commercial uses. One street tree is required for every 25 feet of street frontage. If a building is setback, the area between the building and the street line, except in front of entrances and exits, must be planted. The R5D district would provide an opportunity for moderate-density development on a wide streets served by mass transit, such as Williamsbridge Road, to facilitate slightly denser development.

Commercial Overlays

Three blockfronts containing C1-2 commercial overlays located along Williamsbridge Road between Pelham Parkway and Rhinelander Avenue would be replaced by C1-4 overlays. Two blockfronts containing C2-2 commercial overlays located along Williamsbridge Road between Lydig and Neill avenues would be replaced by C2-4 overlays. An existing C1-2 commercial overlay would be extended to one lot proposed to be rezoned R4A located at the corner of Rhinelander and Williamsbridge Road.

The C1-2 and C2-2 commercial overlays along Williamsbridge Road between Pelham Parkway and Rhinelander Avenue would be replaced with C1-4 and C2-4 overlays, respectively. The commercial overlays permit local retail uses. The use groups allowed in the commercial overlays would remain the same, which in

the C1 district is use group 6 and in C2 districts use groups 6 through 9 and 14. The change would result in a reduction of off-street parking requirements for most retail establishments.

ENVIRONMENTAL REVIEW

This application (C 060335 ZMX) 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 06DCP071X. The lead agency is the City Planning Commission.

After a study of the potential environmental impacts of the proposed action, a Negative Declaration was issued on February 21, 2006. The Negative Declaration included (E) designations for hazardous materials, air quality and noise.

To avoid the potential for hazardous materials impacts, the proposed rezoning includes (E) designations for hazardous materials on the following properties:

Block 4223	Lots 30, 36
Block 4273	Lots 11, 20, 23, 29
Block 4274	Lot 61
Block 4306	Lots 14, 15, 16, 20
Block 4307	Lots 32, 35, 38
Block 4310	Lots 30, 35
Block 4332	Lots 12, 20

The (E) designation would require that the fee owner of such a site conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the Department of Environmental Protection (DEP) before the issuance of a building permit by the Department of Buildings (DOB) pursuant to Section 11-15 of the Zoning Resolution (Environmental Requirements). The (E) designation also includes a mandatory

construction-related health and safety plan which must also be approved by DEP.

To avoid the potential for air quality impacts associated with boiler emissions, the proposed zoning map amendment includes (E) designations on the following properties:

Block 4223, Lots 30, 36
Block 4273, Lots 11, 20, 23
Block 4274, Lot 61
Block 4306, Lots 14, 15, 16, 20
Block 4307, Lots 32, 35, 38
Block 4310, Lots 30, 35

The text of the (E) designation for air quality for the above properties is as follows:

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at a minimum distance, as described in the negative declaration, to the nearest adjacent lot line, or use natural gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant air quality impacts.

With the placement of the (E) designations on the above blocks and lots, no impacts related to stationary source air quality would be expected.

To avoid the potential for impacts related to noise, the proposed rezoning includes (E) designations requiring different levels of attenuation on the following properties:

Block 4223, Lots 30, 36

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition window/wall attenuation in order to maintain an interior noise level of 45 dB(A). The level of attenuation is listed in the Environmental Assessment Statement. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans.

With the implementation of the above (E) designations, no significant adverse impacts

related to hazardous materials, air quality or noise would occur.

UNIFORM LAND USE REVIEW

This application (C 060335 ZMX) was certified as complete by the Department of City Planning on February 21, 2006, and was duly referred to Community Board 11 and the Bronx Borough President, in accordance with Article 3 of the Uniform Land Use Review Procedure (ULURP) rules.

Community Board Public Hearing

Community Board 11 held a public hearing on this application on March 16, 2006, and on March 23, 2006, by a vote of 34 to 0 with 1 abstention, adopted a resolution recommending approval of the application subject to the following conditions:

- Community Board 11 is in support of rezoning of Indian Village / Pelham Parkway. However, we are in total opposition of the Williamsbridge Road rezoning based on the unanimous opposition from the community. We strongly request that the three-block section on Williamsbridge Road change to R5-D be removed from the plan and the current zoning remain intact. We also urge City Planning to come back to Community Board 11 with a rezoning of the Pelham Parkway Community bounded by Paulding Avenue, Woodmanstent Place from Bogart to Colden Avenues, Bronxdale Avenue to Bronx Park East and Pelham Parkway South.

Borough President Recommendation

This application was considered by the Borough President on April 20, 2006, who issued a recommendation on April 27, 2006, approving the application.

City Planning Commission Public Hearing

On April 26, 2006 (Calendar No. 1), the City Planning Commission scheduled May 10, 2006, for a public hearing on this application (C 060335 ZMX). The hearing was duly held on May 10, 2006 (Calendar No. 29). There were two speakers in favor of the application and nine speakers in opposition.

The Councilmember for District 13 stated his general support for the rezoning proposal, but noted his opposition to the proposed R5D zoning district along six blockfronts of Williamsbridge Road. The Council Member stated that the proposed increase in development would worsen the current traffic congestion along Williamsbridge Road.

A representative of the Bronx Borough President spoke in favor of the application. She expressed the Borough President's support for the proposal as it would aid in the preservation of the neighborhood context and character, especially along the interior blocks of the rezoning area. The representative also expressed the Borough President's support for the proposed R5D along Williamsbridge Road citing that projected development is modest and is not expected to have any major impacts on the nearby neighborhoods and that traffic congestion along Williamsbridge Road is an enforcement issue.

A second speaker, a property owner from the Indian Village neighborhood spoke in favor of the rezoning proposal, citing that the proposed R4A zoning would preserve the one- and two-family detached character of the neighborhood.

Eight residents, including members of the Morris Park Community Association, spoke in favor of the contextual rezoning but opposed the proposed R5D along six blockfronts of Williamsbridge Road. The residents expressed the need for the contextual rezonings, but also mentioned that their neighborhoods are adjacent to several large institutions and that any new development under the proposed R5D would result in further traffic congestion on Williamsbridge Road and further pressure on the existing infrastructure.

There were no other speakers, and the hearing was closed.

CONSIDERATION

The Commission believes that this amendment of the Zoning Map is appropriate.

The Commission believes that this action represents a comprehensive zoning strategy for the neighborhoods of Pelham Parkway and Indian Village and will help to preserve the area's predominant low-density character and ensure that future residential development will be more consistent with surrounding neighborhood contexts.

The Commission notes that the existing general residence districts of R3-2 and R4 found in the rezoning area could produce housing types and densities that are inconsistent with the existing character of the neighborhoods. The Commission believes that the proposed contextual districts of R3-1, R4-1 and R4A would produce development that better fits within the existing built environment of the area.

The Commission believes that the proposed R5D zoning district along Williamsbridge Road is also appropriate and will allow for moderate-density multi-family housing. The Commission believes that the regulations under the R5D zoning district provide a better zoning tool for accommodating the citywide need for housing by allowing new limited housing opportunities in an area served by bus and subway. The Commission believes that new development under the proposed R5D zoning will also reinforce Williamsbridge Road as an active residential-commercial corridor.

The Commission believes the R5D zoning district complements height and bulk characteristics of the Pelham Parkway and Indian Village neighborhoods by imposing limitations on height and bulk, and requiring a significant amount of accessory residential parking that for the most part cannot be waived and must be in the rear of the building. R5D zoning regulations would also require planting of street trees.

The Commission believes that the concerns raised about traffic and parking along Williamsbridge Road are enforcement issues and would not be exacerbated by the proposed R5D. Finally, the Commission notes that the modest increase of up to 30 units along Williamsbridge Road in the next ten years is more than off-set by the lowering of permitted densities in the majority of the rezoning area.

The Commission notes that the proposed R6A district would bring the existing five six-story residential buildings along Pelham Parkway into compliance. The Commission believes that the blockfront currently zoned M1-1 presents an opportunity to encourage new residential development which would reinforce the residential character of Pelham Parkway which is a very wide street that runs along landscaped parkland.

Finally, the Commission believes that the proposed commercial overlay changes better reflect existing commercial development and will strengthen the existing thriving commercial corridor along Williamsbridge Road.

RESOLUTION

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

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 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. 4a and 4b:

1. eliminating from within an existing R3-2 District a C1-2 District bounded by:
 - a. a line 100 feet southerly of Pelham Parkway South, Williamsbridge Road, Lydig Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road; and
 - b. Neill Avenue, a line midway between Yates Avenue and Williamsbridge Road, Rhineland Avenue, and a line midway between Tomlinson Avenue and

Williamsbridge Road;

2. eliminating from within an existing R3-2 District a C2-2 District bounded by Lydig Avenue, a line midway between Yates Avenue and Williamsbridge Road, Neill Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road;
3. changing from an R3-2 District to an R3-1 District property bounded by Neill Avenue, Tenbroeck Avenue, Lydig Avenue, Narragansett Avenue, Pawnee Place, Seminole Avenue, Rhinelander Avenue, Narragansett Avenue, Lakewood Place, Tenbroeck Avenue, Rhinelander Avenue, and Hering Avenue;
4. changing from an R4 District to an R3-1 District property bounded by:
 - a. Rhinelander Avenue, Seminole Avenue, Pinchot Place, and Narragansett Avenue; and
 - b. Lakewood Place, Tenbroeck Avenue, Morris Park Avenue, and Hering Avenue;
5. changing from a R3-2 District to an R4 District property bounded by Rhinelander Avenue, Williamsbridge Road, a line 100 feet southeasterly of Rhinelander Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road;
6. changing from an R3-2 District to an R4A District property bounded by:
 - a. Esplanade, Pelham Parkway South, Tomlinson Avenue, a line 100 feet northwesterly of Neill Avenue, Lurting Avenue, Neill Avenue, a line midway between Paulding Avenue and Hone Avenue, Lydig Avenue, and Paulding Avenue;
 - b. a line 100 feet southeasterly of Neill Avenue, Tomlinson Avenue, Rhinelander Avenue, and Paulding Avenue; and
 - c. Bronx and Pelham Parkway, Wilson Avenue, Seminole Avenue, Pawnee Place, Narragansett Avenue, Lydig Avenue, Tenbroeck Avenue, Neill Avenue, Hering Avenue, Rhinelander Avenue, Tenbroeck Avenue, Lakewood Place and its southwesterly centerline prolongation, Williamsbridge Road, Rhinelander Avenue, a line midway between Williamsbridge Road and Yates Avenue, Lydig Avenue, a line 100 feet westerly of Yates Avenue, a line 100 feet southerly of Pelham parkway South, and Yates Avenue and its northerly centerline prolongation;
7. changing from an R4 District to an R4A District property bounded by the southwesterly centerline prolongation of Lakewood Place, Hering Avenue, Morris Park Avenue, and Williamsbridge Road;
8. changing from an R3-2 District to an R4-1 District property bounded by Neill Avenue, a line 100 feet westerly of Matthews Avenue, a line 100 feet southeasterly of Antin Place, Brady Avenue, the southwesterly centerline prolongation of Esplanade, Paulding Avenue, Lydig

Avenue, a line midway between Paulding Avenue and Hone Avenue, Neill Avenue, Lurting Avenue, a line 100 feet northwesterly of Neill Avenue, Tomlinson Avenue, Pelham Parkway South, a line midway between Tomlinson Avenue and Williamsbridge Avenue, Rhineland Avenue, Tomlinson Avenue, a line 100 feet southeasterly of Neill Avenue, Paulding Avenue, Rhineland Avenue, and Bronxdale Avenue;

9. changing from an R3-2 District to an R5D District property bounded by Pelham Parkway South, Williamsbridge Road, Bronx and Pelham Parkway, Yates Avenue and its northerly centerline prolongation, a line 100 feet southerly of Pelham Parkway South, a line 100 feet easterly of Yates Avenue, Lydig Avenue, a line midway between Yates Avenue and Williamsbridge Road, Rhineland Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road;
10. changing from an R4 District to an R6A District property bounded by Bronx and Pelham Parkway, Stillwell Avenue, Pelham Parkway South, a line 100 feet northwesterly of Stillwell Avenue, Rhineland Avenue, and a line perpendicular to the southerly street line of Pelham Parkway South distant 350 feet easterly (as measured along the street line) from the point of intersection of the southerly street line of Pelham Parkway South and the easterly street line of Eastchester Road;
11. changing from an M1-1 District to an R6A District property bounded by:
 - a. Pelham Parkway South, Bassett Avenue, a line 125 feet southerly of Pelham Parkway South, and a line 100 feet northwesterly of Stillwell Avenue; and
 - b. a line 100 feet northwesterly of Stillwell Avenue, a line 500 feet easterly of a line perpendicular to the southerly street line of Pelham Parkway South distant 350 feet easterly (as measured along the street line) from the point of intersection of the southerly street line of Pelham Parkway South and the easterly street line of Eastchester Road, and Rhineland Avenue;
12. establishing within a proposed R4A District a C1-2 District bounded by a line 100 feet southeasterly of Rhineland Avenue, a line midway between Williamsbridge Road and Yates Avenue, a line 125 feet southeasterly of Rhineland Avenue, and Williamsbridge Road;
13. establishing within a proposed R5D District a C1-4 District bounded by:
 - a. a line 100 feet southerly of Pelham Parkway South, Williamsbridge Road, Lydig Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road; and
 - b. Neill Avenue, a line midway between Yates Avenue and Williamsbridge Road, Rhineland Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road; and
14. establishing within a proposed R5D District a C2-4 District bounded by Lydig Avenue, a

line midway between Yates Avenue and Williamsbridge Road, Neill Avenue, and a line midway between Tomlinson Avenue and Williamsbridge Road;

Borough of the Bronx, Community District 11, as shown on a diagram (for illustrative purposes only) dated February 21, 2006, and which includes CEQR Designation E-166.

The above resolution (C 060335 ZMX), duly adopted by the City Planning Commission on June 21, 2006 (Calendar No. 8), 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 J. KNUCKLES, Esq. Vice Chair
ANGELA BATTAGLIA, IRWIN G. CANTOR, P.E.,
ANGELA R. CAVALUZZI, R.A., ALFRED C. CERULLO, III,
JANE D. GOL, LISA A. GOMEZ, CHRISTOPHER KUI,
JOHN MEROLO, KAREN A. PHILLIPS, Commissioners