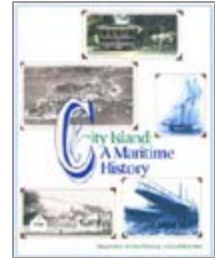




## City Island Rezoning Proposal - **Approved!**

### Introduction/Proposal Summary

The Department of City Planning (DCP) proposes zoning map changes and text amendments to the Special City Island District. The proposal aims to preserve City Island's low-rise/low-density character, maintain the "village" quality of City Island Avenue's shopping district, and enhance community access to the waterfront. These recommendations are in keeping with goals delineated in the Department of City Planning's 2001 City Island Maritime Heritage Preservation Summary Report.



City Island is located in Long Island Sound south of Orchard Beach, and is connected by bridge to the eastern shore of the Bronx in Community District 10. 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. It is primarily a residential neighborhood, but it is also well known for its popular seafood restaurants. There are also a number of marinas, yacht clubs and marine-manufacturing firms, all a legacy of City Island's illustrious maritime past. Wherever you are on City Island, you are never far from a beautiful view of the water.

Most of the residential areas of City Island are zoned R3-2, the lowest density zoning district in which attached or semi-detached multiple dwellings are permitted. However, most residential buildings on City Island are detached houses that are built at much lower bulk and density than the current zoning permits. City Island has begun to experience construction of new attached multifamily housing that replaces single-family detached houses.



*Modestly scaled detached homes*

To ensure that new development is in keeping with the existing built context, the Department proposes to rezone most of the existing R3-2 area on City Island to R3A, a district permitting only one- and two-family detached houses. A two-block area that is characterized by large single-family suburban-style homes would be rezoned to R2.

To strengthen the existing Special City Island District, the Department proposes to amend the special district text, focusing on three areas: urban design elements related to residential uses in the proposed R3A and R2 districts and commercial uses along City Island Avenue; landscaping and screening requirements for parking lots containing 10 or more spaces; and provisions for waterfront public access on new residential developments on large lots.

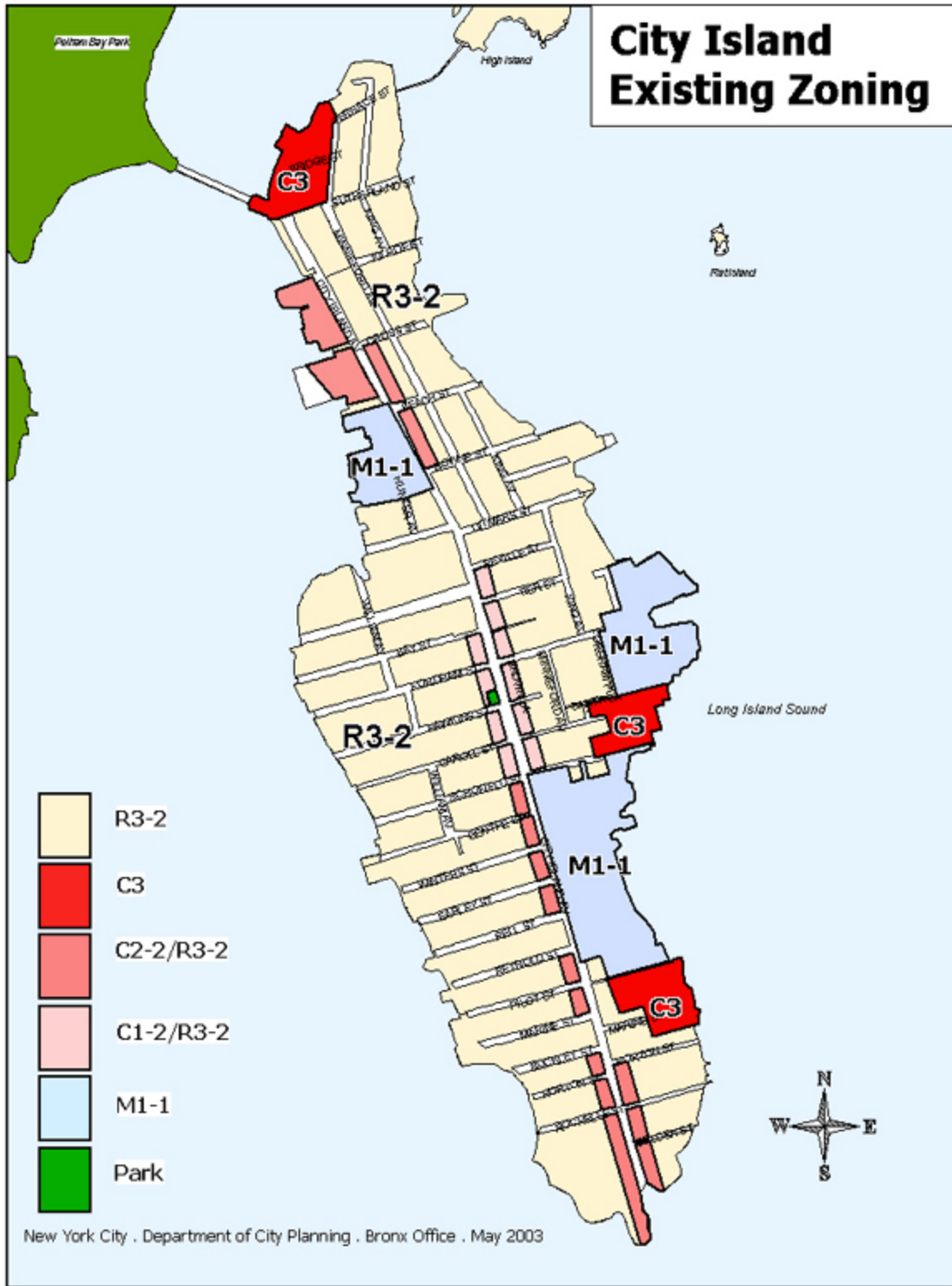


### Public Review Process

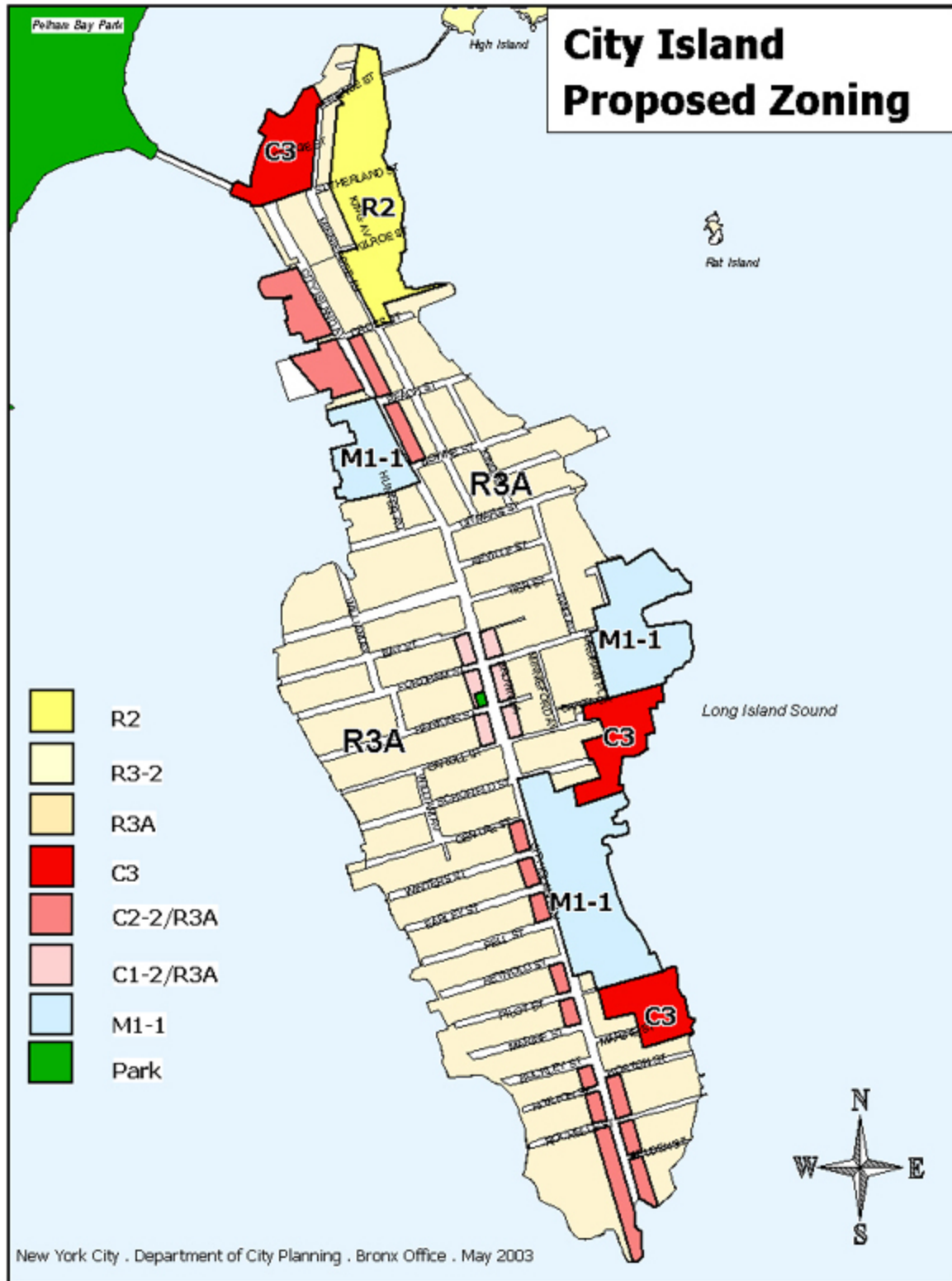
On May 19, 2003, the Department of City Planning certified the Uniform Land Use Review Procedure (ULURP) application for proposed zoning map amendments (C030467ZMX). This application, along with the non-ULURP proposed City Island Special District text amendment (N030468ZRX), was referred to Community Board 10 for a 60-day review period. Community Board 10 held a public hearing on June 19, 2003, at which it voted unanimously to approve the application. The Borough President's office held a public hearing on July 3, 2003. The Borough President issued his recommendation on July 22, 2003, approving the applications with modifications/conditions. The City Planning Commission held a public hearing on the applications on August 13, 2003 and approved both applications on September 10, 2003 (read the CPC Reports: [zoning map change](#), [zoning text change](#)). The City Council adopted the proposal on September 30, 2003. The amended zoning text and map are now in effect.

For more information on the City Island Rezoning Proposal, contact the Department of City Planning, Bronx Office, (718) 220-8500.

City Island Rezoning Proposal - **Approved!**



# City Island Rezoning Proposal - **Approved!**



## City Island Rezoning Proposal - **Approved!** Neighborhood Character & Existing Zoning

City Island has a distinctive urban village pattern. The island's commercial spine, City Island Avenue, runs the length of the island from the bridge to the southern end at Belden Point. Low-rise and low-scale detached houses line the narrow side streets. There are a few small apartment buildings, and in recent years some semi-detached and multi-family attached townhouse developments have begun to be built. Most of the lots (84 percent) on City Island contain a residential or mixed residential/commercial use.



*Detached houses line narrow side streets.*

Commercial uses, which are mostly located along City Island Avenue, make up about three percent of the land uses. The island's popular seafood restaurants tend to be concentrated on either end of the island. The village core area in the middle of the island, between Bay and Carroll streets, contains many mixed-use buildings with ground-floor storefronts and apartments or offices above. Boat-related uses along the waterfront include marinas, yacht clubs, sailmakers and other marine manufacturing firms.

### Existing Zoning

City Island is predominantly zoned R3-2, with C1-2 and C2-2 commercial overlays on portions of City Island Avenue. Residential and community facility uses are permitted in R3-2 zoning districts, with a height restriction of 35 feet and a maximum floor area ratio (FAR) of 0.5 with a 0.1 attic allowance. R3-2 zoning districts allow for a variety of housing types including one- and two-family detached and semi-detached houses, garden apartments and row houses.

In December 1976, the City Planning Commission amended the Zoning Resolution by creating the Special City Island District which was subsequently approved in January 1977 by the Board of Estimate. Among its provisions is a maximum building height in residential zones of 35 feet in order to maintain the neighborhood's existing low-rise character. (In 1989 lower density contextual zoning amendments placed 35-foot height restrictions on all new construction in R3-2 districts citywide.)

### Land Use



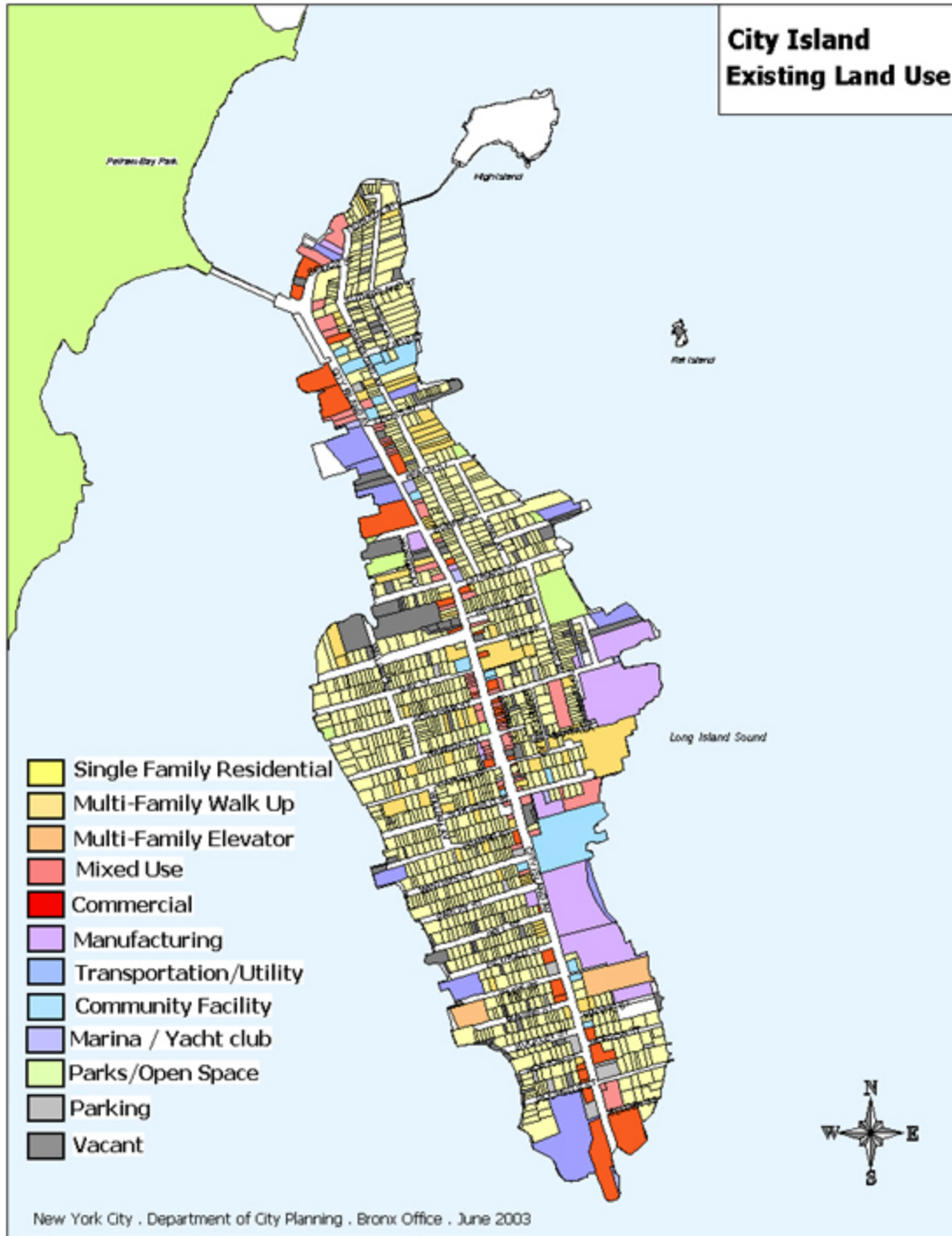
Three small areas on City Island are zoned C3. C3 districts have an R3-2

residential equivalent, and permit residential development along with marine-related commercial uses. There are also three clusters of M1-1 districts on the

waterfront. The M1-1 district is a light manufacturing district with a maximum permitted FAR of 1.0. On City Island, the predominant manufacturing uses have historically been boat-related and marine manufacturing firms.



# City Island Rezoning Proposal - **Approved!**



## City Island Rezoning Proposal - **Approved!** Zoning Proposal

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### Zoning Map Changes

- *Rezone sixteen blocks and portions of nine blocks from R3-2 to R3A.*

The area proposed to be rezoned is characterized by one- and two-family detached houses. The R3A zoning district, which permits only one- and two-family detached houses on lots with a minimum 25-foot lot width, will ensure that new residential development is compatible with existing development patterns.

- *Rezone portions of two blocks on King and Minneford avenues from R3-2 to R2.*

These blocks contain large detached houses on larger lots. The R2 district, which permits single-family detached houses on larger lots with a minimum 40-foot lot widths, will ensure that new residential development will be in keeping with the existing development patterns in this area.



*Typical home in proposed R2 district*

- *Remove C1-2 and C2-2 commercial overlays from five blockfronts.* These blockfronts are predominantly developed with residential uses along with some vacant lots or vacant commercial storefronts. Eliminating the commercial overlay will reflect existing development patterns and may help concentrate local service and retail uses in the village core (between Bay and Carroll streets), thereby strengthening its retail/commercial character.
- *Rezone a portion of a block from M1-1 to C3 and R3A.* This area, located on the Long Island Sound waterfront at the south side of the foot of Schofield Street, contains a condominium development and an accessory marina. This residential conversion of a manufacturing building was permitted by Board of Standards and Appeals variance. The rezoning will bring the existing use into conformance.

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### Zoning Text Amendments

#### City Island Avenue Village Core

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, at least three blockfronts have 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.



*Current character of City Island commercial area.*



*Typical development under existing FAR.*



*Expected development under proposed text.*

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:
  - no longer count ground floor commercial floor area in mixed-use commercial/residential buildings that front on City Island Avenue, effectively increasing the maximum allowable FAR to 1.6
  - require parking for residential uses but waive parking requirements for restaurants that require fewer than 15 spaces, similar to the existing parking waiver for other commercial uses

- require glazing for at least 50 percent of the total surface area of the ground-floor wall for commercial and mixed-use developments
- require that security gates be at least 75 percent open

**Urban Design Regulations for Residence Districts**

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. The following text amendments would allow for continuation of these prevailing building forms.

- 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.



*Pitched roof with usable attic space*



*Shallow-pitched roofs on new semi-detached development*

- Provide a 100 square-foot floor area bonus for a detached garage in the rear of the side lot ribbon.
- By City Planning Commission authorization, allow 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 sf or greater).



*Many homes have detached garages*

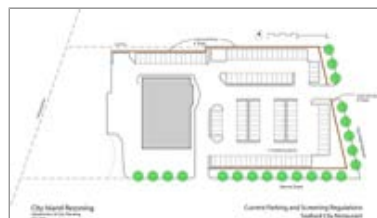


*Cluster Developments*

**Urban Design Regulations for Parking Lots**

The City Island Special District zoning text contains screening requirements for parking lots accessory to commercial uses. The Department proposes to tighten the 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. In addition, the proposal would prohibit front yard parking on City Island Avenue and would encourage consistent building streetwalls and a pedestrian-friendly environment.

**Parking and Screening Regulations**

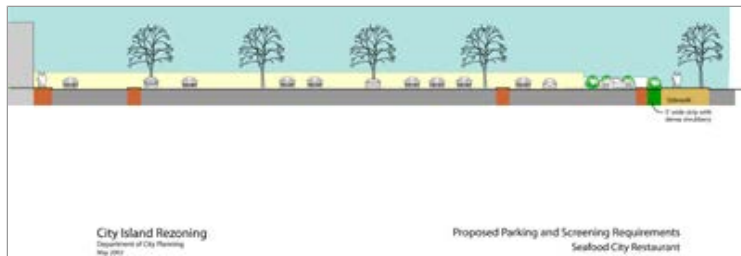


*Current*



*Proposed*





*Proposed*

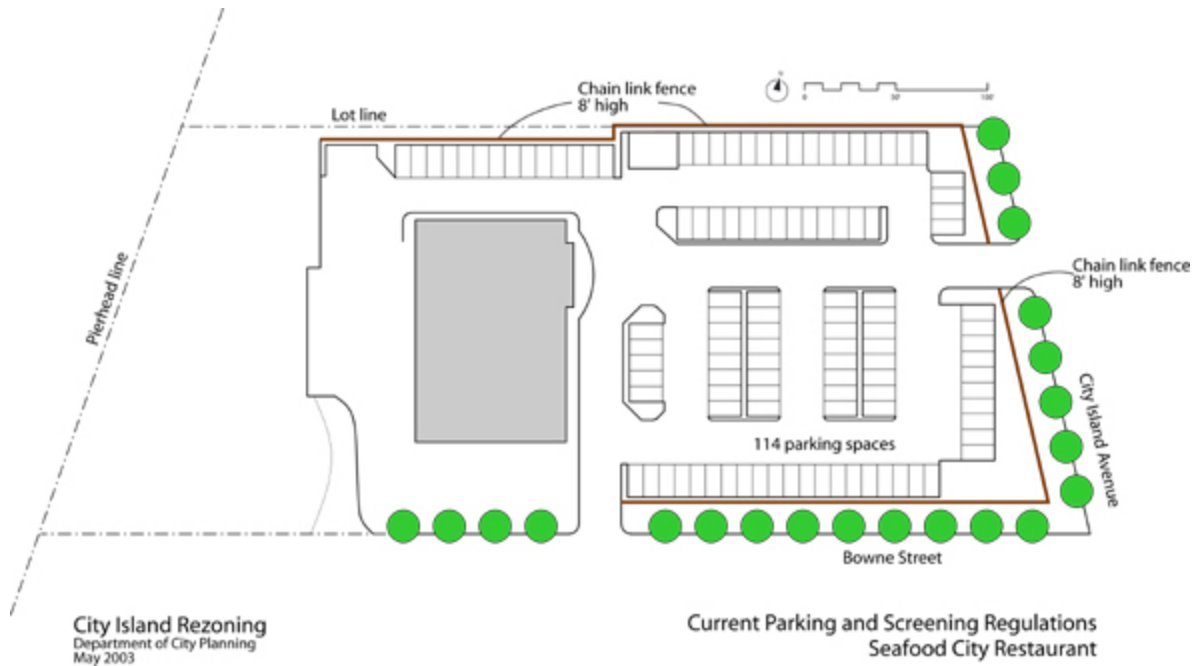
- Prohibit front yard parking on all non-waterfront lots for all uses on City Island Avenue.
- Require enhanced landscaping and screening for all parking lots containing ten (10) or more parking spaces. Depending on whether a parking lot fronts a street, adjoins a residential use, or adjoins a commercial use, the requirements will vary with regard to fencing and shrubbery. In most cases chain link fences will not be permitted unless they are located in a planting strip and are screened with shrubbery.

#### **Community Access to the Waterfront**

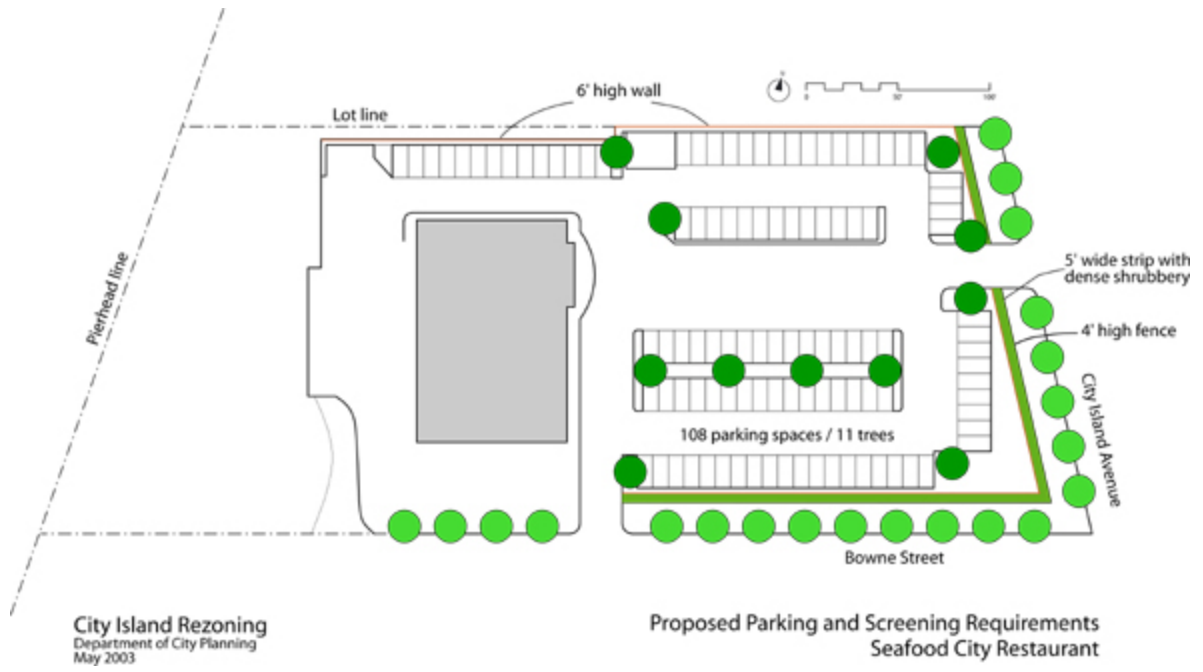
New requirements for large waterfront properties would enhance waterfront public space and strengthen east/west access to the waterfront, a particular benefit for the many island residents who do not live on the waterfront and who now have limited opportunities for direct access to it.

- Require a modest public access and waterfront sitting area for new residential developments on lots 65,000 square feet and over with a minimum 100 feet of shore frontage. 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.

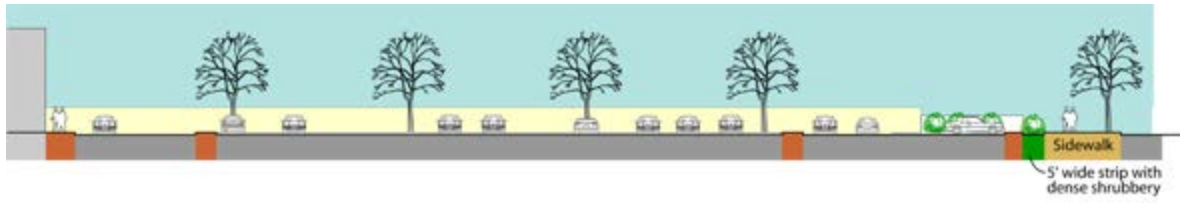
# City Island Rezoning Proposal - **Approved!**



# City Island Rezoning Proposal - **Approved!**



# City Island Rezoning Proposal - **Approved!**




City Island Rezoning  
Department of City Planning  
May 2003

Proposed Parking and Screening Requirements  
Seafood City Restaurant

## Related Notes

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-  Items accompanied by this symbol require the [free Adobe Acrobat Reader](#).