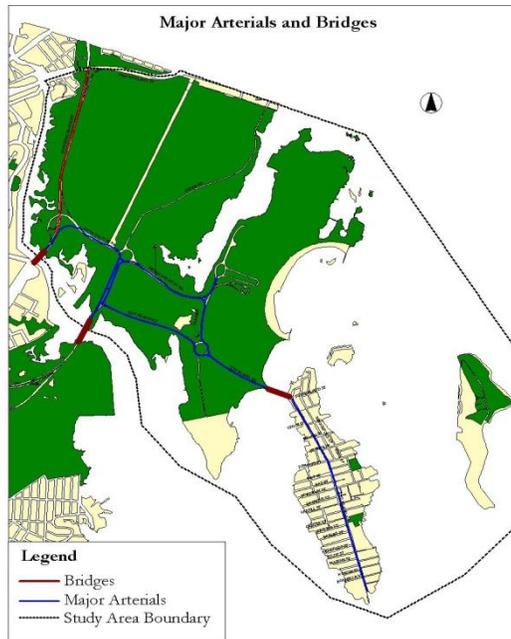


City Island Transportation Study



EXISTING AND FUTURE CONDITIONS WITH RECOMMENDATIONS DRAFT FINAL REPORT



The City of New York
Michael R. Bloomberg, Mayor



New York City Department of Transportation
Iris Weinshall, Commissioner
Member of the New York Metropolitan Transportation Council

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The following photos show Orchard Beach and the parking lots for the beach and the golf course.



Orchard Beach, looking northeast



Orchard Beach, looking southeast



Orchard Beach parking lot (6,000 spaces)



Golf Course parking lot (200 spaces)

Future Land Use and Zoning

The future land use and zoning in the study area will remain principally the same (primarily residential mixed with commercial and recreational uses) by the year 2013. However, some minor changes in land uses and zoning are expected within the study area boundaries.

The following changes in land use and zoning are anticipated in the study area by 2013.

Replacement of City Island Bridge

The replacement of the City Island Bridge, which is expected to be completed by the year 2013, will not significantly impact land use and/or zoning in the study area. A portion of the existing marina on the northeast corner of the bridge will be temporarily impacted during construction

due to the need to remove the existing east abutment and roadway approach and the construction of the proposed abutment wing wall and retaining wall. Additionally, approximately 800 square meters or 8,600 square feet of Pelham Bay Park property is anticipated to be required for the change in land use necessary to replace the existing bridge. **The proposed widening of the bridge roadway will also necessitate changes to the City Map, thereby requiring a ULURP review with the New York City Department of City Planning.** The proposed project will include principally only the replacement of the existing bridge without significant expansion on the present alignment including: roadway widening without increasing the number of travel lanes; enhancement of public amenities through additions and improvements to the existing pedestrian and bicycle facilities and the relocation of utilities on the new structure.

Future Residential Developments

Within the study area, particularly on the City Island, the major changes will result from ongoing development of new low density housing by 2013. Additionally, some minor changes are also expected in accessory parking supply, boatyard and marinas expansions, street and sidewalk renovations, creation of new bike or pedestrian pathways, parks and playground upgrading.

In December 2004, the New York City Department of City Planning (DCP) revealed that 22 two-family detached homes had been approved for development on City Island Avenue, between Cross and Beach Streets. The site was formerly a boatyard and marina (The Royal Marina) and the existing boat slips would be maintained thereafter. Fifty of these boat slips will be designated to the new development and remaining 70 will be leased to private users. Additionally, there will be 107 accessory parking spaces provided, of which 68 spaces are to be designated to the new development and the remaining 39 spaces to the private boat slips.

Another development consisting of 22 two-family homes on the southeast end of Fordham Street was also approved by the Department of City Planning. This action will require a zoning change action as the site is currently zoned M-1. The proposal for the project indicates that parking will be provided to residents and visitors.