



Pelham Bay Rezoning - **Approved!**

Overview

The Department of City Planning (DCP) is proposing to rezone nine full blocks and portions of 36 blocks, and to modify commercial overlays in the northeastern Bronx neighborhood of Pelham Bay in Community District 10. The Pelham Bay neighborhood is generally bounded by Pelham Parkway South to the north, the Bruckner Expressway to the east, Middletown Road to the south and the Hutchinson River Parkway to the west.

Neighborhood Character and Existing Zoning

As in other parts of the city, the arrival of the Interborough Rapid Transit during the early 20th century spurred the development of Pelham Bay around a recently completed rail terminal. Today, the Pelham Bay rezoning area is characterized by low- to mid-density residential development comprised of large one- and two-family detached homes on the inner blocks and apartment buildings along the wider avenues. Detached homes constitute approximately 72% of the area's housing stock; 17% of the residential structures are semi-detached. Attached housing and multifamily buildings comprise roughly 6.6% and 4.5% of the residential lots, respectively. Although the neighborhood is currently served by the number 6 line and several buses, Community District 10 has one of the highest car ownership rates in the city.

Most of the rezoning area is currently zoned R5, with corridors of R6 and R7-1 zoning along Westchester, Crosby and Buhre Avenues. Westchester and Crosby Avenues are the neighborhood's main commercial corridors and are zoned R6 and R7-1 with C1-2 and C2-2 commercial overlays. Maximum [floor area ratio \(FARs\)](#) range from 1.25 (R5) and 2.43 (R6) to 3.44 (R7-1). Building heights are limited to 40 feet in the R5 district and are controlled by sky exposure planes and setback requirements in the R6 and R7 districts. Parking, if grouped, is required for 85% of dwelling units in the R5, for 70% in the R6 and for 60% in the R7-1 district. (View the [zoning comparison table](#)).

Pelham Bay is located just north of the [Throgs Neck Area](#), which was rezoned in September of 2004 to contextual or low-density zoning districts when it was designated a Lower Density Growth Management Area (LDGMA). It is the concern of the Pelham Bay community that with this new zoning in place, future out-of-scale development might move northward into Pelham Bay. The mismatch between the built form of the neighborhood and existing zoning creates an incentive to replace sound detached homes with rows of attached housing or out-of-scale semi-detached and small apartment buildings.

Public Review

On October 17, 2005, the Department of City Planning certified the [Uniform Land Use Review Procedure](#) (ULURP) application (C 060179 ZMX) for the Pelham Bay rezoning to begin the formal public review process. The application was sent to Community Board 10 for a 60-day review period. On November 17, 2005, CB 10 voted in favor of the application. The Bronx Borough President held its public hearing on December 15, 2005. The City Planning Commission held a public hearing on the application on January 11, 2006, and approved the application on February 8, 2006. ([Read the CPC report](#).) On March 22, 2006, the City Council adopted the zoning changes which are now in effect.

For more information, contact the Bronx Office of the Department of City Planning at (718) 220-8500.



Existing Zoning & Configurations

[View a larger image](#).



New, out-of-scale construction on Mayflower Avenue in the proposed R5A district

Pelham Bay Rezoning - **Approved!** Proposed Zoning


The proposed [contextual zoning](#) districts would better reflect the scale and character of the Pelham Bay neighborhood and ensure that future development fits the prevailing neighborhood context of one- and two-family detached homes on the interior blocks of the rezoning area. Under this proposal, nine full blocks and portions 32 blocks would be rezoned from R5 to R5A. A portion of one block would be rezoned from R6 to R5A, portions of six blocks would be rezoned from R7-1 to R5A and a portion of one block would be rezoned from R7-1 to R6. R5A is a new zoning district proposed for the [Olinville Rezoning](#) in Bronx Community District 12.

In addition, the C1-2 and C-2 commercial overlays along Westchester, Crosby and parts of Buhre avenues would generally be replaced by C1-4 and C2-4 overlays to reduce parking requirements where access to transit is nearby. The depth of some commercial overlays would be reduced from 150 to 100 feet to avoid intrusion of commercial uses onto residential blocks.

 [View table comparing existing and proposed zoning districts.](#)



Proposed Zoning & Configurations

 [View a larger image.](#)

More details concerning the proposed zoning map changes are described below:

R5 to R5A

- Nine full blocks and portions of 32 blocks would be rezoned from R5 to R5A in four separate sub-areas (see proposed zoning map).

To better preserve the existing character of large detached homes, new development would be limited to one- and two-family detached homes with a minimum lot size of 2,850 square feet; a minimum lot width of 30 feet; an FAR of 1.1 (with a 300 square-foot increase for providing a detached garage in the rear yard); a minimum front and side yard requirement of 10 feet (or for front yards, as deep as the adjacent yard); a maximum height of 35 feet (with a 25-foot perimeter wall maximum); and a parking requirement of one parking space per dwelling unit.



Existing large detached homes along Mulford Avenue in the proposed R5A district

R6 to R5A

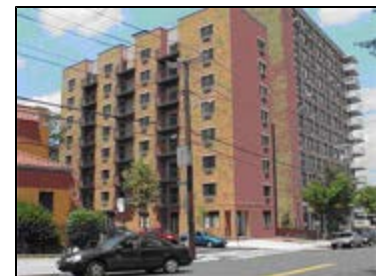
- A portion of one block along the east side of Edison Avenue between Santo Donato Place and Wilkinson Avenue, which is mostly developed with detached homes, would be rezoned to R5A. The proposed rezoning would limit new development to one- and two-family detached homes as described above.

R7-1 to R5A

- Portions of six blocks, developed mainly with detached and some semi-detached homes, would be rezoned from R7-1 to R5A. The area to be rezoned includes: a portion of one block along the north side of Roberts Avenue between Hobart and Jarvis avenues; portions of three blocks along the north side of Westchester Avenue between Hobart and Burr avenues; and portions of two blocks between Pilgrim and Edison avenues.

R7-1 to R6

- Portions of one block located along the south side of Westchester Avenue between Mahan and Hobart avenues would be rezoned from R7-1 to R6. The block has a C2-2 overlay that is proposed to be replaced with a C2-4 overlay.



Parkview Avenue in the R7-1 district

All housing types would continue to be permitted, but at a lower density. The maximum FAR would decrease from 3.44 to 2.43 and building height would continue to be controlled by sky exposure planes which allow for a range of heights. The minimum lot size would remain 3,800 square feet for detached homes; the minimum lot width would remain 40 feet for detached homes and 18 feet for other building forms; and the parking

requirement would increase from 60% to 70% of dwelling units.


Commercial Overlays

- Seven C1-2 commercial overlays along Crosby and Westchester avenues would be replaced by C1-4 overlays. The C1-2 and C1-4 commercial overlays permit the same range of local retail and personal service shops needed in residential neighborhoods. The parking requirement would be reduced from one parking space for every 300 square feet of commercial space to one space per 1,000 square feet under the proposed C1-4 commercial overlay. The depth of one of these commercial overlays, located on the western side of Crosby Avenue between Daniel Street and Middletown Road would be reduced from 150 feet to 100 feet to prevent commercial intrusion into the residential mid-block.
- Thirteen C2-2 commercial overlays along Westchester and Buhre avenues would be changed to C2-4 overlays. Seven of these commercial overlays' depth would be reduced in depth from 150 feet to 100 feet. The C2-2 and C2-4 commercial overlays permit the same range of local retail and personal service shops needed in residential neighborhoods. The parking requirement would be reduced from one parking space for every 300 square feet of commercial space under the existing C2-2 overlay to one space per 1,000 square feet under the proposed C2-4 commercial overlay.
- One commercial overlay located along Westchester Avenue between Mahan and Hobart avenues would be extended to fully cover a recently built two-story sports facility.



Commercial corridor along Buhre Avenue (looking west at elevated number 6 subway line)

Related Notes

-  Items accompanied by this symbol require the [free Adobe Acrobat Reader](#).
- Brief explanations of terms in *green italics* can be viewed by [visiting glossary page](#). Words and phrases followed by an asterisk (*) are defined terms in the Zoning Resolution, primarily in Section 12-10. Consult the Zoning Resolution for the official and legally binding definitions of these words and phrases.