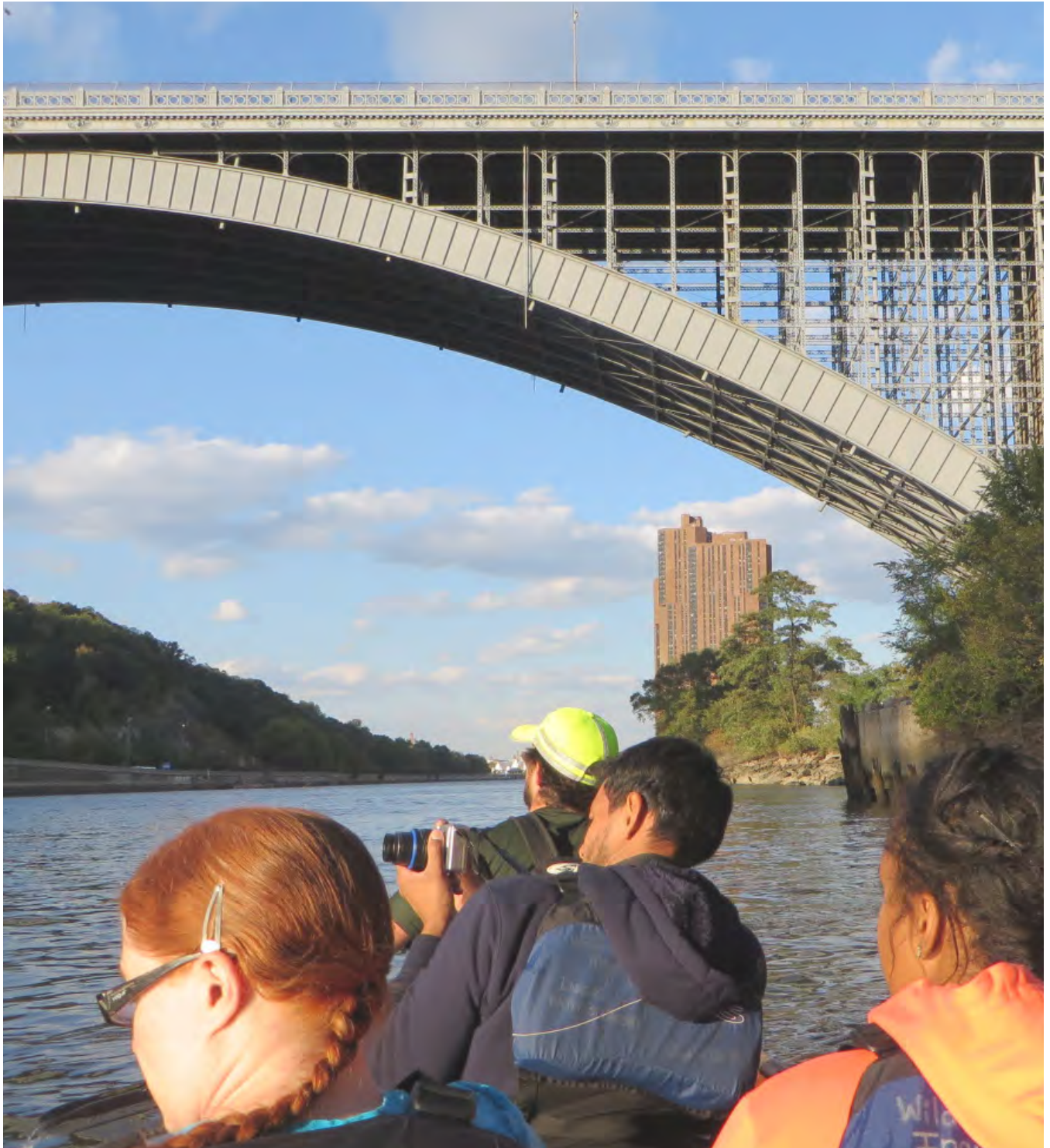


SECTION 4

Key Findings and Recommendations



View from underneath the High Bridge looking north

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SUMMARY OF OPPORTUNITIES AND REUSE POTENTIALS FOR PROPERTIES IN THE PROPOSED HARLEM RIVER BOA

RECREATIONAL, ENVIRONMENTAL AND TRANSPORTATION POTENTIAL: The Harlem River waterfront is rapidly gaining momentum in repurposing brownfield sites to provide high quality public access while improving environmental conditions. As this momentum grows-- and is encouraged through the BOA process and other initiatives--it can begin to provide the critical mass of destinations and connections needed to catalyze broader revitalization. The proposed BOA is well on its way toward achieving the community vision that proclaims:

The overarching vision for the Bronx waterfront of the Harlem River is a contiguous waterfront park. This is a fundamental consensus embraced by several generations of city and state agencies, elected officials, and their constituents. It has been outlined in some 25 plans that have been developed, refined, and reissued, all with public participation over the same number of years. It is understood today that this means future development of the waterfront itself must be primarily recreational.

THE CRUCIAL ROLE OF ACCESS: The Harlem River waterfront itself can be a tremendously valuable recreational asset and neighborhood amenity that, if further opened to public access, can serve to generate broad social, environmental and economic benefits for the immediate area and the surrounding Context Area. The Central Focus Area is rich in opportunities for providing waterfront access and greenway connectivity, remediating the landscape and improving water quality as the shoreline is repurposed with higher and better uses.

If the Harlem River Waterfront is to be revitalized and brought back into productive use, multi-modal access must be funded and built, particularly pedestrian and bike access. The most strategic generational investment in the Harlem River Waterfront revitalization effort would be to complete the Harlem River Greenway/Blueway along the entire BOA study area, filling in the gaps where currently no publicly accessible waterfront exists. This is critically important to achieving the goal of a more activated waterfront. People visit parks that provide the “reward” of a diverse series of experiences, views, programming “moments,” and loops of activity throughout a district. “One-shot” public waterfront

parkland parcels that are disconnected from a broader network of civic, commercial, recreational and cultural uses in a district are less likely to attract frequent repeat visits or to broaden the range of parks users who are drawn to the experience offered. The proposed Harlem River Greenway is set within the context of a network of New York City waterfront parks and through-greenways that has been greatly expanded over the past two decades and continues to grow. Great waterfront parks, like great urban neighborhoods, provide a vibrant, engaging and diverse set of experiences, where visitors can discover nature, connect with others, get out on the water, enjoy an urban “perch,” stop for a meal or drink and/or participate in an activity.

Programming that animates these public waterfront locations should build on patterns of pedestrian traffic from upland nodes of activity, helping to direct more people toward civic waterfront spaces. At these nodes of activity, concessions should be explored that provide affordable, quality food, beverage and other convenience goods and services that enhance, rather than detract from the park experience. The feasibility of adding small boat launch, floating dock, environmental restoration and other maritime related facilities along the coves and other appropriate locations should be fully explored in coordination with the many not-for-profit, public sector and other partners engaged in NYC waterfront and ecological revitalization. Opportunities and reuse potentials for new parkland are particularly strong in the central and northern portions of the Central Focus Area, namely the Depot Place area in CD5 (Strategic Site #3), which is already aggregated under City ownership/jurisdiction with the bulk under NYC Parks jurisdiction, and in CD7 near the University Heights Bridge and northward toward River Plaza Mall (Strategic Sites #6, 7 & 8 and Strategic Connection #2). This waterfront in CD7 holds potential for a combination of recreational uses, including on-shore park space and boating facilities, possibly complemented by food establishments and mixed-use, depending on whether the existing manufacturing zoning is retained or changed. Market and open space forces will have to work in tandem to create a truly dynamic and diverse waterfront.

MARKET DYNAMICS: The reuse potential of the BOA and its component properties must respond to community and stakeholder visions of a fully recreational waterfront and simultaneous strength of market momentum for new development, particularly demand for housing. The BOA exists in a context of new development interest just outside its boundaries, particularly on the southern end. Market momentum is building in areas directly

south of the BOA, in the Lower Concourse itself, and through private proposals and site assemblages in the Port Morris neighborhood. This activity leverages existing development entitlements (some the result of earlier public rezoning actions) and proximity to nearby transit lines in the Bronx and the short walk across the river to Manhattan. While the largest assemblages are in this southern zone, market-rate development in the Concourse and Highbridge neighborhoods - within the Context Area and just east of the BOA itself - demonstrate a general upswing in development interest



Depot Place Waterfront connecting to Bridge Park, beyond, a key opportunity area for recreational and environmental renewal

in the Bronx overall, taking advantage of low-cost land with excellent transit access.

Those parcels in the BOA and surrounding neighborhoods that possess the same cost and proximity advantages are likely to be subject to increased development pressure if development momentum in the western and southern Bronx continues to grow. Within the BOA Central Focus Area, the sites that are most attractive to new public or private development in the BOA are in its southern extent, in Community District 4. Block 2636, Lot 2, near the Gateway Center / Bronx Terminal Market and south of Yankee Stadium, as well as the parcels to the immediate north of Mill Pond Park (Block 2639 Lots 4, 10, and 14) that are currently used as parking lots, possess strong public or private redevelopment potential.

Further north in CD7, the cluster of sites around University Heights Bridge presents a possible third target for a combination of new public and private investment. Both the La Sala parcel to the south (Block 3261, Lot 265) and the Fordham Landing

North parcels to the north (Block 3244 Lots 100, 120, 125, 130, 145, and 160) may attract new mixed-use development combined with waterfront access, but not without substantial investment in resolving access and infrastructure challenges.

STRATEGIC SITES AND STRATEGIC CONNECTIONS

A key part of the BOA Step 2 process involves identifying “Strategic Sites” within the BOA project area, i.e. brownfield sites that have potential to be transformed into locations with productive uses that benefit the community. For the Harlem River BOA, due to the importance and difficulty of creating better access to the waterfront, the Step 2 process has also identified certain crucial linkages that the BOA Steering Committee has dubbed “Strategic Connections.” These “Strategic Sites” and “Strategic Connections” are interdependent on one another for creating viable access and a critical mass of destinations throughout the BOA Central Focus Area. By focusing on these “Strategic Sites” and “Strategic Connections,” the Step 2 process can help to define proposed catalytic uses for these properties and identify them as priorities for future funding resources.

Advancing the shared vision of a Harlem River waterfront that contributes ecologically, socially and economically to a healthy community, this Harlem River BOA Step 2 study identifies eight Strategic Sites for inclusion in the NYS BOA program. Of these eight Strategic Sites, two are single tax lots on New York City Finance Department records, while the other six are composed of two or more adjacent tax lots to make up a larger Strategic Site parcel. Altogether, 29 tax lots are included in these eight Strategic Sites and Strategic Connections that are being studied as part of the BOA Area nomination process. The table in Figure 40 details which tax lots are included in each of the Strategic Sites.

Along with these eight Strategic Sites and equal to them in importance, the study also identifies three especially significant linear linkages that are noted as “Strategic Connections.” These north-south connections are critical locations where land acquisitions and/or new infrastructure interventions are needed in order to be able to provide a continuous Harlem River Greenway through the length of the study area. It should be noted that there are also a number of crucial east-west connection points to the waterfront (at Depot Place, Roberto Clemente State Park and the University Heights Bridge) that are strategically extremely important and in need of pedestrian/bicycle



University Heights Waterfront south of University Heights Bridge, one of the opportunity areas for recreational and environmental improvements

infrastructure improvements. These are discussed in the Key Findings and Recommendations under relevant transportation sections.

All of the identified Strategic Sites and Connections are within the Central Focus Area, while none are in the Spuyten Duyvil Area. During the course of studying both Focus Areas, it became apparent that while there was no shortage of potential Strategic Sites in the Central Focus Area, this was not the case in the Spuyten Duyvil area at this time. In Spuyten Duyvil, there were no sites that were currently particularly viable as Strategic Sites, and community members voiced concerns about potentially spurring unwanted development on the waterfront. Consequently, preliminary site assessments to determine whether or not contamination might exist were not conducted on any sites in the Spuyten Duyvil area. This conclusion, however, does not preclude the possibility of the Spuyten Duyvil Focus Area being re-examined at a future date as part of a BOA process.

The sites in the Central Focus Area were evaluated using Strategic Sites Criteria developed by the Steering Committee in consultation with the BOA project consultant group. The criteria (see Appendix I) were applied to create a potential list of sites to study and highlight as part of the BOA Area nomination.

After developing this list of criteria and using it as a screening tool to develop a list of potential Strategic Sites and Connections, an evaluation system was then developed for this list, which validated which sites warrant highlighting within the BOA Area nomination. The summary results of this evaluation are represented graphically in Figure 39 - Strategic Sites and Connections Criteria Matrix.

SUMMARY OF BROWNFIELD, ABANDONED, AND VACANT SITES FINDINGS AND RECOMMENDATIONS

All eight Strategic Sites (encompassing 29 tax lots) meet the definition of a brownfield as “any real property, the development or reuse of which may be complicated by the presence or potential presence of a contaminant.” All of these sites are vacant or underutilized brownfield sites with the potential to be remediated and upgraded to higher functioning uses that benefit the local neighborhoods and the region.

An additional 28 “properties of interest” that were included in the initial phase of the Preliminary Site Assessments also have at least some potential for contamination, although for various reasons they are not being identified as Strategic Sites. Most of these are active rail lines or vehicular infrastructure located immediately upgradient of the Harlem River, so any potential contamination would be adversely impacting the water quality of the Harlem River.

As opportunities arise in the future, the potential for petroleum and/or hazardous materials at these properties should be further investigated in order to determine the nature and extent of contamination. The results of these investigations should be used to determine appropriate remedial and mitigation measures for these properties in order to reduce contaminant discharge to the Harlem River and improve overall water quality. In particular, bioremediation techniques should be used as effective long-term, low-cost strategy for cleaning waterfront sites wherever feasible given the types of contaminants.



University Heights waterfront north of University Heights Bridge, part of a cluster of Fordham Landing North sites

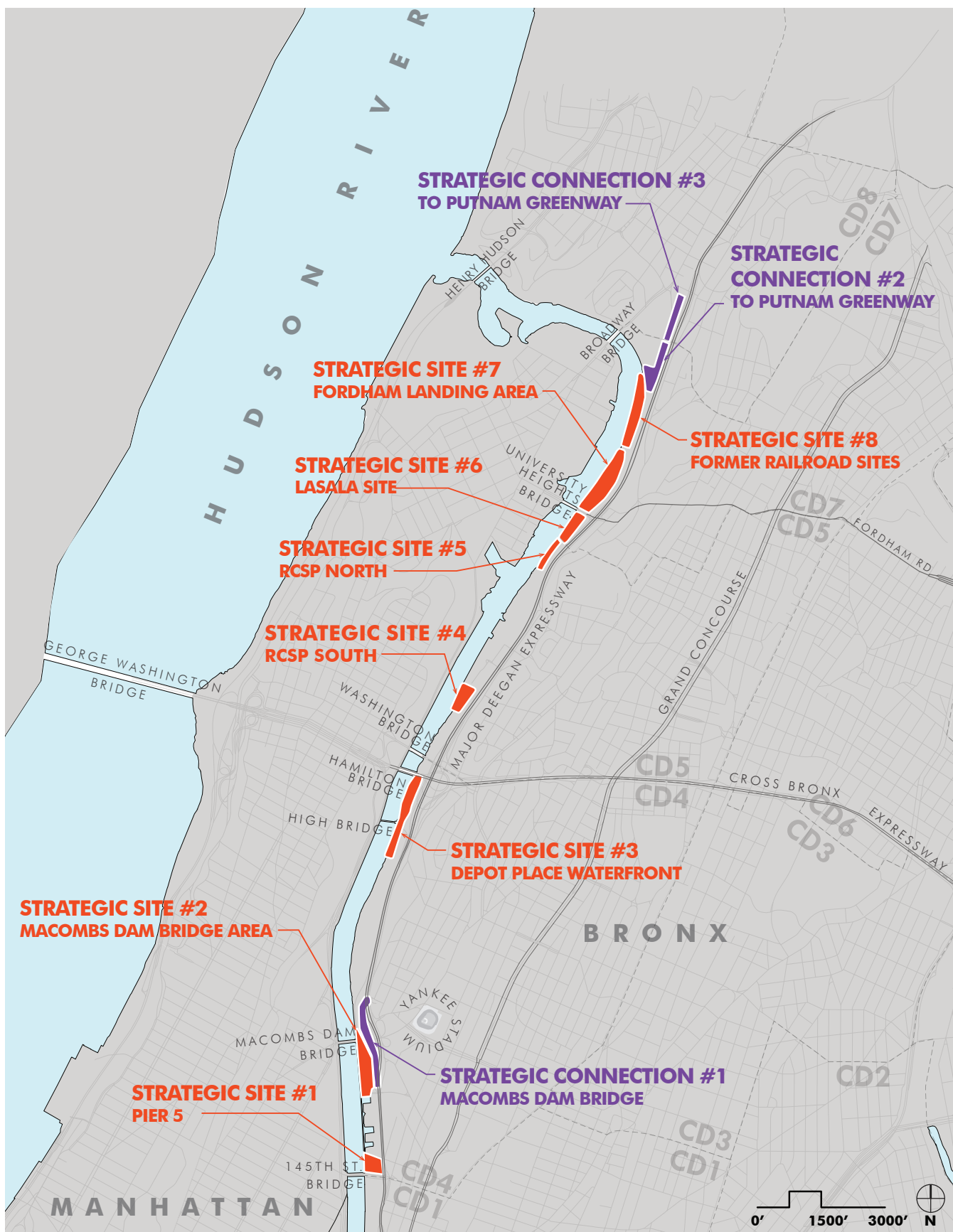


Figure 38. Strategic Sites and Strategic Connections Overview Map (Source: ABB)

Note: Strategic Sites and Connections Criteria developed by Steering Committee in consultation with the BOA project consultant team. For a full description of the criteria, see Appendix I.

Strategic Site/Connection # Name		Community support	Probability of Change	Scale	Use Potential	Greenway Potential	Upland/East-West Connection	Public Access	Remediation Potential	Stormwater Management Potential	Ecological Enhancement Potential	Catalytic Potential	Community Needs
1	Pier 5	●	●	●	●	●	●	●	●	●	●	●	●
2	Macombs Dam Area	●	●	●	●	●	●	●	●	●	●	●	●
3	Depot Place	●	●	●	●	●	●	●	●	●	●	●	●
4	RCSP South	●	●	●	●	●	●	●	●	●	●	●	●
5	RCSP North	●	●	●	●	●	●	●	●	●	●	●	●
6	LaSala	●	●	●	●	●	●	●	●	●	●	●	●
7	Fordham Landing	●	●	●	●	●	●	●	●	●	●	●	●
8	CSX Sites	●	●	●	●	●	●	●	●	●	●	●	●
1	Strategic Connection 1	●	●	●	●	●	●	●	●	●	●	●	●
2	Strategic Connection 2	●	●	●	●	●	●	●	●	●	●	●	●
3	Strategic Connection 3	●	●	●	●	●	●	●	●	●	●	●	●

Figure 39. Strategic Sites and Connections Criteria Matrix

Strategic Sites & Connections Inventory	Site Description	Block/Lot	Acreage	Total Acreage Per Site
Map 1 - 149th Street to 161st Street Pedestrian Bridge (CD4)				
Strategic Site # 1	Pier 5	B 2356, L 2	4.4	4.4
Strategic Site # 2	Stadium Tennis Center Parking	B 2539, L 4	0.5	6.16
	Stadium Tennis Center Parking	B 2539, L 5	0.14	
	Stadium Parking South & Tennis Center Parking	B 2539, L 10	2	
	Stadium Parking North	B 2539, L 14	2.9	
	Small lot-NYCEDC Ferry Landing entry	B 2539, L 29	0.08	
	Stadium Parking N Triangle	B 2539, L 191	0.16	
	Stadium Parking N Triangle	B 2539, L 192	.06	
	Stadium Parking N Triangle	B 2539, L 193	.23	
	Stadium Parking N Triangle	B 2539, L 504	0.092	
Strategic Connection #1	Exterior Street and Sidewalk	B 2539, L 17	1.1	
Map 2 - Highbridge Yard to George Washington Bridge (Depot Place Area) (CD4)				
Strategic Site # 3	Exterior St R.O.W.	B 2541, L 8900	3.2	8.58
	NYS Strip	B 2541, L 123	0.39	
	Former Kennel Site	B 2541, L 122	0.38	
	Former Junkyard Site	B 2541, L 159	0.21	
	Former Bridge/Scaffolding Site	B 2541, L 132	4.4	
Map 3 - Bridge Park to La Sala Site (Roberto Clemente S.P. Area) (CD5)				
Strategic Site # 4	State Parks South Site	B 2884, L 110	0.22	2.34
	State Parks South Site	B 2884, L 72	2.12	
Strategic Site # 5	Con Ed Site North of RCSP	B 3231, L 227	0.4	9.3
	Con Ed Site North of RCSP	B 3231, L 1	8.9	
Map 4- La Sala Site to 225th/230th (CD7 and CD8)				
Strategic Site # 6	La Sala Site	B 3231, L 265	3.72	3.72
Strategic Site #7	NYC Parks Site at Fordham Landing	B 3231, L 350	3.68	11.59
	Con Ed Site at Fordham Landing	B 3244, L 100	0.6	
	Storage Post Self Storage (S)	B 3244, L 120	2.3	
	Storage Post Self Storage (N)	B 3244, L 125	1.96	
	Fordham Scrap Metal	B 3244, L 130	0.99	
	Cement Works (S)	B 3244, L 145	1.1	
	Cement Works (N)	B 3244, L 160	0.96	
Strategic Site #8	CSX (Inland) Site	B 3244, L 1	5	10.8
	CSX (Waterfront) Site	B 3245, L 3	5.8	
Strategic Connection #2	Harlem Hudson Line with structures	B 3245, L 12	3.18	
	RR adjacent to Major Deegan	B 3238, L 50	0.86	
	RR adjacent to Major Deegan	B 3238, L 52	0.69	
	RR adjacent to Major Deegan	B 3238, L 126	0.37	
	RR adjacent to Major Deegan	B 3238, L 127	0.003	
CD8				
Strategic Connection #3	RR adjacent to Major Deegan (225-230th)	B 3264, L 20	0	0

Figure 40. Strategic Sites and Connections

Strategic Sites Criteria

1. Community support
2. Probability of change to promote vision
3. Scale
4. Use potential
5. Greenway potential
6. Upland connectivity
7. Access for public
8. Brownfield remediation potential
9. Potential for stormwater management to improve water quality
10. Ecological enhancement potential
11. Catalytic potential
12. Community needs

TRANSPORTATION SYSTEMS AND STRATEGIC CONNECTIONS

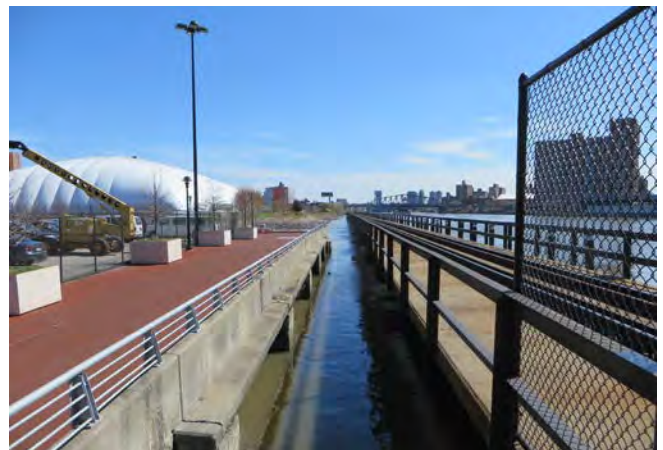
The Greenway Vision: The community vision of a Harlem River Greenway offering a continuous linear route for pedestrians and cyclists on or near the river, as well as navigable connections to the upland neighborhoods, remains strong today. Full construction of the greenway would unify and invigorate the Harlem River waterfront, whereas without it, the BOA Strategic Sites will remain largely or completely inaccessible. The *Harlem River Greenway: Our River, Our Future* concept plan prepared in 2012 by Pratt Center for Community Development on behalf of the Harlem River Working Group and The Trust for Public Land synthesizes the “Harlem River Greenway Vision” that has evolved through a number of different planning efforts over a period of decades.

The Harlem River segment of the New York City greenway system is also shown as a desired linkage within the New York City Greenway system (see Figure 41). Ultimately, the vision is to connect New York City greenways within an inter-county greenway

system. Completing the Harlem River Greenway and connecting it to the Putnam Railroad Trail to the north and to other greenways within the NYC system will link the Harlem River to an expansive and ever-growing greenway system. The conceptual-level routing recommendations for linear and upland connections in the Harlem River Greenway Plan and the New York City Greenway system plan offer solid approaches to build upon for providing access within the Harlem River BOA area. These greenway connections merit prioritization for funding allocations. The need for strategic interventions to improve upland pedestrian connections to the waterfront is also noted in the Department of City Planning 2011 comprehensive waterfront plan.

In addition to recommending that funding be prioritized for more Harlem River Greenway development, this BOA study also delves into more detail about how the greenway might be routed through and around some very challenging obstacles. To provide a continuous greenway along the full extent of the study area and link it to the Putnam Greenway to the north, it will be necessary to thread the greenway over and under some particularly dense vehicular and train infrastructure in multiple locations. This study recommends new ramps and pedestrian bridges in the Macombs Dam/Yankee stadium area, an onboard esplanade north of Roberto Clemente State Park where train tracks immediately adjacent to the waterfront leave no other options for a greenway connection, and a pedestrian bridge over the railroad tracks just south of River Plaza Mall.

Although pedestrian bridges over tracks and highways are by no means inexpensive proposals, nor are they easy to get approved by property owners and reviewing agencies, immeasurable potential benefits could result not only for local residents, but also by creating



Oak Point Link just off-shore in southern portion of Central Focus Area

strategic linkages for regional bike access. (Refer to Figures 43, 50, 51 and 54) for specific greenway routing recommendations.) The conclusion of the Harlem River BOA Step 2 study is that the Harlem River Greenway is certainly feasible in spite of the major land use hurdles that must be overcome. This BOA Step 2 report also recommends new bus stops on the Bx19 line at 149th Street west of Exterior Street, and a Bx18 stop on Depot Place or nearby, to provide safer and more convenient transit access to the waterfront.

LAND USE AND ZONING- OVERALL FINDINGS AND RECOMMENDATIONS

The community vision of linear shoreline parks and a continuous waterfront greenway along the Harlem River currently encounters both encouraging new developments and some intransigent land use obstacles. The progress that is being made in adding new waterfront parkland to both the City and State parks along the Harlem and the reopening of the High Bridge represent a major leap forward for the vision of waterfront recreational access. With the recent addition of Bridge Park, reopening of the High Bridge, reinvestment in RCSP, acquisition of Depot Place and Roberto Clemente South parcels and upcoming environmental investigation and design for the Regatta Park parcel, it is clear that the public sector is making a concerted commitment to a waterfront park district along the Harlem River.

While a district of waterfront parks along the Harlem River connected by a continuous greenway system does appear feasible, it is also clear that some existing land uses that interrupt the continuity of waterfront access will co-exist with this expanding parks district for quite some time. The hurdles presented by certain land uses—highway and bridge infrastructure around Macombs Dam, the High Bridge Rail Yard, the as-yet-undeveloped La Sala site, existing manufacturing uses north of the University Heights Bridge and northern waterfront parcels in rail ownership and hemmed in by active rail lines—present challenges.

A handful of sites in the BOA study area have been discussed as potential future mixed-use development parcels, including the La Sala property and Pier 5. Our position is that it is necessary to balance these land uses synergistically with the open space and environmental goals of the Harlem River BOA. If new commercial and housing uses are constructed in

these available parcels, the consensus is that public open space, waterfront access, greenway connectivity and environmental services be protected and built into any mixed-use program. In addition, a waterfront esplanade/greenway should be required even if the site is not technically a “waterfront” site due to the presence of the Oak Point Link. A precedent has been set for this requirement in the Lower Concourse Rezoning, where the LCZ states that similar parcels shall be considered waterfront zoning lots. This issue could be addressed within the BOA study area as a part of a Waterfront Access Plan (WAP) when additional rezonings take place along the waterfront.

Presently, waterfront lots are required by NYC zoning (Article IV, Chapter 2) to provide a waterfront public access area consisting of at least a 40 foot minimum width shore public walkway (however, if the lot is less than 150 feet deep, this requirement is incrementally reduced to an absolute minimum of 10 feet in width). The shore public walkway must offer an upland connection to a public sidewalk or park at least every 600 feet; this upland connection must generally be at least 30 feet wide, but in some circumstances can be reduced to a 16 foot-wide minimum. Unobstructed “visual corridors” are also required at least every 600 feet to the nearest upland bounding street, which would be Exterior Street in the case of the Harlem River waterfront. The visual corridors must be a minimum of 50 feet wide. In some cases, supplemental public access area(s) may be required to meet required public space. Public space amenities must include seating, planting, bicycle parking, trash receptacles, lighting, and tables and chairs. The public space must be open to the public from dawn to dusk. At times, NYC Parks will take over maintenance responsibilities; in these instances, a restrictive declaration/maintenance and operation agreement is worked out with NYC Parks.



Looking south from recently constructed Harlem River Greenway in Bridge Park to undeveloped greenway and parkland at Depot Place



Figure 41. Harlem River Greenway Vision Map (Source: Trust for Public Land and Harlem River Working Group, 2012)



Underutilized rail corridor alongside I-87/MDE near West 225th Street

NYC zoning regulations “also allow for the site-specific modification of public access requirements through WAPs for stretches of waterfront parcels with unique conditions and opportunities,” as noted by DCP.¹ These tools might be helpful for ensuring quality public access to the waterfront on any parcels that may be developed as housing or mixed-use.

Notes: Land Use and Zoning

¹ NYC Department of City Planning, “Zoning Tools: Waterfront Zoning,” accessed September 22, 2015, http://www.nyc.gov/html/dcp/html/zone/zh_ztools_waterfront.shtml.

LAND OWNERSHIP/JURISDICTION- OVERALL FINDINGS AND RECOMMENDATIONS

Two land ownership issues in the Harlem River BOA Central Focus Area present particular challenges for the revitalization of the waterfront: 1) fragmentation of land under multiple owners and governmental jurisdictions, and 2) railroad ownership and lease arrangements, which make it difficult to ascertain who has actual ownership and decision-making authority, much less to negotiate and fund an ownership transfer or easement. To address the fragmentation challenge, the strategy of acquiring and aggregating additional parcels to develop them as parks at particular nodes where there is at least some access has already been underway in recent years, most notably at Depot Place. Also, the jurisdiction of the Regatta Park parcel near University Heights Bridge is being considered for transfer to NYC Parks, and parcels on the south end of RCSP have been consolidated by the State.

In order for the goals of the Harlem River BOA to be realized, more waterfront land needs to be publicly accessible and developed as public space. Whether land is aggregated under public ownership/jurisdiction or private ownership, it is crucial to combine fragmented parcels to achieve the greatest public and ecological benefits from waterfront projects. If acquired by the private sector, zoning controls that maximize public access will help balance new land uses.

To overcome railroad ownership complications, ongoing gathering of information, forging working relationships and gaining political support for the goal of revitalizing the waterfront are the best strategies, though they require great persistence. The biggest constraints posed by the railroad ownership situation, aside from the High Bridge Rail Yard directly on the waterfront in CD4, result from rail lines that are located just off the shoreline over the river (i.e. the Oak Point Rail Link on the southern end of the BOA Focus Area) or very near the shoreline (the MTA/Metro-North tracks just north of Roberto Clemente and also north of the Fordham Landing manufacturing sites/ south of River Plaza Mall). Realization of the greenway vision in these northern segments of the BOA area will require coordination with and approvals from MTA/MN for construction of the proposed outboard esplanade and pedestrian bridge to create access, among other approvals.

PARKS AND OPEN SPACE- OVERALL

The resounding recommendation from stakeholders in the Harlem River BOA Step 2 process is to continue the trend of converting underutilized properties on the Harlem River waterfront to park space and to move forward with connecting existing and new parks via the greenway.

What sets the Harlem River waterfront apart is its relatively undeveloped shorefront and limited access points creating the potential for long stretches of ecologically rich greenway, broken up by a few higher density access points offering recreational and visitor activities such as boating, public parks, and cafes.

The Harlem River Greenway holds potential for creating a “world apart” of wild grasses and nature-based experiences, all within sight of the Bronx and Manhattan’s skyscrapers. This would invite the visitor to bike, stroll, ramble, and explore the Greenway at a leisurely pace, experiencing nature and the river activities in a more relaxed – and removed – setting than is available elsewhere along waterways that ring the City’s boroughs.

Given the potential of the Greenway setting to be of the City, yet removed from the City – and the fact it is something of a tabula rasa, given how despoiled many brownfields currently are – the Harlem River Greenway offers the opportunity to create a unique nature environment that could be something of an outdoor living history of New York that unfolds in stages as the visitor moves along the waterfront.

Building on the tremendous progress that has already been made over the past few years in establishing new parks and greenways along the Harlem River, the logical next steps in transforming these areas into fully functioning parks for the public include:

- remediation and construction on the proposed Regatta Park parcel;
- completion of the \$46 million reconstruction and park improvements at RCSP (underway);
- finding funding to initiate construction on at least the first phase of the Harlem River Promenade concept plan for Depot Place and then future phases beyond;
- park development of the southern extension of RCSP connecting with Bridge Park, and
- acquiring property and/or transportation easements for park and greenway extensions from RCSP northward through the HR BOA Central Focus area and connecting to the Putnam Greenway.

Connecting these existing and proposed parks with the envisioned continuous linear greenway with lateral connections to and from the upland neighborhoods ranks as the highest priority for community stakeholders. In addition to the greenway's potential for bike commuters



Seating area amidst grasses creates a strong visual identity for the waterfront at Gantry State Park (ABB)



Boathouses on the Harlem River around the turn of the 19th-20th centuries took advantage of relatively calm waters for small recreational boats (Source: Harlem River Community Rowing website)

as the route becomes more connected on long stretches, even shorter segments of greenway such as the Roberto Clemente/Bridge Park segment that is now open can offer excellent recreational value for local residents. The more continuity that can be developed between nodes of parkland, the higher the use value will be for all users.

“PEOPLE’S RIVER” BOATING ACCESS AND IDENTITY: For community stakeholders, one of the highest programming priorities for the shoreline is the addition of boat access for small craft. New facilities to support boating on the Harlem River, coupled with public awareness campaigns around the theme of the “People’s River” on both sides of the waterfront, can be lynchpins for the resurgence of the Harlem River waterfronts.

New boating infrastructure, ideally with a boathouse, but at the least, with new boat launch areas, will help reach this vision. The Harlem River clearly offers quality conditions for kayak, canoe and rowing access. Assets for boating include:

- waters that are sufficiently clean to be classified by NYCDEC as being safe for secondary recreation, i.e. for boating
- relatively calm waters, especially when compared with the notoriously turbulent and swift East River
- the “No Wake” zone from High Bridge to University Heights Bridge implemented by NYC Parks
- fewer large boats creating wakes than in many other parts of the Harbor Estuary system
- the existing use of the Harlem for rowing practice launching from the Sherman Creek Boathouse and Columbia facility on the Manhattan side of the river

- captivating views of historic bridges over the river, nearby promontories and the more distant Palisades across the Hudson.

As noted in NYC’s Vision 2020 comprehensive waterfront plan, additional boat launches and possibly a marina would be desirable on the Harlem River as a part of New York’s city-wide “Blue Network” for both hand-powered craft and ferries.

Efforts should be coordinated with those under consideration along the Manhattan side of the Harlem River, including the targeted revitalization planning effort for the Sherman Creek/Inwood waterfront, led by NYCEDC. Numerous coves and underutilized waterfront edges are being considered for ecological restoration and new public placemaking.

PARK SUSTAINABILITY: Whether funded publicly, privately or through a not-for-profit, all new parks and open space in the BOA study area should be both built and maintained according to principles of sustainable design.

New construction should be in conformance with the *High Performance Landscape Guidelines* published in 2010 by Design Trust for Public Space and NYC Parks.¹ The national Sustainable Sites Initiative of the Lady Bird Johnson Wildflower Center and the American Society of Landscape Architects is also a recommended source of guidance for Best Management Practices in sustainable public open space design.² Due to the particularly sensitive location of the sites immediately on the estuary shoreline, it is especially important not only that brownfield contamination be addressed, but also that there be no fertilizer, herbicide or pesticide use that would impair water quality through surface runoff. Organic landscape management methods are preferred; the Battery Park City landscape, which is



Rowing teams and HR Community Rowing row on the Harlem River today

maintained completely organically, is a sound model for organic management of a large-scale publicly-accessible landscape within New York City. The New York Botanical Garden in the Bronx is also a resource for composting programs, horticultural training and other topics through the Bronx Green-Up community outreach program or other avenues.

PARK RESILIENCY: NYC Parks is actively making progress towards Citywide resiliency goals, as outlined in “A Stronger, More Resilient New York.” Beyond rebuilding, Parks envisions advancing forward-thinking resiliency through integrated strategies to protect and enhance communities, public space and infrastructure, as well as through restoration, investment in and management of natural resources. The approach involves planning and implementation for coastal park protection, addressing at-risk operations and recreation facilities, and increasing the health of natural areas and systems through nature-based design and restoration, forest and wetland management, and green infrastructure.

The Harlem River waterfront presents a number of opportunities to integrate resilient design strategies in future park and greenway construction to help protect park infrastructure and park users from climate change hazards including anticipated sea level rise and increased storm surge frequency, heavy precipitation events and extreme heat events. In the specific recommendations for each community district in this Key Findings and Recommendations section, this report notes a number of specific opportunities to achieve these objectives and also protect vulnerable regional rail infrastructure. While it is beyond the scope of this Step 2 BOA report to conduct a thorough study of resilient design opportunities for the Harlem River Greenway infrastructure and constituent parks, this is a subject that deserves further funding for future study. Precedents for this type of study examining opportunities to achieve multiple benefits from greenway construction, green infrastructure BMPs and inter-related resiliency measures include previous studies funded by DOS for the Brooklyn Greenway.³

PARK AND GREENWAY CARE, MAINTENANCE AND JOB PROGRAMS: Providing adequate maintenance for parks on both the short and long terms is a critically important issue, and a complex one. It is often easier to obtain capital funding for construction of parks projects than to ensure adequate funding for their care and maintenance year after year. While construction projects can be funded with municipal bonds, Operations and Maintenance (O&M) budgets are funded mainly from annual tax revenues, making them extremely

vulnerable to cuts during economic downturns. O&M staff are often overextended in caring for existing and new parks. NYC Parks sometimes augments paid staff with volunteers and community service workers who are often not as knowledgeable or efficient as Parks staff. Despite increased resources, NYC Parks O&M faces significant challenges in continued maintenance of existing and new parks.

Notwithstanding the challenges, any newly developed public spaces must be clearly matched with short and long-term funding mechanisms for stewardship to maintain and preserve capital investments. Recommendations for helping to ensure sufficient care and maintenance of new parks:

- Ongoing community advocacy for funding of O&M budgets for maintenance of parks is every bit as important as advocacy for construction of new parks, e.g. through direct outreach to elected officials and through New Yorkers for Parks, Partnership for Parks, BCEQ, the Bronx Speak-up, etc.
- BCEQ sees the Harlem River Greenway as an opportunity for job training for “green jobs” and employment in the Bronx.
- Models for green jobs programs include the Goddard Riverside Community Center’s Green Keepers program, which partners with the Broadway Mall Association to maintain Broadway’s planted medians on the Upper West Side and West Harlem.
- The citywide organization New York Restoration Project has been instrumental in revitalizing neglected areas of the Harlem River and other locations.
- Well-organized volunteerism, usually through the not-for-profit sector, is also a meaningful way to supplement paid NYC Parks staff. However, volunteer labor cannot be expected to substitute for sound levels of Parks staffing.
- Including economic generators such as food concessions and rental spaces to help with maintenance costs may also be an option in some locations.
- Any residential and mixed-use projects on the waterfront must also have some public space associated with them, either maintained by the owner or cared for by NYC Parks under a maintenance and operations agreement.

The main advantage of having parks under public ownership/jurisdiction and management (whether City

or State) is that an entire parcel can be dedicated to public open space; however, privately-funded and maintained open space associated with new construction can sometimes be a huge boon to a redeveloping parks district. The private sector can often act much faster to get new facilities built than can the public sector, based on projected revenue streams from the new residential or mixed-use property. These revenue streams and the incentives to keep up property appearances for residents and to protect the value of the investment can often result in a fairly high level of maintenance of the open space. For example, the edge mixed-income development along the Williamsburg waterfront has helped to fund both construction and ongoing maintenance of an extremely popular, heavily used public waterfront park and esplanade.

PARK SAFETY AND SECURITY: A final challenge that must be overcome for the long-term success of a parks district along the Harlem River is the challenge of providing safe spaces throughout an isolated corridor where access points are few and far between. One of the reasons that RCSP works well in its location is that the nearly 4,600 people living in the associated River Park Towers provide a high enough density of usage to make it a reasonably safe facility, in spite of some crime and security issues in the development. An advantage of having some additional residential and/or mixed uses near main access nodes (e.g. near the University Heights Bridge) would be to provide a built-in pool of regular users of public open spaces to offer sufficient “eyes on the street”—or “eyes on the park” in this case—to enhance safety in the corridor. In all areas, whether populated or not, designing according to principles of “defensible space,” with good sight lines, secondary means of egress, adequate lighting and other safety measures will be key design issues.

Notes: Parks and Open Space

¹ Design Trust for Public Space and NYC Parks, *High Performance Landscape Guidelines: 21st Century Parks for NYC*, (2010).

² American Society of Landscape Architects and Lady Bird Johnson Wildflower Center at the University of Texas at Austin, *The Case for Sustainable Landscapes* (2010). See also “Sustainable Sites Initiative” at www.sustainablesites.org.

³ See for example, NYS Department of State, Brooklyn Greenway Initiative, WE Design and eDesign Dynamics, *The Brooklyn Waterfront Greenway: An Agent for Green Infrastructure, Climate Change Adaptation, and Resilience* at http://www.brooklyngreenway.org/wp-content/uploads/BG-GI-DESIGN-GUIDELINES_Final-small-2.pdf. DOS has also recently funded grants for the Brooklyn neighborhoods of Red Hook and Sunset Park to further the design of the greenway as part of the Integrated Flood Protection System (IFPS) approach.

NATURAL RESOURCES AND ENVIRONMENTAL FEATURES

The upper Harlem River waterfront offers a rare opportunity to revitalize a corridor of ecologically rich green space in the core of the largest city in the nation. As a connection point from tidal estuary to shoreline to upland, from the expansive Van Cortlandt Park to the north to the future greenways to the south, the HR BOA corridor's ecological functioning matters for human health and well-being as well as myriad species of plants, birds, fish and other life forms.

The Harlem River, as a part of the Hudson-Raritan Harbor Estuary system, is itself a preeminent natural resource that merits additional protections of water quality and habitat through public, private and not-for-profit partnerships. A number of opportunities exist along the Bronx side of the Harlem River for improving environmental quality of both water and land while providing public access and enhancing views of existing resources.

Though rivers are often seen mainly as dividing lines between political jurisdictions—in the case of the Harlem River, the Bronx divided from Manhattan—it is essential to consider how both shorelines and watersheds are working in tandem as an ecosystem. Better understanding of the Harlem River as a whole, within its ecological context as a tidal strait connecting the Hudson River and the East River within the larger harbor estuary system, can be reinforced as a part of future public awareness campaigns building on efforts to date by the Harlem River Working Group (HRWG), BCEQ and others. An Ecological Restoration Plan for the Harlem River is recommended as a next step toward revitalizing the Harlem River and its shorelines.



Native vegetation along the Harlem River Greenway can have multiple benefits, including adding habitat value and cleansing stormwater run-off



View of Harlem River and Highbridge Park

SUSTAINABLE SHORELINES: In addition to the sustainable design approaches recommended by the *High Performance Landscape Guidelines* and the Sustainable Sites Initiative, new guidelines have emerged in recent years to inform shoreline projects. Among the most useful for the Harlem River are the Hudson River Sustainable Shorelines program of the NYSDEC and guidelines developed by NYC Parks through the Designing the Edge process for Harlem River Park.¹ These resources should guide waterfront projects along the Harlem River wherever possible, in order to increase the habitat value for aquatic, terrestrial and bird species. The sustainable construction and maintenance techniques recommended for all parks, open spaces and shorelines will have a beneficial impact on the overall environmental quality of the Harlem River Valley. These sustainable design and maintenance guides recommend use of predominantly native species that have the highest value for habitat for birds and other wildlife.

VISUAL RESOURCES: The Harlem River Valley is rich in visual resources, with some of the most beautiful views anywhere in the city. Designs for future parks and any new structures should capitalize on these views and protect significant viewsheds, especially views of Highbridge Park, Sherman Creek and Inwood Hill Park, as well as the upland outcropping on which the Hall of Fame of Great Americans and Bronx Community College are situated.

AIR QUALITY: Providing high quality air to breathe is one of the most fundamental ecosystem services that a healthy environment furnishes to human populations and other species. The proposed addition of a greenway system, with strong lateral connections to the upland neighborhoods and improved public open space along

the Harlem River, would help advance air pollution-related public health goals set forth by the New York City Health Department. The Health Department recommends that citizens reduce polluting emissions by walking, biking or using mass transit instead of a car and that they support policies that promote energy conservation.² The Harlem River Greenway and other related pedestrian and bike connections would provide much-needed infrastructure to enable pedestrians and cyclists to follow these recommendations, especially as the population is expected to increase in the area in coming decades.

WATER QUALITY: The goal of making the Harlem River a “swimmable, fishable” river suitable for primary contact recreation is in line with NYS goals for the Hudson River Estuary system as a whole.

The two strategies that have the greatest potential for improving water quality in the Harlem River are: 1) clean-up of brownfields that may now be leaching contaminants into the river through groundwater and erosion sediments and 2) stormwater management approaches that can reduce both contaminated runoff and combined sewage overflows into the river, with a strong emphasis on green infrastructure approaches, starting with the Harlem River Greenway itself.

BROWNFIELD REMEDIATION APPROACHES TO WATER QUALITY: Bioremediation strategies are strongly favored by the community wherever they would be effective and feasible. When timing of new uses and the types of existing contamination necessitate faster approaches, in some cases, the greatest benefits for water quality of the Harlem River might be achieved by removing any source material and backfilling with



South tidal pool at Harlem River Park on Manhattan side sets model for an ecologically sensitive edge where space is limited (Photo: NYC Parks/Designing the Edge)

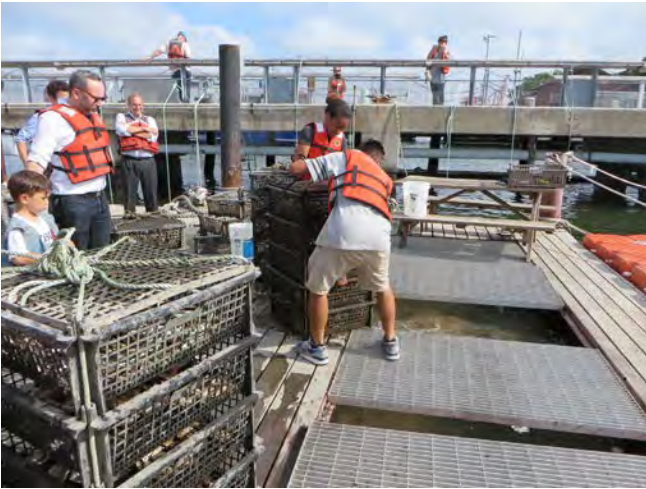
a clean soil/fill cap. The remedial investigation data and application of appropriate soil cleanup objectives would determine the extent of any required removals. Additionally, remedial excavation and capping is typically a cost effective alternative that is frequently used in conjunction with various types of redevelopment including parks and open spaces.

Determining brownfield clean-up strategies for sites along the waterfront will depend on investigation of the nature and extent of contamination. Once this is understood, potential remediation alternatives will be identified and compared using several evaluation criteria. These criteria include overall protectiveness of public health and environment, long-term effectiveness, reduction in toxicity, mobility and volume, short-term impacts and effectiveness, implementability, cost-effectiveness, community acceptance and land-use.



Pop-up wetland at Pier 5 capturing run-off from elevated I-87/MDE

STORMWATER MANAGEMENT APPROACHES TO WATER QUALITY: Regarding stormwater management approaches, radical reductions in combined sewage overflow events and in non-point-source pollution (surface runoff) would be a hugely positive move for improving the natural resources of the Harlem River and catalyzing further revitalization of the waterfront. In many locations along the waterfront, the extension of the Harlem River Greenway providing green space along the river to help filter run-off can be an asset for improving water quality. Integrating green infrastructure into parks, playgrounds, streetscapes and buildings in areas that are identified as being strategic for reducing CSO events is another highly recommended strategy. Several types of stormwater management practices are recommended for the BOA study area and discussed in more detail in the Infrastructure sections.



Students at the Harbor School on Governor's Island demonstrate oyster farming tasks; similar educational opportunities could be developed on the Harlem River

Also, the Tibbets Brook Daylighting Project that is now in conceptual design through DEP and NYC Parks could have enormous positive results for the Harlem River, with excellent potential for combining greenway development and stream daylighting to remove it from the combined sewer system. Water quality could also be improved with projects such as the proposed introduction of oyster reefs into esplanade infrastructure and restoration of intertidal wetlands in strategic locations as recommended in this report.

EDUCATIONAL OPPORTUNITIES: The Harlem River has already been used for ecological education through initiatives such as the MIT Urban Design and Architecture study in 2011; it was the students' suggestion to create a wetland park at Pier 5 to address run-off from the above-ground highway. This spurred BCEQ to apply for and be awarded a WCS/NOAA Regional Partnership Grant and funding allocated by Congressman Jose Serrano for the "eco-machine" water treatment system that uses biogeochemical processes to reduce contaminant levels. This green infrastructure pilot project was installed in 2013 and is still functioning well as of 2015.

Faculty and students of Manhattan College, located just outside the northern end of the BOA study area, utilize the Harlem River as a focus of some of their academic studies. Manhattan College is also reportedly very interested in having a boathouse on the Harlem River for additional educational access for science projects and related activities.

For younger students, the Harlem River Working Group is responsible for bringing the Wilderness Inquiry

organization to the Harlem River annually, offering canoe excursions to school children and adults that raise awareness by getting people out on the water.

BCEQ and HRWG have also worked closely with the National Park Service and USGS through the Urban Waters Federal Partnership on other programming and outreach efforts that help to educate the community at various ages. The Urban Waters Federal Partnership is intended to reconnect urban communities, particularly those that are overburdened or distressed with their waterways by improving coordination among federal agencies and collaborating with community-led revitalization efforts to improve water systems and promote their economic, environmental and social benefits. Opportunities abound for doing more environmental education programs on the Harlem, particularly if facilities such as a proposed greenhouse and education center at Harlem River Promenade are funded.

Another model of interest for future educational projects on the Harlem River is the Harbor School on Governor's Island. Here, students are instrumental in introducing oysters into the Harbor Estuary system for water filtering purposes (oysters from the harbor are not edible), while learning the science and practical skills of oyster farming.

FLOOD MITIGATION AND RESILIENCE: Any and all new uses for the Harlem River BOA Central Focus Area will need to grapple with the current flooding potential from coastal storm surges and the projected increased risks over the coming decades. With virtually all of the study area classified by FEMA as being at moderate to high risk of flooding and designated by NYCOEM as



The Bridge Park segment of the Harlem River Greenway offers shoreline habitat while protecting the shoreline from erosion with riprap; bike path is beyond

being in hurricane evacuation Zones 2 and 3—a situation expected to worsen with sea level rise—consideration of flood potential is an extremely important planning and design issue when considering new uses. In the wake of Superstorm Sandy, the City has ramped up its resiliency strategies on a number of fronts and continues to augment regulations and codes to better deal with flood hazards and other threats. Parks that are designed to withstand occasional flooding with minimal damage and to help manage storm surge are often the best land uses for flood prone areas. As discussed above in the Parks section, a study specifically looking at ways to integrate flood protections and green infrastructure into the planning of the Harlem River Greenway and its park nodes would be advantageous for the wise redevelopment of the area.

As noted in the Inventory and Analysis section, flood hazards are a serious challenge for the HR BOA Central Focus Area. Site planning to locate buildings out of the flood zone is generally the safest strategy. For any new buildings constructed on the waterfront, the NYC Building Code's provisions for Flood Resistant Construction would apply throughout most of the Study Area. Resilience strategies such as elevating mechanical equipment (for both retrofitting of existing buildings and for any new structures),³ dry flood proofing and wet flood proofing are also relevant within flood-prone areas along the Harlem River.

Notes: Natural Resources and Environmental Features

¹ David L. Strayer and Hudson River Sustainable Shorelines Project Team, "Managing Shore Zones for Ecological Benefits Handbook," accessed September 21, 2015, <https://www.hrnerr.org/doc/?doc=273743856> and NYC Parks, MWA, NYS DOS Division of Coastal Resources and Harlem River Park Task Force, Marcha Johnson, PhD ASLA, Primary Author, "Designing the Edge: Creating a Living Urban Shore at Harlem River Park," (2010), report available for download at https://www.nycgovparks.org/sub_opportunities/business_ops/pdf/designing_the_edge_4-7-2010.pdf.

² NYCDOH, Environmental and Health Data Portal, "Citywide Air Quality," accessed September 22, 2015.

³ See page 110 for references to several DCP publications with recommended strategies for neighborhood and building resilience.

INFRASTRUCTURE: OVERALL FINDINGS AND RECOMMENDATIONS

The most urgent infrastructure issue within the Harlem River BOA study area is to improve stormwater management by adding green infrastructure to existing grey infrastructure, in order to reduce pollution into the river. Green infrastructure, the practice of managing stormwater through infiltration, evapotranspiration, reuse and detention, is a particularly compatible approach in a district where the community vision is for public open space. As the most basic rule-of-thumb, it is helpful in meeting water quality goals to have less land area covered with impervious paved surfaces and more area land area in permeable greenspace or at a minimum treated as hybrid space with green infrastructure (e.g. parking with permeable pavements). The permeable open space within the proposed Harlem River Greenway corridor would be extremely beneficial for filtering run-off in many locations along the river.

The specific types of recommended green infrastructure Best Management Practices (BMPs) vary from location to location, depending on the pollution sources that are most likely to be reaching the Harlem River in each area, the available space and subsurface conditions. Combined sewer overflows from the CSO locations in the Central Focus Area can be reduced or eliminated with a variety of green infrastructure techniques to detain or retain stormwater run-off within each CSO catchment area. Among other approaches, stormwater Greenstreets (SGS) and Right-of-Way Bioswales (ROWB) installed by NYC Parks through collaborative interagency programs with NYCDOT and NYC Parks could be useful in a number of locations, both on the waterfront and upland.

A number of different site-specific strategies could be used, depending on the results of future soil borings to better understand very localized conditions. For example, if parking lots south of Macombs Dam Park were to remain as surface lots or dual-purpose parking/recreational areas, the stormwater wetland envisioned by the MIT DUSP study might be a valid approach in this location; however, the type and its design would depend on site conditions. The prototype pop-up wetland near 149th Street that is capturing and treating run-off from downspouts from the elevated Major Deegan Expressway could be refined and replicated at other locations. Vegetated swales, rain gardens, permeable pavements and pocket wetlands can be integrated into future park designs.

Along with these techniques, any new buildings on the waterfront could harvest rainwater with the goal of zero discharge wherever possible. A nearby precedent is planned in Brook Park, in CD1, where residential roof run-off will be captured and channeled to a wetland in the park. Similarly, the “Waterwash” wetland installation on the Bronx River captures run-off from an adjacent commercial building. Green roofs can also mitigate the impacts of any new impervious surfaces in the area. DEPs publication “Guidelines for the Design and Construction of Stormwater Management Systems,” July 2012, which defines permitting criteria for both DEP and DOB, currently governs green infrastructure installations in NYC for both subsurface and rooftop systems.



Street bio-swales installed by DEP and NYC Parks could help reduce combined sewer overflows in certain drainage areas outletting to the Harlem River

HISTORIC OR ARCHEOLOGICALLY SIGNIFICANT AREAS

Historic and recreational resources in the Harlem River Valley and nearby have potential for catalyzing revitalization in the Central Focus Area and nearby Context neighborhoods, provided that access issues, way-finding and “branding” are addressed creatively and effectively. Online maps, apps, and social media can also be harnessed to reach wider audiences to tout the Harlem River’s assets as connections to the river are improved.

The historic bridges over the Harlem River—in particular the High Bridge which is an utterly unique example of engineering infrastructure—combined with the spectacular views of natural and historic resources beyond the Central Focus Area—the Hall of Fame of Great Americans, Highbridge Park, Sherman Creek, Inwood Hill Park and the Harlem-Hudson intersection at Spuyten Duyvil and the Palisades—together form a memorable, visually appealing experience of the Harlem River. Bringing back recreational boating access from the Bronx side of the river with the “People’s River” concept and linking to the regional historic infrastructure routes of the nearby Aqueduct Walk and the Putnam Greenway system would form a network of historic infrastructure appealing to history buffs, avid walkers, runners, cyclists and other visitors.

A “New York, Then and Now” interpretive experience along the river could consist of a series of nature environments that evoke New York’s historic stages from pre-European colonization with signage and interactive kiosks that discuss how Native Americans used the river as a food source and transportation; to the City’s seemingly relentless growth from Dutch



An interpretive program on the renovated High Bridge recounting the story of 19th century engineering feats could be expanded and elaborated along the Harlem River

colony to the temporary capital of a new nation and how each stage impacted and transformed the natural environment; to the story of the ambitious 19th and 20th century engineering projects that shaped the Harlem River Valley: the construction of the Harlem Ship Channel itself, which created the route of the Harlem River as we now know it and buried Tibbets Brook; the High Bridge's role in the Croton Aqueduct system; the five vehicular bridges; the railroads and even the construction of the Major Deegan; on up to the late 19th century/early 20th when the Harlem River was the premier venue for regattas, where the river was almost as packed with boats as the esplanades were with spectators. The story continues into the 20th century when industrial development and shortsighted civic decisions – from handling rain runoff to serving the transportation needs of the automotive age – turned the Harlem River into a forgotten, inaccessible waterway; to today's reengagement with the City's various waterfronts to better serve the recreational and leisure needs of a City reinventing itself with the new century and the challenges such a reengagement presents, from brownfields mitigation to water quality issues.

Creating a "New York, Then and Now" visitors' experience would 1) solidify the Harlem River Greenway as a public park unique within the city; 2) create a recognized public space unique to the Bronx; and 3) create an outdoor living history environment that would be a draw for the public in the Tristate area and beyond.

The reopening of the High Bridge in summer 2015 is drawing thousands more people to BOA neighborhoods, as well as press attention to this extraordinary historic engineering resource.¹ There are rare opportunities to capitalize on the draw of new visitors to the Bronx. Continued concerted effort is needed to better link the upland High Bridge landings to waterfront access and destinations, and vice versa.

Notes: Historic or Archeologically Significant Areas

¹ See, for example, Ruth Cremson, "High Bridge Reopens After More than 40 Years," New York Times, June 9, 2015.

COMMUNITY DISTRICT 4 - STRATEGIC SITES AND CONNECTIONS RECOMMENDATIONS

STRATEGIC SITES AND CONNECTIONS: This study identifies three Strategic Sites and a Strategic Connection in Community District 4 for acceptance into the BOA program: Strategic Sites #1 (Pier 5), Site #2 (Macombs Dam Area), and Site #3 (Depot Place), along with Strategic Connection #1 at Macombs Dam Bridge. These locations in CD4 would all benefit from opportunities to further investigate and remediate as needed their potentially contaminated conditions and to elevate their use from undeveloped, underutilized open space and parking lots to higher and better environmental and economic uses. All of these properties in CD4 meet the criteria for brownfields and are clearly underutilized sites and linkages. Additionally, all of these proposed Strategic Sites and Connections offer excellent opportunities to expand public access along the waterfront and to improve environmental quality with well-developed greenspace and stormwater management strategies.

Strategic Connection #1 - Greenway under Macombs Dam Bridge - CD4: Bold design solutions are sorely needed to make a linchpin greenway linkage through Strategic Connection #1. Pedestrian and bike access between Mill Pond Park and 161st Street on either side of the Macombs Dam Bridge is currently extremely difficult and dangerous, complicated by the high traffic volume conflicts at the Macombs Dam Bridge interchange with I-87/MDE. The dire situation and volume of pedestrians and traffic in the area warrant a creative solution for a north-south greenway route that would connect pedestrians and cyclists over the railroad tracks and across the Major Deegan. The capital expenditures that may be entailed are warranted in this location (see Figures 43-46).

Currently, a sidewalk is provided adjacent to the southbound I-87/MDE ramp, which could be widened by narrowing the adjacent roadway width, to provide a shared pedestrian/bike route to/from Macombs Dam Bridge. Once the existing sidewalk is north of the Metro-North tracks, a ramp connection may be possible down to the parkland beneath Macombs Dam Bridge between the MNR tracks and the I-87/MDE landing. A new, ADA-compliant pedestrian/bike connection could accommodate north/south pedestrian movements beneath Macombs Dam Bridge.

North of Macombs Dam Bridge, this new greenway linkage would connect with a recently constructed short segment of greenway in Macombs Dam Park on the west side of the I-87/MDE; this segment is presently very isolated and feels unsafe due to minimal foot traffic because it is difficult to reach on foot.

As part of the proposed greenway route at Strategic Connection #1, improvements north of Macombs Dam Bridge should include a new and realigned pedestrian bridge a new and realigned pedestrian bridge at 161st Street to replace the existing non-accessible, aging pedestrian bridge.

Strategic Site #1 (Pier 5, 4.4 acres) - CD4: Strategic Site #1 (Block 2636, Lot 2), known as Pier 5, may be one of the most versatile potential sites, due to ease of access, location and a pattern of previous investment in the area. Its location at the major intersection of 149th Street and Exterior Street, its situation topographically at-grade with no need for convoluted ramps or stairs, its superior connectivity to transit (with the 2 and 4/5 express lines at the Hub and MetroNorth a short walk away) and its unique riverfront location make it a desirable site for a number of potential uses. The site also benefits from proximity to potential users from nearby Hostos Community College and Lincoln Hospital.

The site, which is currently zoned M2-1, is the subject of continued City study and analysis to determine its highest and best use. If any new construction other than uses allowed under Manufacturing were to be included on Strategic Site #1, it would need to be rezoned. As a City-owned site, a rezoning would entail a public process.

It is imperative that public open space be included along the waterfront, even though the existence of the Oak Point Rail right-of-way (Block 2539, Lot 3),



Strategic Site #1: Pier 5, between 145th Street Bridge and Mill Pond Park

might technically exempt the site from required public waterfront access (as similarly occurred at River Plaza Mall in Kingsbridge). Any rezoning should ensure public open space and greenway connections both on the waterfront and on Exterior Street.

This site, which is adjacent to the Gateway Center / Bronx Terminal Market and south of Yankee Stadium, benefits from proximity to Hostos Community College, Lincoln Hospital and several layers of earlier successful private and public investment on which it can build: the \$1 billion investments in Yankee Stadium, Gateway Center and related improvements to the immediate northeast, and the city's investment in a public waterfront and new open space at Mill Pond and Macombs Dam Parks near Yankee Stadium to the immediate north. These public realm investments – realized with over \$200 million in public funds – create a node that is likely to attract further investment on the waterfront in this location.

BCEQ's pilot stormwater management project at Pier 5 site has been testing the ability of plants to filter stormwater runoff from the elevated I-87/MDE since 2015 and appears to be working well. The redevelopment of Pier 5 should include full implementation of stormwater BMPs, to include treatment and/or reuse of additional runoff from I-87/MDE. The I-87/MDE runoff can be treated via additional pop-up wetlands or by using large scale rain barrels as was suggested by others¹ for use as irrigation or other gray water uses. Mill Pond Park offers some infiltration over a 15 acre area within CD4.

Strategic Site # 2 (Macombs Dam Area, 6.2 acres): Strategic Site #2 consists of a cluster of several lots that are currently all paved with impervious surface (Block 2639, Lots 4, 10, and 14 are the largest). Lots 4, 10, and 14 remain as surface parking today; they are utilized on Yankee game days, and the southern lot is used for Tennis Club parking, to a degree that does not meet their highest and best use given the potential conferred by such strong proximity to local amenities, transit, and the waterfront. Strategic Site #2 also encompasses several smaller fragments on the north end that are roadway right-of-way.

These lots possess strong public or private redevelopment potential for many of the same reasons that Pier 5 has become attractive for various possible uses. This site is located a short walk from Yankee Stadium, the Gateway Center, and the public parks in the area, the result of the city's transformation of former surface parking lots.

Greater economic value, social benefit for the community and environmental quality would be derived if the sites

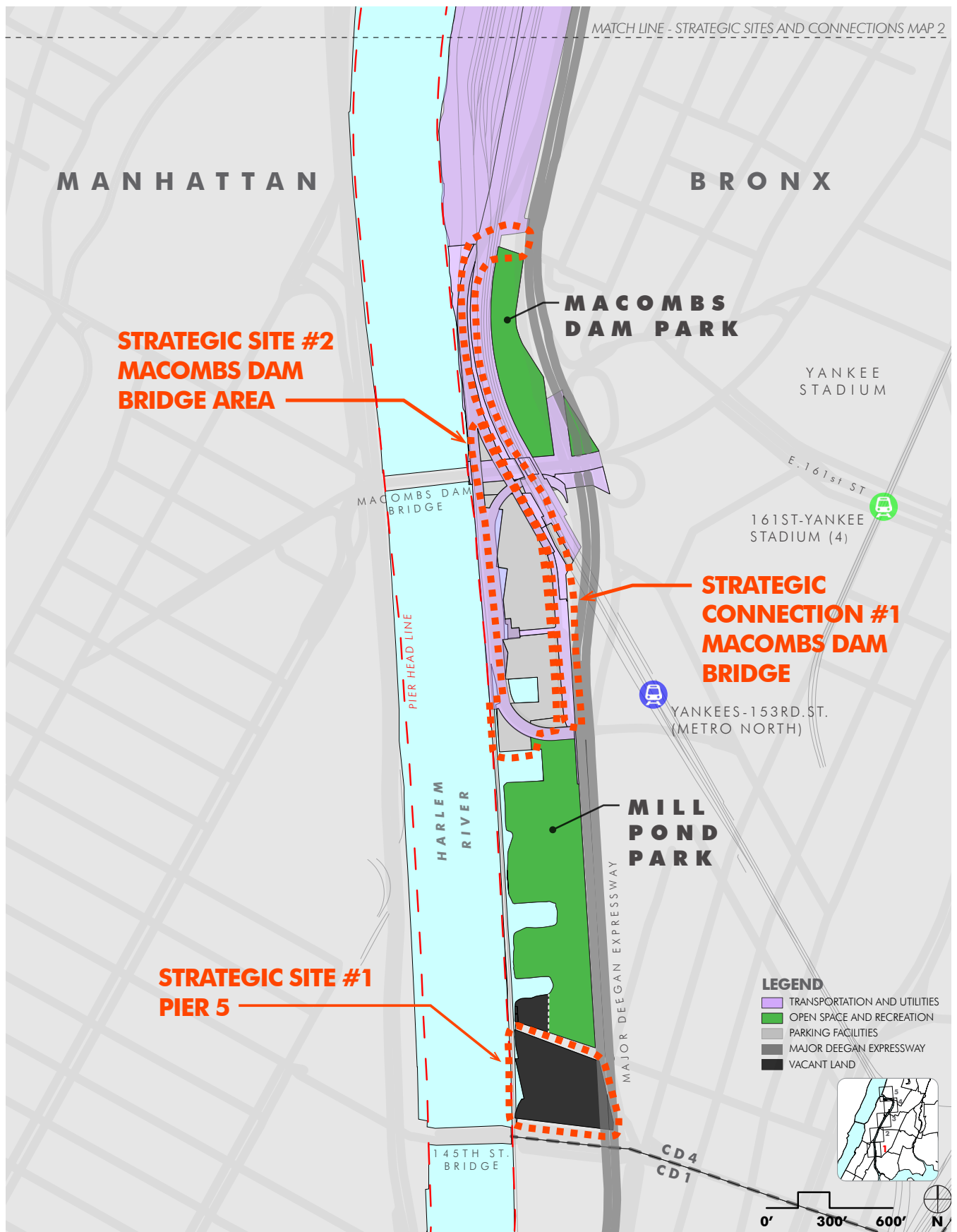


Figure 42. Strategic Sites and Connections Map 1 (CD4, Southern Portion)



Figure 43. Concept Plan: Proposed Greenway at Macombs Dam Bridge - Strategic Site #1 (Note: All concept images in this report are intended to convey general design ideas for a particular location. No feasibility studies, including engineering or cost estimating, have been performed for these conceptual designs.)

were redeveloped as an extension of the open space at Mill Pond Park, either in whole or in concert with some sensitively designed development to support the creation of a public esplanade or other public open space, as is being facilitated in the Special Harlem River Waterfront District to the south. The triangle just south and west of the roadway ramp and northwest of the cove and Tennis Center should be an extension of Mill Pond Park and a showcase project for ecological restoration. There appears to be sufficient space on the site to retain adequate parking for the Stadium Tennis Club through reconfiguration of these lots, while vastly improving the functioning and appearance of this area.

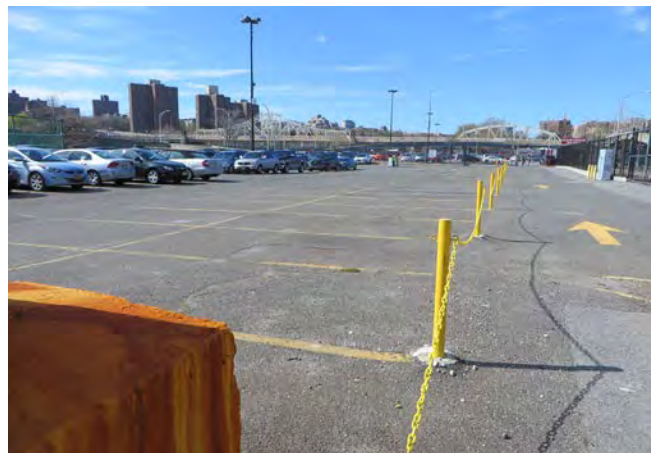
Lots 4, 10, and 14 are today within the EDC asset management portfolio, and are in a long-term lease with Bronx Parking Development Corporation. Parking utilization and requirements would have to be evaluated and revisited in order to potentially free up the unused parking on the leased lots. ULURP actions would also be appropriate to map new parkland adjacent to Mill Pond Park and update the NYC zoning map to reflect the change.

Redevelopment of Strategic Site #2 would also provide opportunities to deal with the stormwater run-off situation on this 5.7 acre expanse of impervious surface. The parking areas have basins on the east side of the lot, presumably connected to the Exterior Street storm sewer to WI63, outletting to the river south of Macombs Dam Bridge. The balance of the parking lots drain via sheet flow to the river. Any new stormwater strategy should aim to treat storm flow that currently drains to the existing basins on the east side of the parking area and sheet flow directly to the river.

As envisioned in the “Bronx, Meet Your Waterfront Plan,” these parcels could be utilized as a hybrid parking area/park with permeable paving, providing recreational space to neighborhood residents when not in use for game-day parking. The permeable pavement system throughout, along with a pocket wetland tucked into the otherwise wasted northern tip of NYCDOT ROW space, could make significant improvements to water quality here. This site is an excellent candidate for permeable pavement, bioswale strips between parking stalls and downstream wetlands as recommended in the MIT study.²

One issue, however, that would need to be considered in designing green infrastructure for this site is the available depth between the existing grade and tidal mean high water elevations. It is anticipated that infiltration techniques will not be efficient here due to the relatively thin layer of available space now and

even less in the future due to sea level rise. Shallow underdrain systems outletting to a wetland adjacent to the river would be most practical and resilient.



Strategic Site #2: Underutilized parking lots between Mill Pond Park and Macombs Dam Bridge



Strategic Connection #1: Exterior Street, over tracks and under Macombs Dam Bridge, looking north



Strategic Connection #1, looking north under roadway ramp and Macombs Dam Bridge



Figure 44. Proposed Greenway Connection Concept Under Macombs Dam Bridge--Looking North



Figure 45. Proposed Greenway Connection Concept Under Macombs Dam Bridge--Looking South

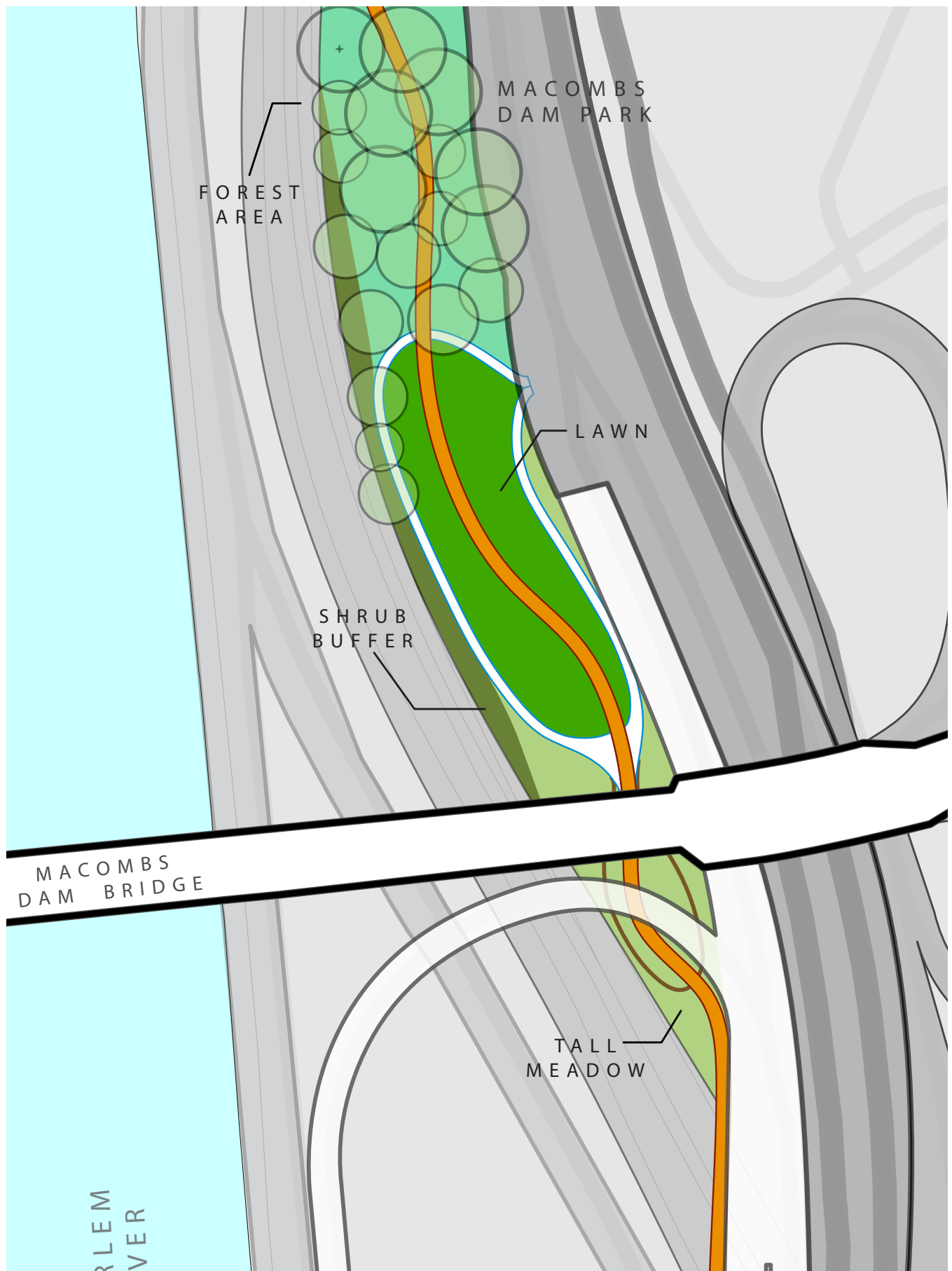


Figure 46. Concept Plan: Proposed Greenway at Macombs Dam



Strategic Site #3: Depot Place waterfront, proposed site for Harlem River Promenade

Strategic Site #3 (Depot Place, 8.6 acres): Strategic Site #3 is a composite of five lots stretching between the High Bridge Yards to the immediate south and Bridge Park to the immediate north, with access to the site via the Depot Place Overpass. There is widespread consensus that the highest and best use for this site is as public parkland and greenway. In this location, NYC Parks has been able to aggregate three greatly underutilized waterfront sites between the High Bridge and the Hamilton Bridge into its jurisdiction in the past several years, with the help of the Trust for Public Land, with the intention of developing these sites as a NYC public park once capital funding can be allocated. This waterfront site possess spectacular views of the river, the High Bridge overhead, Highbridge Park across the river and the Hamilton Bridge crossing at its northern end. Although the site is in a degraded state today, it has excellent potential as public parkland functioning to support diverse wildlife, recreational and educational uses and as part of the blueway system with a boat launch area.

During the Step 2 BOA process, stakeholders validated the continued desirability of the Harlem River Promenade Concept Plan that was commissioned by the Bronx Overall Economic Development Corporation (BOEDC) and developed by landscape architecture firm Starr Whitehouse, based on community input.³ At BOA community engagement events such as the March 2015 Water Conference, the Depot Place/Harlem River Promenade project was cited repeatedly as being the highest priority on the Harlem River waterfront at this time.

Some of the most promising opportunities for better utilizing existing natural resources and improving ecosystem functioning are in this Strategic Site, through the proposed Harlem River Promenade Plan. After remediating any contamination on these sites,

the concept plan proposes to redevelop this area as parkland with minimal impervious surfaces and to include a riparian marsh that would also help restore the polluted shoreline and provide new habitat. Since this site is immediately across the river from the 130 acre Highbridge Park, which is largely forested even though it is heavily impacted by invasive plants, improvements to habitat on the Bronx side would expand the habitat value of the entire Harlem River Valley in this location. With direct connection to Bridge Park where native species plantings have already been installed, the Depot Place to RCSP South shoreline could offer continuous waterfront habitat with minimal impervious surfaces and a non-bulkheaded shoreline. Once funding is allocated, NYC Parks will begin the design process with a public scoping session to incorporate updated community priorities into the design for this waterfront park.

One parcel within this Strategic Site, Block 2541, Lot 8900, is an oblong, oddly-shaped linear parcel that is street right-of-way for Exterior Street, under the jurisdiction of NYCDOT. In order to complete this stretch of parkland, it will be necessary for the street to be demapped and formally added to NYC Parks holdings. Since the street is not needed for access to any developed properties, it is probably feasible to demap the street and dedicate the area to parkland.⁴ A ULURP process will be required for a street demapping.

This site is in a highly strategic location in a number of ways, even though it is challenged by its state as a brownfield. It is an important southern extension to the existing, connected NYC Bridge Park and RCSP. Because it is the connection between the Depot Place Overpass and Bridge Park, it is a critical linkage in establishing the waterfront greenway. Also, it is the



Figure 47. Proposed Accessible Cove at Depot Place Waterfront (Source: Harlem River Promenade Study, BOEDC/Starr Whitehouse)

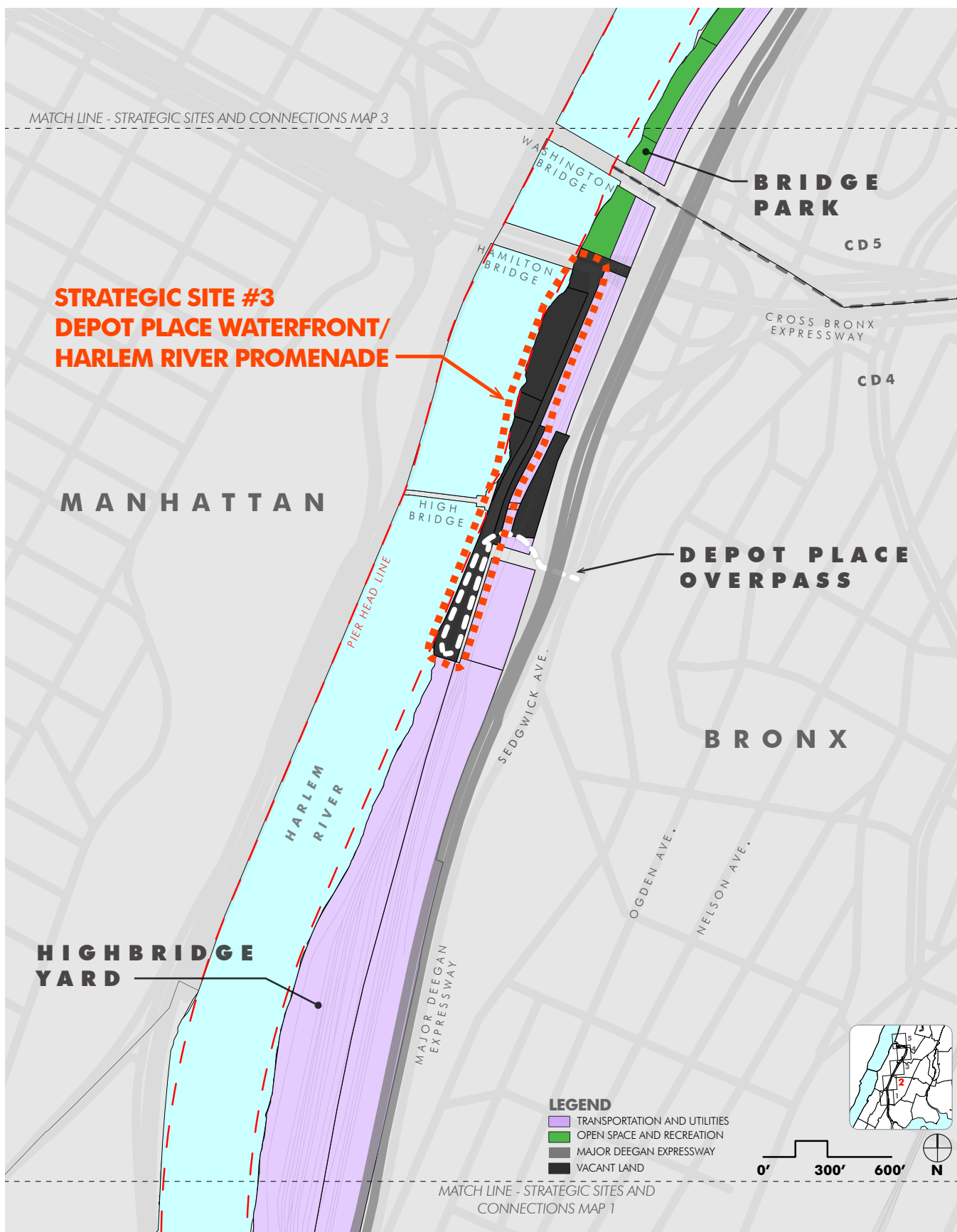


Figure 48. Strategic Sites and Connections Map 2 (CD4, Northern Portion)

only opportunity to provide additional waterfront park space in this northern portion of CD4, since the entire waterfront just south is taken up by the High Bridge Yard. For these reasons, the community and NYC Parks are eager to see this Strategic Site developed as park and greenway.

The catalytic potential of the site is, however, hindered to some degree by difficult access, due to the extreme grade changes from the waterfront to the upland neighborhood, its distance from public transit and poor pedestrian and bike access on and around the Depot Place Overpass. Also, unfortunately, though the High Bridge passes overhead, the nearest staircase connecting to the High Bridge is across the Major Deegan on Sedgwick, not directly into the site.

In order for the potential of the Depot Place parcel and the greenway to be realized, it is particularly important to provide safe vehicular and bike access from Sedgwick to Depot Place. This will require that police vehicles that are currently parking illegally on the sidewalks and roadway on Sedgwick and Depot Place relocate, among other upland connectivity improvements.

As of 2015, the Depot Place/ Harlem River Promenade parcels have not yet been mapped as parkland. (Only the portion of Bridge Park that existed prior to construction of the Major Deegan is mapped parkland.) Officially mapping the more recently acquired parcels as parkland would add a more permanent protection for public recreational access at this Strategic Site.



Police parking at Depot Place

Stormwater Management--Strategic Site #3: The Harlem River Promenade report identifies potential stormwater management strategies such as bioswales along pathways and hardscape areas.⁵ In addition there are recommendations for rain barrels or rainwater harvesting to collect water for irrigation or other gray water needs.

Of particular interest is the concept to provide a vegetative bioswale / rain garden within the switchback of the Depot Place ramp. This would potentially alleviate overflow from two existing outfalls located just west of the ramps.

Future design development for the Harlem River Promenade will need to consider the very large four-tide-gate structure, about 30 feet wide, which outfalls north of the High Bridge structure and approximately



Figure 49. Harlem River Promenade Concept Plan (Source: HRP Study, BOEDC/Starr Whitehouse)

at the proposed boat launch location shown on the proposed schematic plan.

The Depot Place/Harlem River Waterfront site does not have direct access for a sanitary connection. There is also limited water service at either end of the site. The available water pressure and capacity would need to be tested. Overhead electrical and communication is available from Depot Place and could be upgraded if required.

Once funding is obtained for Depot Place, NYC Parks would host a public scoping meeting to refine the recommendations of the Harlem River Plan and provide public feedback into the new design. The amount of allocated funding and the community priorities determined in the scoping meeting will determine the park design.

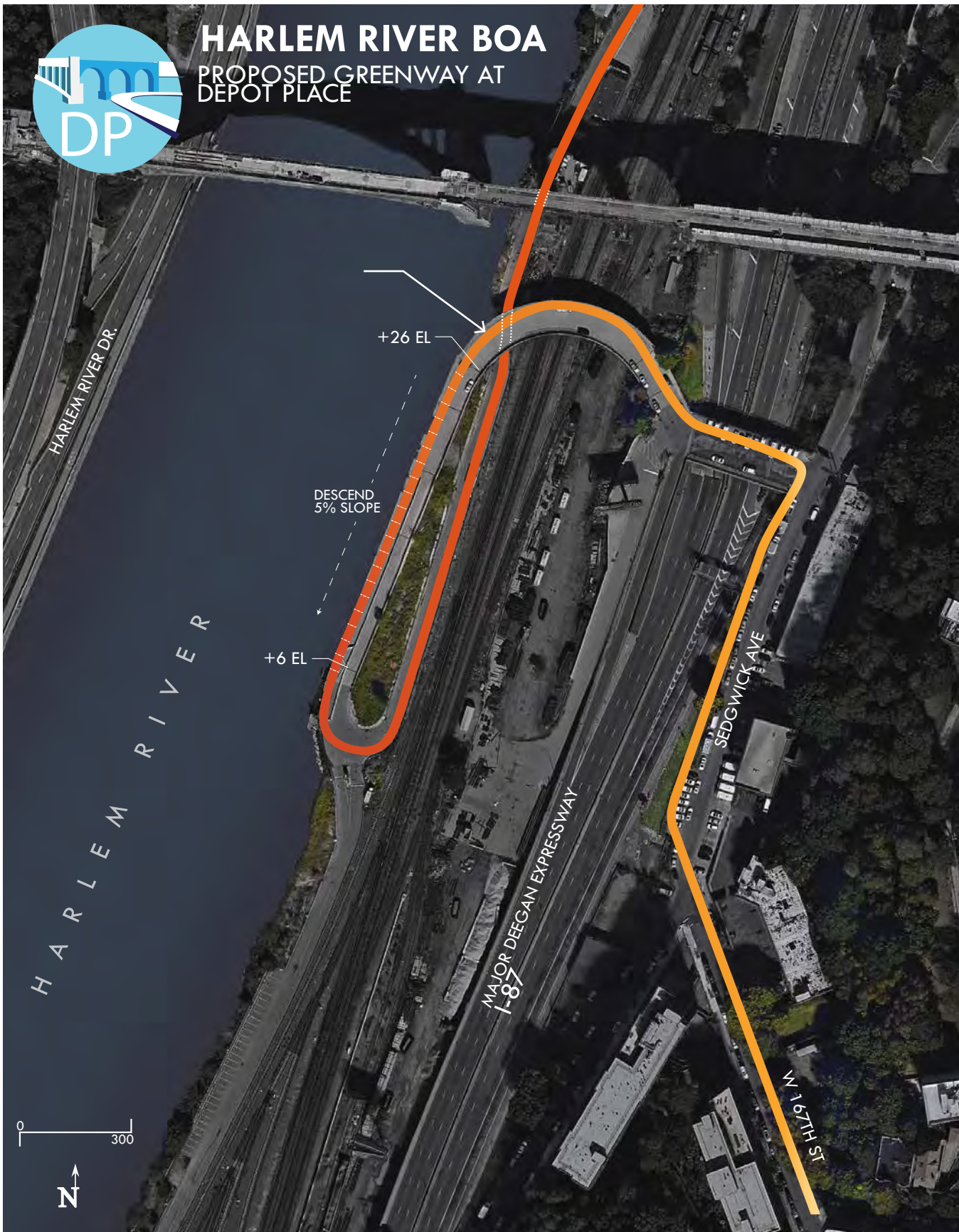


Figure 50. Concept Plan: Proposed Greenway at Depot Place



Figure 51. Bird's Eye View: Proposed Greenway Connection Concept over Depot Place Bridge



Figure 52. Proposed Greenway Connection Concept over Depot Place Bridge

COMMUNITY DISTRICT 4 - ADDITIONAL RECOMMENDATIONS

PARKS AND OPEN SPACE-CD4: Sites in Community District 4 offer a number of excellent opportunities to add additional waterfront parks and open space to complement existing parks. Altogether, Strategic Sites #1, 2 and 3 have up to 20 acres that could potentially become public park or an open space portion of a residential or mixed-use development.

HISTORIC ASSETS-CD4: The major historic asset in Community District 4 is the newly renovated and reopened High Bridge soaring overhead above the Depot Place waterfront. For the waterfront BOA area to contribute to and benefit from the catalytic potential of this new \$61 million investment, rehabilitation of the staircase on the east side of Sedgwick to improve its safety and security, as well as additional improvements to pedestrian and bike access from the upland neighborhoods and across the Depot Place Overpass, are needed. Even though the Harlem River Promenade reach of the waterfront is as yet undeveloped, it is possible now to walk or bike across Depot Place and north on Exterior Street to Bridge Park and through RCSP. In this stretch are some of the best views of the historic High Bridge, as well as the Hamilton and Washington Bridges. The existing granite staircase that was preserved as part of the Bridge Park project is another remnant of historic infrastructure along the way. This reach of the waterfront is one of the areas where a coordinated interpretive program would help make best use of its historic visual amenities.

Further south, the single existing gantry at the Pier 5 site is another historic resource that should be considered for possible preservation, much as gantries are key features of Gantry State Park in Queens and Eerie Basin Park on the Red Hook, Brooklyn, waterfront. In the south Bronx, Cement Plant Park offers another precedent for integrating former industrial infrastructure into a redeveloped public open space.

ADDITIONAL TRANSPORTATION RECOMMENDATIONS-CD4:

Making greenway linkages in CD4, both linear and lateral, is particularly challenging but essential if the vision of a Harlem River Greenway is to come to fruition and help fuel the revitalization of the BOA Study Area.

Today, because the southern terminus of the Harlem River Greenway in Mill Pond Park ends at East 150th Street, visitors to the riverfront from the neighborhoods to the south and east or from the public transit connections along 149th Street must cross congested intersections. A better connection could involve extending the greenway through the Pier 5 property and under the 145th Street Bridge to the south side. This linear connection should be a high priority for open space use at Pier 5, as the City considers various scenarios for this site.

With this linkage in place, consideration could also be given to providing east and westbound Bx19 bus stops on 149th Street west of Exterior Street. These new bus stops would allow riders to access the extended greenway and Mill Pond Park without having to cross any streets. Westbound riders could simply walk into the park opposite the bus stop, and eastbound riders could walk under the 145th Street Bridge to the park.

The expanded Pier 5 south end of the City-owned land could be the gateway to the Harlem River Greenway for most subway visitors as well, since the Bx19 route provides transfer connections with the 2, 4, and 5 subway lines at 149th Street and Grand Concourse.

East 149th Street is also a NYCDOT potential future bicycle route; therefore, expansion of the park/greenway south to connect with East 149th Street would provide the City with an additional incentive to study and implement this bike route. Direct bike connections from the street route to the greenway could be provided.

NYCDOT's Harlem River Bridges Access Plan and the current mayoral Vision Zero initiative aimed at improving traffic safety will likely yield some improvements in pedestrian and bike routes in the Macombs Dam Bridge area.

The pedestrian connections between the CD4 waterfront (including Mill Pond Park and the existing park lots to the north and) inland to Yankee Stadium, Heritage Field and Macombs Dam Park cry out for safety and experiential improvements and wayfinding, all of which should be a high priority. Existing pedestrian connections are indirect and inhospitable, existing pedestrian signage is incomplete and the routing is not intuitive.

- The Metro-North pedestrian overpass links Heritage Field/Macombs Dam Park with the west side of the railroad tracks; however, pedestrian signs from the pedestrian overpass do not exist at the foot of the stairs, and the path to the waterfront is not easily recognizable. The pedestrian connection between the Metro-North overpass and 149th Street should

be improved by removing it from within the confined walkway under the I-87/MDE and instead providing a green park-like connection to/from 149th Street in the area east of the I-87/MDE overpass between the I-87/MDE and Metro-North Railroad (MNR) that once served as a parking lot and is now a construction staging area.

- For the pedestrians/bicyclists crossing the southbound I-87/MDE on-ramp, a pedestrian signal, either a Rectangular Rapid Flash Beacon (RRFB), or High-Intensity Activated Crosswalk beacon (HAWK) could be added to enhance pedestrian crossing safety. The southbound on-ramp is on a curve; however, there are clear sightlines for an RRFB or HAWK signal to be installed.
- On Macombs Dam Bridge, pedestrians walking east/westbound should be given a seven-second leading pedestrian interval to provide them with an opportunity to cross without any conflicting traffic. Currently, pedestrians are given the walk signal concurrent with the east and westbound traffic, and must wait until a motorist yields before crossing.
- An alternative concept for crossing I-87/MDE and Macombs Dam Bridge interchange is a new pedestrian bridge that would span over the ramps, just south of the bridge, and connect from the south side of Macombs Dam Bridge near the waterfront and land in Macombs Dam Park. Near the southbound Major Deegan Expressway off-ramp, this pedestrian bridge would be approximately 16 feet above street level, and a stairway would be needed to connect with the street level or the park at ground level. Site space constraints may not allow for the construction of an ADA ramp to Macombs Dam Bridge level. Alternatively, an elevator may need to be installed to provide pedestrian

connections between the at-grade park, Macombs Dam Bridge, and pedestrian bridge levels.

North of Macombs Dam Bridge, four possible options have been identified for the greenway to continue north and are discussed here as Options 1, 2, 3, and 4. Ideally, at least two of these options would be used in combination, in order to provide north-south continuity on or near the shoreline, as well as bikeable, ADA-compliant access across the MDE to the upland neighborhoods.

- Option 1 assumes the construction of a new pedestrian/bike bridge over I-87/MDE that would connect with Macombs Dam Park, as per the proposed Greenway alignment in Figure 43. just south of West 161st Street. From this point, bicyclists would use inland streets such as Summit and Ogden avenues to proceed northbound. The downsides of this concept are that the bike route moves away from the waterfront and onto city streets, with significant changes in street grades that would likely deter recreational cyclists.
- A second option is to continue the bikeway along the west side of the MDE north of the (existing or replaced) 161st Street pedestrian bridge, and then cross under the I-87/MDE to Sedgwick Avenue in the vicinity of an abandoned subway station. Once on Sedgwick Avenue, it is possible that the curb lane would be converted into a separated two-way bike facility to Depot Place. The benefit of this alternative is that the bikeway remains near the waterfront and along a more level street route. Issues with this option include the feasibility of the connection under the I-87/MDE and possible safety concerns within a bikeway tunnel. Additionally, at Depot Place, bicyclists would still need to navigate through the difficult Depot Place/Sedgwick Avenue intersection.
- A third option is to cantilever a bikeway off of the west side of the I-87/MDE above the MNR Highbridge Yard to Depot Place.
- The fourth option would have the bikeway use the eastern edge of the MNR Highbridge Yard property adjacent to the I-87/MDE. This option would require the bikeway to cross one MNR service track. Advantages of Option 4 would be that this route would be the most direct, would consist of an easeir at-grade construction, and would be least costly. However, a narrow strip of property through the MNR yard would need to be obtained and necessary protection at the railroad grade-crossing would need to be provided. MTA has indicated in a press statement that they would be willing to consider the idea of a park or



Improved pedestrian and bike connections are sorely needed south of Macombs Dam Bridge



Poor pedestrian and bike conditions south of Macombs Dam Bridge

greenway alongside the rail yard; in this statement, the MTA spokesperson stated that the rail entity is willing to review specific plans illustrating a possible greenway and demonstrating that a greenway would not create safety concerns or impact train operations. Developing such a plan is a logical next step in exploring potential greenway options alongside High Bridge Yard.⁶

At Depot Place the high volume of traffic destined for the southbound I-87/MDE on-ramp and presence of NYPD vehicles parked on the sidewalks make access to the waterfront via Depot Place difficult. Ideally pedestrian access could be provided via a pedestrian bridge from the Highbridge stairs that would serve the residential neighborhoods at the top of the stairs, as well as making a safer connection to the Harlem River waterfront from Manhattan. This pedestrian bridge would connect with the north side of Depot Place, from which ramp access down to the waterfront could be provided. Bicyclists using a potential bikeway along the east side of the Metro-North Highbridge Yard could also use this Depot Place ramp to cross over the MNR tracks and access the waterfront and Bridge Park to the north .

Whether or not a pedestrian bridge across the I-87/MDE and Sedgwick Avenue is possible, safety improvements are needed at the Sedgwick Avenue intersection with Depot Place. These improvements would include pedestrian crosswalks and possibly a traffic signal, which would include pedestrian signals/phasing to improve pedestrian access across Sedgwick Avenue. Alternative parking locations would need to be identified to remove the NYPD vehicles from parking on the Depot Place sidewalks.

The best bike route to/from the north and Depot Place is via Undercliff Avenue, which leads to University Avenue and the bike lanes on Edward L. Grant Highway. The first phases of this bike route has recently been installed, connecting the newly opened High Bridge to the Depot Place Bridge.

Currently, the Bx18 bus route ends at Sedgwick Avenue at Undercliff Avenue. When the Depot Place waterfront is completed, consideration should be given to providing a Bx18 bus stop closer to the Highbridge stairs on Sedgwick or on Depot Place, as there are currently no sidewalk connections from the existing last bus stop location to Depot Place.

Notes: CD4 Recommendations

¹ MIT DUSP , "Bronx, Meet Your Waterfront," p. 49-51.

² MIT report, page 53.

³ BOEDC and SWLA, "Harlem River Promenade."

⁴ Communication from Colleen Alderson, NYC Parks Parklands, May 26, 2015.

⁵ "Harlem River Promenade," p. 72.

⁶ MTA spokesperson Aaron Donovan, quoted in DNAinfo/New York--Eddie Small, June 15, 2015, "High Bridge Reopening Leads to Renewed Calls to Develop Bronx Waterfront," <http://www.dnainfo.com/new-york/20150615/high-bridge/high-bridge-reopening-leads-renewed-calls-develop-bronx-waterfront>.

COMMUNITY DISTRICT 5 - STRATEGIC SITES AND CONNECTIONS RECOMMENDATIONS

STRATEGIC SITES AND CONNECTIONS: The two Strategic Sites within Community District 5, Strategic Site #4 (RCSP South) and Strategic Site #5 (the Greenway Connection between RCSP and the La Sala site), are both relatively short linear waterfront sites, but are being noted because their locations are particularly strategic for the continuity of the linear park system and greenway and due to their classification as brownfields according to the BOA program definition. All other waterfront land in CD5 is already developed as public parks.

Strategic Site #4 (RCSP South, 2.3 acres) consists of two tax lots in Block 2884, Lots 72 and 110, that in recent years have been maintained by RCSP. Together, they



Strategic Site #4, looking north to RCSP; these lots provide a connection between Bridge Park and RCSP

form a 2.34 acre site that links Bridge Park (under NYC Parks jurisdiction) with the State Park. The parcel is currently undeveloped parkland with a riprap shoreline, which also hosts an existing combined sewer outfall location. The site is clearly a crucial greenway linkage. This parcel has been proposed as a prospective boat launch location although that potential use may be constrained by the physical presence of a concrete sewer outfall structure. Designers will need to be aware and consider the impact of CSO (WI-059) from Regulator Number 64 which outfalls at the south end of RCSP. This combined sewer outfall is a 42" diameter concrete pipe.

The site's catalytic potential is significant due to its role as a linkage on the linear greenway, connecting the existing greenway in RCSP with the 2,300 linear feet of

existing and proposed greenway south to Depot Place. The catalytic potential of Strategic Site #4 is constrained by its relatively small acreage and the fact that the nearest connections over the I-87/MDE and rail corridor are at Depot Place and in RCSP. Its only logical use is as a park/greenway connection with possible boat facilities if deemed feasible. If boating infrastructure is provided, consideration must also be given to the resilience of the structure to flooding.

Currently, there is the potential for stormwater runoff to flow from the MNR ballasted pervious railroad section just east of the waterfront across to the river, particularly in severe storm events. It would be beneficial to provide a bioswale and or underdrain system along the edge to provide some water quality management.

Strategic Site #5 (the Greenway Connection, between RCSP and La Sala site, 9.3 acres) consists of a very small parcel on the waterfront just north of RCSP in Con Edison ownership (Block 3231, Lot 227) and a short segment of a much longer active railway line (Block 3231, Lot 1) which is understood to be leased by MTA/Metro-North from Argent/Midtown for the Harlem-Hudson line. Similar to the position of Strategic Site #4, this parcel is the only potential route for the greenway if a connection between Roberto Clemente and all points north is to be made in the future.

This site poses significant challenges that will need to be overcome in order to create this greenway linkage. On the other hand, it also holds great potential as a location that could accomplish several goals at once: providing the greenway connection, creating new intertidal habitat and oyster reef, and helping to protect vulnerable rail infrastructure. In terms of its challenges, it contains a portion of a longer linear lot that is an active rail corridor, and the rail line is so close to the waterfront that the greenway connection would have to be built "outboard" of the shoreline in order to allow for 50 feet of clearance between the greenway and the railroad tracks. Fortunately, there is room for this structure to be constructed within the pierhead line. Figures 55-57 illustrate concepts for this ecology-enhancing esplanade and breakwater.

In some ways, the esplanade might be similar to the one built for Riverside Park between 86th and 90th streets, yet here it could be constructed to introduce oyster reef beneath the path for water cleansing and for providing new aquatic habitat. Between the esplanade and the existing shoreline, intertidal marsh could be reintroduced. Together this assemblage would create a highly productive estuarine environment that would

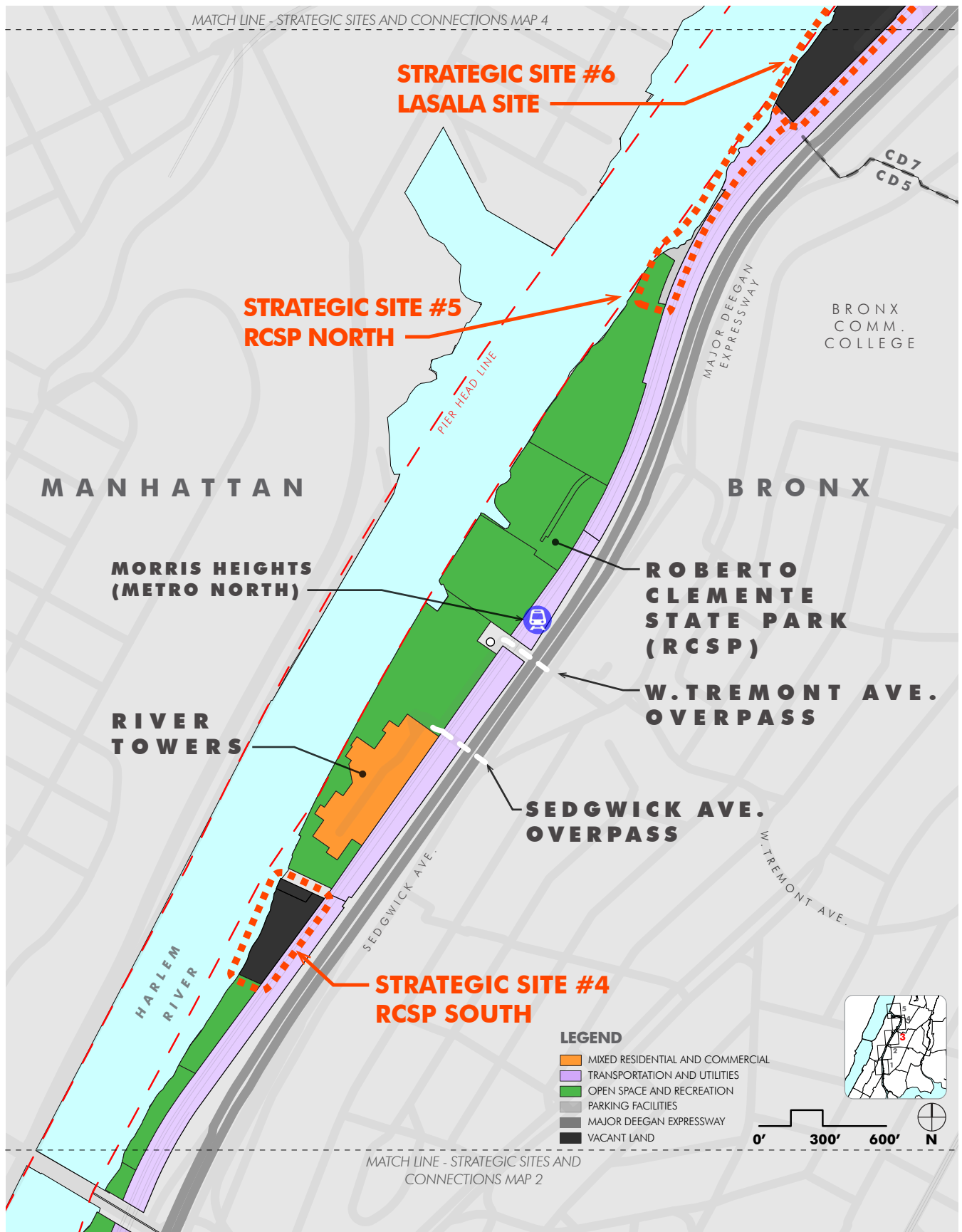


Figure 53. Strategic Sites and Connections Map 3 (CD5)

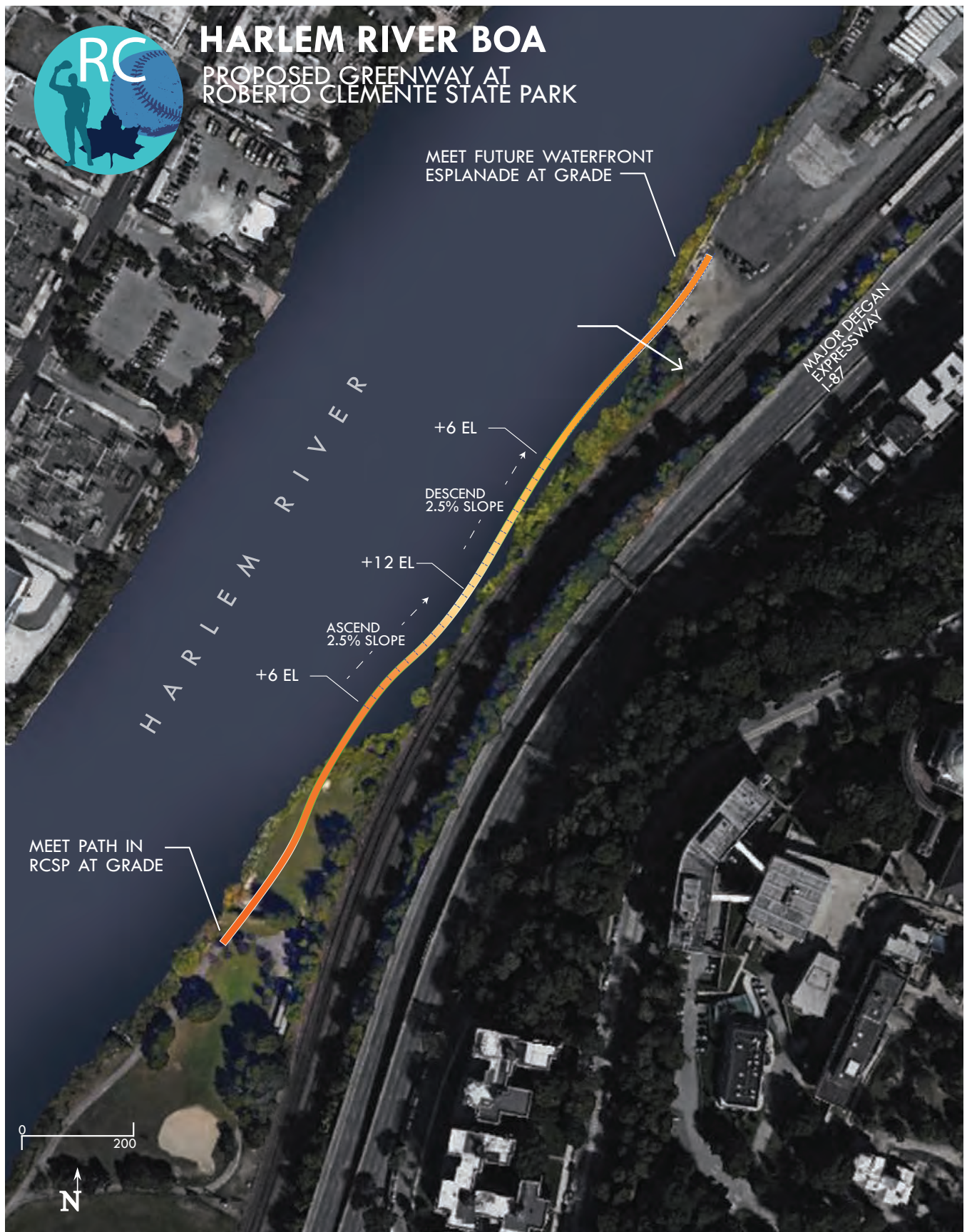


Figure 54. Concept Plan: Proposed Greenway Connection at Strategic Site #5, North of RCSP

vastly improve its ecological functioning. At the same time, the esplanade/oyster reef structure and the intertidal marsh would help to buffer the railroad tracks and related infrastructure from future storm surges.

This project would be an opportunity for the public sector (NYS and NYC) and rail entities to collaborate to produce a resilient and functional shoreline treatment with multiple ecological and public benefits.

This initiative would require the cooperation of multiple owners and jurisdictions to negotiate a property use arrangement (most likely a transportation easement) to allow for this greenway connection. It would also be necessary to obtain the necessary permits from federal, state and city regulatory entities.¹ Over the past decades, regulators have been extremely reluctant to approve any new structures over the water; however, after Superstorm Sandy, there has been some increased awareness of the need to experiment with new shoreline projects that have the potential for flood mitigation and other ecosystem services.

Finally, the expense of the outboard esplanade would be greater than greenway segments on grade, so funding sources will need to be allocated.



Strategic Site #5, beyond the north end of RCSP, is a very narrow strip of land with rail tracks along the shore

There is no alternative waterfront route due to the close proximity of the track and the Major Deegan. Any inland connections would be on-street, and far from the waterfront. Therefore, it seems likely that as other proposed segments of the greenway are developed, it will become worthwhile to develop this connection, especially when the La Sala site is developed with a required waterfront esplanade and other open



Figure 55. Bird's Eye View: Proposed Greenway Connection Concept at Strategic Site #5, North of RCSP

space. Next steps would be to reach out to decision makers for the Con Edison and railroad properties to discuss transportation easement feasibility, explore permitting requirements and prepare an order of magnitude cost estimate. Although construction of this segment is probably contingent upon redevelopment of the La Sala property to the north, these planning steps could be completed in advance.

PARKS AND OPEN SPACE-CD5: The majority of the land on the CD5 waterfront is either in NYS control (RCSP and/or River Park Towers) or in NYC Parks control (Bridge Park and most Depot Place lots). The recent opening of Bridge Park, transfer of the RCSP South sites (Strategic Site #4) to RCSP management and \$46 million allocation for RCSP renovation are all extremely helpful steps toward the community vision of



Figure 56. Section Perspective: Proposed Greenway Connection Concept at Strategic Site #5, North of RCSP

a continuous parks district. The BOA Focus Area along the CD5 shoreline is unquestionably now a “parks district,” with almost all of the land now in either State or City Parks hands and in active use as parks.

As the RCSP Revitalization Plan is currently being developed, OPRHP and its consultants, RBA, are taking into account a possible future greenway connection to the north into account.

BUILDINGS-CD5: The only existing buildings along the CD5 waterfront are the two River Park Towers residential buildings, RCSP facilities buildings within the State park, and the school, PS 230 / IS 229, which is the only structure in the entire BOA area built on decking over the railway and Major Deegan. Since these structures were all constructed in 1974, they are now forty years old, have sustained storm damage and need energy efficiency upgrades. Upkeep of these properties will remain an important issue for the waterfront area.

No new buildings are being recommended in CD5.

HISTORIC ASSETS: The historic structures along the waterfront in CD5 are Washington Bridge, which spans across Bridge Park, gives it its name and marks the dividing line between CD4 and CD5, and the historic granite staircase that was preserved in Bridge Park. Despite the comparatively few historic features on CD5 waterfront land, this reach of shoreline is treated to dramatic views of the Hamilton Bridge and High Bridge, along with the impressive punctuation mark of the 1872 High Bridge Water Tower on the Manhattan side of the river in Highbridge Park. Even though these visual resources are located beyond CD5, the best views of them are actually from the CD5 waterfront.

Directly upland from the BOA area at the northern edge of CD5, the Bronx Community College and Hall of Fame for Great Americans at Bronx Community College is a spectacular beacon atop a high outcropping of Fordham Gneiss, visible from the from Northern Manhattan and for miles around. This relatively unknown and very much underutilized historic National Register complex deserves to be better known and should be treated as one of the main assets in a constellation of attractions that includes the High Bridge, other Harlem River bridges, the Hall of Fame, Aqueduct Walk and the waterfront parks.

Although quite a climb, the Hall of Fame of Great Americans and the Bronx Community College/former NYU campus can be accessed from RCSP via

University Woods Park, where a major reconstruction of historic stairways and landings was completed in 2014.

Alternatively, visitors can reach the Hall of Fame via West Fordham Road in CD7. Since the Hall of Fame is an intriguing feature of the Bronx skyline seen from the Cloisters and the Circle Line Ferry, both of which attract tourists, it could become a draw for tourism-related economic development as part of a cluster of engineering and architectural gems on the Bronx side of the river, if better publicized in tourist-oriented media for out-of-towners and NYC resident urban explorers alike.

TRANSPORTATION SYSTEMS - CD5: To further strengthen the pedestrian/bike greenway system here, better lateral connections to and from the inland neighborhoods are needed. The steep grade change between the shoreline and the upland (up to approximately 160 feet difference) makes pedestrian connections, much less bike routes, extremely challenging in many areas in Community Districts 5 and 7; nevertheless, improvements can and should be made in pedestrian and cycling connections into RCSP and through the adjacent neighborhoods. Encouragingly, NYCDOT's Harlem River Bridges Access Study is currently exploring options for some of the routes discussed here.

The pedestrian experience and safety is currently poor at the intersection West Tremont Avenue and Cedar Avenue, even though this intersection links the heavily used West Tremont step street from the neighborhood to the main entrance of RCSP. A pedestrian signal, crosswalks, and curb cuts should be provided across Cedar Avenue at the West Tremont Avenue intersection to improve safety and legibility.

The best eastbound (upland) bike connection for RCSP is Sedgwick Avenue to West Tremont Avenue to the existing bike routes on University Avenue.

The segment of West Tremont Avenue between University and Undercliff avenues is a NYCDOT potential future bike route. The NYCDOT potential bike routes along Undercliff and Sedgwick avenues would provide connections to Manhattan via the Washington Bridge or University Heights Bridge. The Sedgwick route would also connect to points to the south, e.g. the Depot Place Bridge to the waterfront, to Manhattan via the Macombs Dam Bridge or to future southerly extensions of the greenway on the Bronx side. To the north, the route would connect to the existing Jerome Avenue/Edward L Grant Highway/University Avenue Class II and III bike routes which are major north-south bike routes in the Bronx. Details of the potential

University/Undercliff bike route have not been released by NYCDOT, and this is not a project currently in development, but is needed in order to develop viable bike routes in this section of the Bronx.

INFRASTRUCTURE-CD5:

Stormwater Management Strategies: Bridge Park and RCSP in CD5 both provide existing greenway and open space that is an asset for water quality in this reach of the river. Additionally, the extensive rehabilitation planned for RCSP will include new green shoreline infrastructure with an intertidal area on an underutilized plaza location, with the goals of improving stormwater management and storm resiliency.

Water quality in this sewershed would also benefit from a DEP green infrastructure program to install bioswales in the local streets east of the I-87/MDE, along with other types of green infrastructure within the sewershed, such as green and blue roofs.

NATURAL RESOURCES AND ENVIRONMENTAL FEATURES - CD5:

Efforts to conserve and enhance the natural resource and environmental features of the Harlem River and river valley—the water, the shoreline and its aquatic and terrestrial ecosystems—are well underway in CD5, and completing the ecological connectivity of the waterfront should continue to be a high priority. In CD5, recent Bridge Park construction and proposed RCSP renovations are renewing some of its environmental features. Installation of native woody and herbaceous plantings at Bridge Park has provided more habitat area for pollinators, butterflies, birds, and other wildlife along this reach of the waterfront and stabilized the impervious areas along the shoreline and greenway, which also benefits Harlem River water quality. The planned intertidal wetland area at RCSP, though of modest size, will improve water quality and habitat value at in the State Park as well. When viewed together with improvements over the past decade and a half around Swindler Cove on the opposite Manhattan side of the river, these ecological improvements start to create meaningfully sized patches of habitat and natural beauty that could be augmented by future projects that improve shoreline and aquatic habitat to the north and south of RCSP.

At present, approximately 2,000 linear feet of the shoreline of RCSP is bulkheaded. The remaining 1,700 is built up with stone riprap and revetments and contains two combined sewer outfalls. The rest of the CD shoreline is treated with riprap. Any opportunities to “soften” edges and provide additional aquatic and terrestrial habitat and to improve stormwater management will help with ecosystem functioning. An experimental model for an “ecological edge” that accommodates a tidal pool has already been prototyped by NYCNYC Parks further south on the Harlem River on the Manhattan side. This project might be a model for portions of the Roberto Clemente shoreline and further north.

Notes: CD5 Recommendations

¹ Con Edison has either outright ownership or an easement on Block 3231, Lot 227, depending on the sources consulted. It is understood that MTA/Metro-North leases the Hudson Line from Argent/ Midtown, but this would need to be further confirmed.

COMMUNITY DISTRICT 7 - STRATEGIC SITE AND CONNECTION RECOMMENDATIONS

STRATEGIC SITES AND CONNECTIONS: The three proposed Strategic Sites in CD7 form a rich collection of opportunities for bringing underutilized brownfields into healthy functioning, ecologically, socially, recreationally and economically. The entire Harlem River waterfront in CD7 is taken up by underutilized brownfield sites that are being proposed as Strategic Sites, with the exception of a section just south of River Plaza Mall that is the active rail line.



Looking north from the University Heights Bridge, Strategic Sites #7 and #8 on right, Manhattan Inwood riverfront on left

In contrast to other areas within the Harlem River BOA, the majority of the waterfront in CD7 is in private ownership and/or railroad ownership/control. The only publicly-owned land or easements are the Regatta Park parcel (Block 3231, Lot 350, which is expected to be transferred from NYCDOT to NYC Parks) and a DEP easement on the north end at River Plaza Mall.

The three Strategic Sites in CD7 are Strategic Site #6 (the La Sala site), Site #7 (the Fordham Landing area north of UH Bridge), and Site #8 (the former RR sites, also sometimes referred to as the CSX Site).

Proposed Strategic Sites #6 and #7, flanking the University Heights Bridge, are seen collectively as a strategic target for new public and private investment. These sites were the subject of study in some detail in the NYC Department of City Planning Sustainable Communities in the Bronx Study (2011), as well as the reports by the ULI TAP program and MIT and Columbia graduate planning studios.

Both of the Strategic Sites – the La Sala parcel to the south (Block 3261, Lot 265) and the Fordham Landing North parcels to the north (Block 3244, Lots 100, 120,

125, 130, 145, and 160) – benefit from proximity to destinations and transportation: the underutilized University Heights/Metro-North station at the foot of the bridge, further connection to transit and destination retail and entertainment in Inwood, additional shopping and bus transportation on Fordham Road, and proximity to major employment clusters at several nearby medical and educational institutions. Proximity to projected new developments in Inwood across the river is likely to increase demand for recreational space and destinations such as restaurants that could have an impact on the Bronx shoreline as well.

However, realization of visions for the University Heights Bridge/West Fordham Road collection of parcels is hampered by challenges that also limit public or private redevelopment potential for the adjoining development sites both north and south of the bridge: an uninviting, inhospitable pedestrian realm, highway-scale street infrastructure, and limited connection to upland neighborhoods. Vehicular access is also limited to a single ramp down from West Fordham Road/the University Heights Bridge with an awkward intersection where the ramp merges into West Fordham Road traffic.

The transformation of these parcels into public parks, marketable private development sites, or some combination of the two will require significant public investment in infrastructure upgrades and public realm improvements. The commitment of funding toward the public realm improvements suggested in the DCP Metro-North study, coupled with a potential rezoning if private mixed-use residential development is deemed to be desirable and feasible here, would dramatically change this waterfront district. The area that is to remain part



Looking west on West Fordham Road toward UH Bridge; public investment in transportation access and other infrastructure is needed

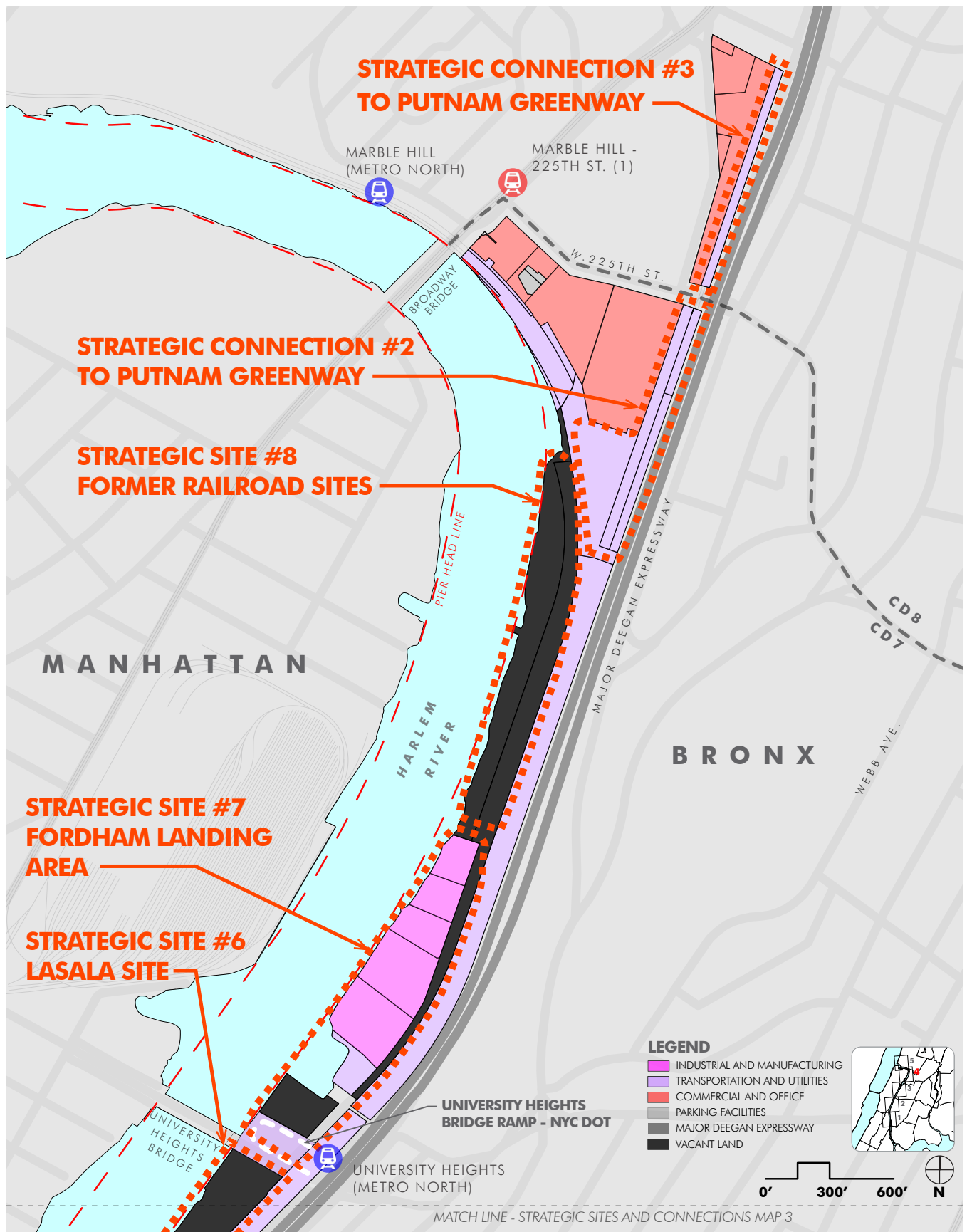


Figure 57. Strategic Sites and Connections Map 4 (CD7 and 8)

of the public realm along this Bronx waterfront should be clearly delineated to align with the local community vision for this section of the Harlem riverfront. Proposed redevelopment of Block 3231, Lot 350 into an initial phase of Regatta Park is seen to be the first step in bringing greater attention and awareness to this area in hopes of attracting additional investments, whether public or private sector.

Targeted redevelopment initiatives by the City directly across the University Heights Bridge in Inwood may also development pressure to the La Sala and Fordham Landing Sites, in ways similar to how real estate development initiatives sponsored by the City administration along the Lower Grand Concourse Waterfront may place new development pressures on lands at the south end of the BOA Focus Area. Redevelopment of the Inwood waterfront may also enhance waterfront views from the Bronx side of the river.

STRATEGIC SITE #6 (THE LA SALA SITE, 3.7 acres): The La Sala site, rezoned in 1989 for residential redevelopment, remains in manufacturing use (milk distribution) despite carrying its development entitlement and close access to Metro-North and I-87/MDE. Its rezoning from Manufacturing to R7-2, which was intended to set the stage for redevelopment as a residential property, has not yet resulted in this type of development. The Community Vision recalls decades-old planning efforts that foresaw this parcel as a future extension of RCSP, but this potential acquisition never became a reality. Later, as the Step 1 report recounts:

In the 1980's and 90's, the prospect of an easement or walkway along the river as part of a residential development of Fordham Landing, the largest undeveloped parcel on the waterfront at the foot of University Heights Bridge, seemed attractive to the community. It is now understood that riverfront walkways do not make public waterfronts. The public benefit of a riverfront esplanade in this location will be realized only by tying it to some other public amenity (e.g., a marina or recreational facility, restaurant) and, more, by connecting it to Roberto Clemente State Park. Absent either or both of these, it will simply function as a private space...¹

Ideally, this site would be re-examined as part of a larger waterfront rezoning with enhanced open space requirements incorporated.



Strategic Site #6, the La Sala Site, looking south from the UH Bridge

Under current waterfront zoning regulations, at a minimum, a shore public walkway will be required if the site is developed with housing or mixed use. If the greenway connection can be constructed just south of the La Sala site linking to Roberto Clemente and the greenway beyond, the public will benefit significantly from the required Shore Public Walkway on this proposed Strategic Site, because it would complete the waterfront greenway connection from Depot Place to the University Heights Bridge, a 2.75 mile extent between these east-west connections. Additionally, Waterfront Zoning will require that a private developer provide amenities for the public space and that the developer either maintain it or enter an agreement with NYC Parks to maintain the public area.

Clean-up of contamination on the site and removal of the visual blight of the largely vacant lot used for truck parking, along with shoreline improvements to replace the existing crumbling bulkheads, would in and of themselves provide considerable public benefit. Any incentives that may accrue for this site from nomination and designation within the BOA Area might be helpful in instigating investment.

STRATEGIC SITE #7 (FORDHAM LANDING NORTH AREA, 11.6 acres): The Fordham Landing North site is made up of 8 tax lots just north of the University Heights Bridge plus one mapped street end, Landing Road (Block 3231, Lot 350; Block 3244, Lot 100; Block 3244, Lot 120; Block 3244, Lot 125; Block 3244, Lot 130; Block 3244, Lot 145; and Block 3244, Lot 160) The Landing Road mapped street end is entirely separated from the upland portion of Landing Road across the Major Deegan and rail line from the waterfront.

A public waterfront, Regatta Park, has been considered for a large portion of this Strategic Site² and the site has also been studied by DCP for possible residential use as a part of the transit-oriented development study.³ The RFP recently released by NYC Parks for Regatta Park is for the 3.68-acre Block 3231, lot 350 only, the sole parcel which is in City ownership/jurisdiction at this time. The scope of this upcoming Regatta Park project is for remedial investigation, site clean-up as required and basic amenities to be able to open it to the public. The City hopes that opening up access at Regatta Park in the relatively near future will help spur attention and additional reinvestment.

In addition to other uses that might be considered for this reach of the waterfront, this location could be catalytic for the area if waterfront food establishments were included in the program and if the area as a whole were converted from manufacturing to mixed use and recreational area. There is a scarcity of waterfront eateries anywhere in the City, and the few that do exist, such as City Island in the Bronx, the former Water Taxi Beach in Long Island City, the bar and grill at Pier 66 and aboard the docked Lightship Frying Pan, or the Coney Island/Brighton Beach boardwalk in Brooklyn tend to be popular destinations and economic generators.

These parcels continue to be zoned for manufacturing use (all either M2-1 or M3-1), despite a waterfront setting and the many other assets of this area. They contain the only active uses classified as “manufacturing” within the BOA: a cement plant, a metal scrapyards, two relatively recent self-storage buildings, a Con Edison cable crossing and a construction staging area. If rezoning of this waterfront north of University Heights Bridge/West Fordham Road takes place in the future, rezoning should include more detailed requirements such as those that are included in Waterfront Access Plans (WAPs). The DCP Vision 2020 plan proposed a Waterfront Access Plan (WAP) in University Heights in



In Strategic Site #7, north of the University Heights Bridge, a concrete plant is the most intensive manufacturing use

order to promote future development. A WAP should be implemented as part of a comprehensive study that includes rezoning of the entire University Heights Waterfront. This could ensure thoughtful and balanced development to include significant open space.

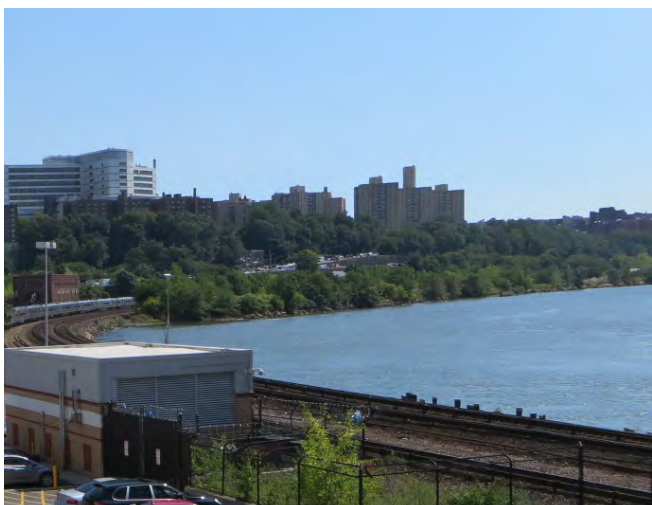
Restoration and programming in the cove adjacent to Regatta Park should be planned in coordination with efforts directly across the river in Inwood, where a similar protected cove offers the opportunity to create a new public place with environmental discovery and educational programming, possibly a kayak / small boat launch and passive recreational use. Coordination between boating opportunities, as well as improved views from both sides of the river, would benefit the communities in both boroughs.

Over the past decades, the possibility of decking over I-87/MDE and rail lines near West Fordham Road for construction of new residential and/or mixed use structures has been discussed from time to time. Both the ULI TAP study and this current BOA Step 2 study conclude that at least for the present time, market demand would not justify the tremendous expense of such an endeavor. However, the ULI TAP report does note that decking might be a viable option at some point in the future, and the study includes a sketch envisioning construction spanning the transportation corridor.⁴



Underutilized waterfront lot north of UH Bridge, part of Strategic Site #7

STRATEGIC SITE #8 (THE FORMER RR SITES, 10.8 acres) AND STRATEGIC CONNECTION #2: This proposed Strategic Site, sometimes referred to as the CSX site, encompasses two abandoned and



Strategic Site #8 on riverfront in distance

underutilized rail lots along the waterfront (Block 3245, Lot 3 and Block 3244, Lot 1). Strategic Site #8 adjoins Strategic Connection #2, which spans across the active rail line (Block 3245, Lot 12) and includes inactive rail lines in Block 3238, Lots 50 and 52, reaching up to 225th Street.

This location is strategic as potential ecologically enhanced parkland and for the proposed waterfront greenway. The greenway route would require a pedestrian/bike bridge over the rail tracks and a northern connection to 225th and beyond. Block 3245, Lot 12, the active rail corridor, also is the location of the rail building shell that is potentially of interest for possible adaptive reuse if feasible.

Together, this Strategic Site and the adjoining Strategic Connections possess good potential for linking the Harlem River Greenway to the growing shopping districts to the north while expanding recreational space. Due to several factors--the waterfront location, the long and very narrow configuration of the site between the train tracks and the shoreline, its flood hazard potential and very limited options for vehicular access--the highest and best use of this property appears to be as public park space lightly developed in a way that also improves the habitat value of the site.

Figures 58 and 59 show the alignment of the proposed greenway and a concept for a bermed edge, respectively. The berm, which is sinuously curved to form a grassy bowl, accomplishes multiple goals. It would provide a protective flood barrier to the adjacent rail tracks, cap the potentially contaminated soils on site, allow for dramatic views of the river and enable pedestrian/bike crossing over the MetroNorth tracks.

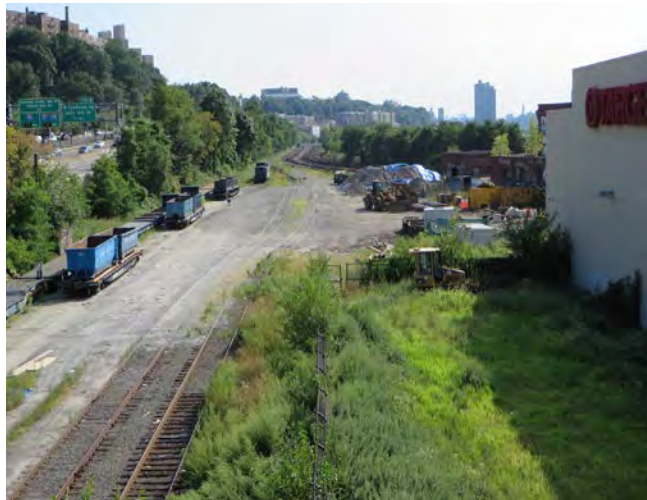
This site would provide a key greenway linkage between the Harlem River Greenway, Van Cortlandt Park and the planned extension of the Putnam Greenway. Without this northern connection, the Harlem River Greenway would dead-end where Exterior Street fades away into the nebulous condition of quasi-public street or quasi-private drive at the cement plant and CSX site. Also, as today, there would still be no access to the waterfront from the Kingsbridge neighborhood.

From the water quality standpoint, this site is a key location in multiple respects. It is an important potential linkage for the Tibbets Brook Daylighting project, which together with the greenway, would have enormous positive benefits for water quality in the Harlem River. Because the site itself is a brownfield with a significant amount of undetermined fill material, is isolated and attracts illegal dumping on the waterfront, its acquisition and remediation by the public sector and development as public open space would directly benefit the river.

COMMUNITY DISTRICT 7 - ADDITIONAL RECOMMENDATIONS

PARKS AND OPEN SPACE-CD7: The waterfront in CD7 possesses considerable potential for new ecologically productive, low-intensity park development, with nodes of public park space and/or privately funded open space in the proposed Strategic Sites, linked together with the Harlem River Greenway.

Another priority issue for parks and open space in CD7 is the potential for recreational boat access. As the ULI TAP report recommended, branding the Harlem as "The



Strategic Connection #2 (foreground) and Strategic Site #8 (at right beyond buildings), looking south from River Plaza Mall

People’s River” and providing opportunities for small craft access could be an excellent catalyst strategy for this area. Adding launch points for hand-powered craft (kayaks, canoes, stand-up paddle boards, and rowboats) near the University Heights Bridge and at the CSX site, as well as possibly a marina along the University Heights waterfront, could be part of the waterfront transformation and major part of the blueway network. Potential land use changes on the Manhattan side of the river should be watched carefully to consider opportunities for synergy, particularly around “The People’s River” concept.

Visually and experientially connecting the river and proposed waterfront parks with the upland area is another objective that could yield very positive catalytic impacts. One placemaking opportunity that begs for a small Greenstreets-type installation with seating area and green infrastructure is located on a triangular expanse of sidewalk at the intersection of West Fordham Road and Landing Road. The location offers a rare glimpse of the river from West Fordham Road, from an elevation approximately 150 feet above the river level. A “placemaking” approach to this small underutilized expanse of pavement, placing seating with views of the river, could be an economical catalytic investment for the City in this area, especially if combined with pedestrian improvements through DOT between this intersection and the new Regatta Park.

BUILDINGS-CD7: Just south of River Plaza Mall on Block 3245, Lot 12, a red brick rail transformer house building has some architectural merit, but it has been gutted, has no roof and now stands as an intriguing ruin. Evaluation of its structural condition is outside the scope of the BOA process, so it is not possible to make a recommendation about its actual potential for adaptive reuse. However, if it is structurally sound and could be saved and rehabilitated, some community members have suggested that it could be adaptively reused for a Parks headquarters for the Harlem River waterfront and greenway, perhaps combined with a gallery space and restroom facilities. The 2010 Columbia GSAPP studio working on the Harlem River also recommended that the MTA might put out an RFP for its reuse, noting that it might also have potential for uses such as an indoor marketplace, a restaurant, small manufacturing shops and/or community facilities. In any case, it appears that an adaptive reuse could be an asset to the BOA area.

HISTORIC ASSETS-CD7: The proposed Harlem River “Then and Now” interpretative program through this waterfront reach that would discuss the natural



Shell of rail transformer house building south of River Plaza Mall

resources and historic engineering of the Harlem River Ship Channel and provide way-finding to nearby points of interest. West Fordham Road to Sedgwick Avenue is the easiest route to the Hall of Fame of Great Americans and Stanford White-designed former NYU/ current Bronx Community College campus located in CD5 just beyond the boundary of CD7. West Fordham Road also offers a very easy and fast connection from Northern Manhattan via the Bx12 Select Bus or a short walk across the University Heights Bridge. Also, Aqueduct Walk intersects with West Fordham Road a bit further inland.

Taken together with the High Bridge to the south and destinations to the north, e.g. Van Cortlandt Park, the Putnam Trail and the nearby planned conversion of the Kingsbridge Armory building into the Kingsbridge National Ice Center, these resources could constitute excursion destinations for visitors interested in recreation and historic attractions, particularly if matched with destination local eateries. Because the Hall of Fame of Great Americans is so prominently sited that it beckons to the curious from the Cloisters and other well-traveled northern Manhattan locations, marketing efforts to raise awareness of these points of interest through NYC tourism sites, ad campaigns, social media and local wayfinding signage could be beneficial as community catalysts, bringing day-trip expenditures to the area’s businesses.

TRANSPORTATION SYSTEMS-CD7: Providing greenway continuity along the waterfront throughout CD7 is feasible if property ownership/jurisdiction issues, political will and funding can be garnered, even though this would require the outboard esplanade south to RCSP from the La Sala site and a new pedestrian/bike

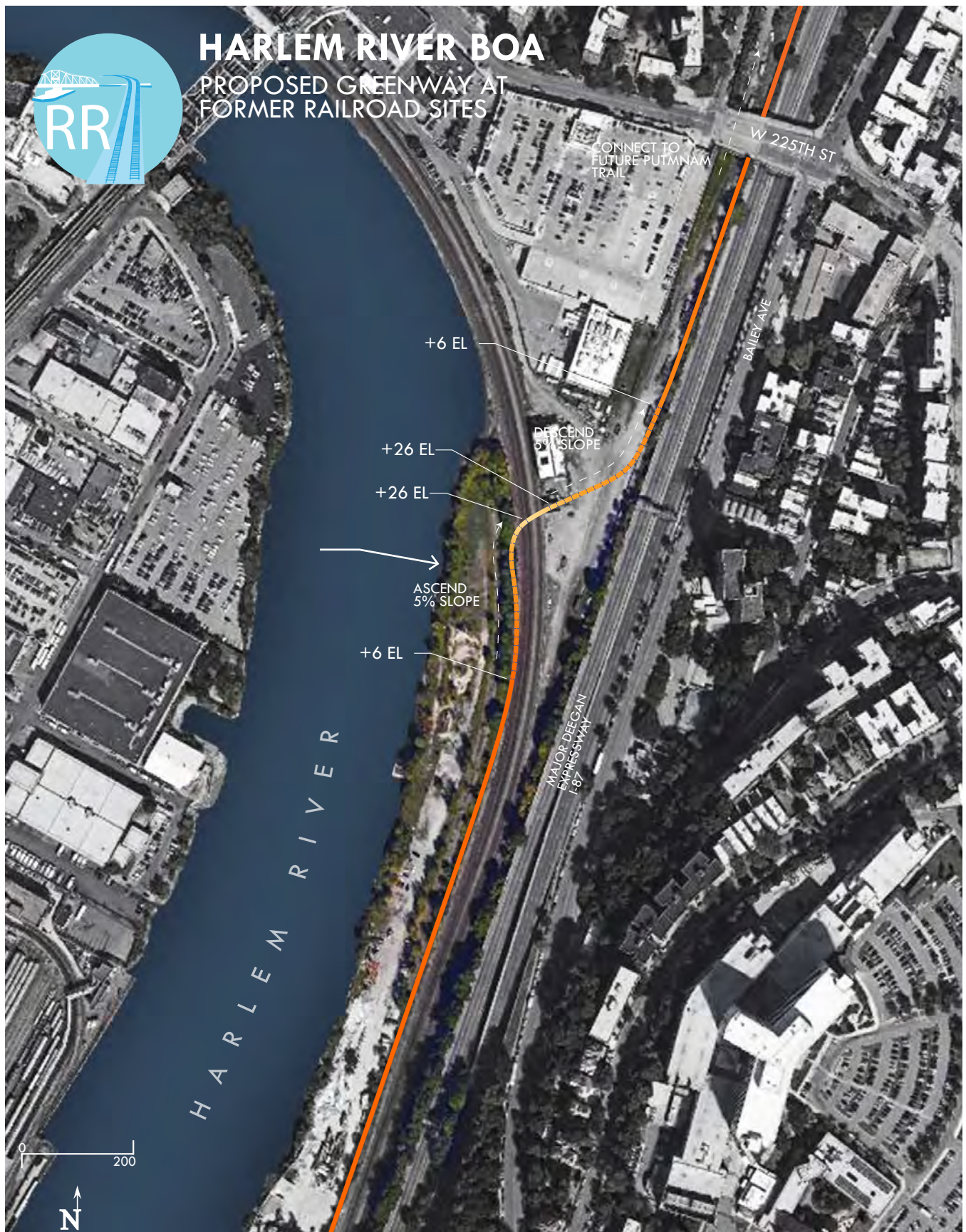


Figure 58. Concept Plan: Proposed Greenway Connection at Former Railroad Sites

bridge over the active rail tracks at the north end.

Fordham Road is a future NYCDOT potential bike route; however, traffic congestion at the I-87/MDE interchange does not provide for ideal street conditions for recreational users. Therefore, a new pedestrian/bike bridge might be recommended to span the I-87/MDE and MNR from Landing Road. In this location, the pedestrian bridge could also serve riders of the Bx12 Select Bus connecting to the waterfront, which stops east of the I-87/MDE. Some misgivings about the concept of a pedestrian bridge have been expressed by community members who would prefer to see foot traffic kept on Fordham Road. The subject deserves further exploration between traffic planning and community groups to discuss pros and cons and possible alternatives. In any event, pedestrian and bike access improvements are needed for those crossing the I-87/MDE on Fordham Road.

The current alignment of Exterior Street with Fordham Road is not desirable, and it is recommended that Exterior Street might ramp up to Fordham Road to create a standard four-way intersection. This would likely require a new traffic signal along Fordham Road. The disadvantages would be that this intersection would add to the existing traffic congestion issues and the elevated



View west to river from placemaking opportunity at Landing Road; Landing Road also hold some potential for a possible future pedestrian bridge across the I-87/MDE and rail tracks

roadway would take up considerable land area.

As an alternative, if any high-density residential uses were developed on the CD7 waterfront, consideration should be given to constructing a new bridge connection



Figure 59. Bird's Eye View: Proposed Park and Greenway Connection Concept at Former Railroad Sites

to the waterfront from Cedar Avenue to the south or from Bailey Avenue to the north. Auto access to the waterfront would be restricted from Fordham Road to relieve congestion in this area, but would continue to provide pedestrian and bike access.

The Metro-North University Heights station is on the south side of Fordham Road, and currently the only pedestrian access to the waterfront is from the north side of Fordham Road. Therefore, it is recommended that a typical train station “up-and-over” bridge be provided on the south side of Fordham Road, which would provide a new stair and elevator to the waterfront.

INFRASTRUCTURE-CD7:

Stormwater management strategies: The sites within CD7 are sandwiched between the Harlem River and Exterior Street and/or Metro-North Railroad tracks (see Figures 31 and 32, Infrastructure and Drainage Maps 5 and 6). Any redevelopment should include full implementation of stormwater BMPs to help address contaminants onsite as well as from runoff from portions of Exterior Street and the railroad ROW.

For the two CSOs in CD7, i.e. the Landing Road CSO and Regulator Number 67, the goal is to greatly reduce or preferably eliminate any combined sewage overflow events from occurring. The Landing Road CSO is a smaller sewershed system and would benefit from green infrastructure integrated into NYC Parks projects or other open space construction on the waterfront, as well as a NYC Parks/ DEP green infrastructure program to install bioswales in the local streets east of the Major Deegan. Regulator 67 is part of the sewer system that captures the former Tibbetts Brook south of Van Cortlandt Park, contributing to the outfall with the largest annual CSO volume in the city. There are separate City studies underway to consider alternatives for improving water quality, ranging from daylighting Tibbetts Brook to various other alternatives upstream of Van Cortlandt Park.

For the I-87/MDE outfall, two alternative strategies could improve water quality. One alternative may be to provide a detention / oil water separator system. A second alternative may be to create bioswale or rain

garden systems in public open space in proposed future park areas.

NATURAL RESOURCES AND ENVIRONMENTAL FEATURES:

The CD7 waterfront holds promising potential for clean-up and ecological renewal within the Harlem River BOA Area. Having the entire CD7 waterfront accepted as Strategic Sites and Connections under the 8822 NYS BOA program would lend additional endorsement regarding the potential of these sites.

With further investigation about the types of contaminants found on CD7 waterfront sites, clean-up strategies including phytoremediation and other forms of bioremediation could potentially be utilized in some parts of the CD7, which would be an additional boon for water quality in the Harlem River.

The CD7 shoreline is located in close proximity to several significant habitat patches for bird species including Inwood Hill Park, Fort Tryon Park, Van Cortlandt Park, Highbridge Park, the Spuyten Duyvil Triangle and the Hudson River shorelines on both sides of the river. Migrating shorebirds and songbirds, whose numbers have been in serious decline in recent years, would benefit from additional well-planned habitat on the Harlem River shoreline. Reintroduction of pockets of intertidal marsh in key locations could also bring added aquatic life and ecosystem service back into this reach of waterfront.

Notes: CD7 Recommendations

¹ BCEQ, “Harlem River Waterfront,” 2007, p. 33.

² Columbia Graduate School of Architecture, Planning and Preservation, Urban Planning Studio, Prof. Ethel Sheffer, “Reclaiming the Riverfront,” May 2010.

³ DCP, “Sustainable Communities in the Bronx.”

⁴ ULI TAP, “The People’s River: A New Vision for the Bronx’s University Heights Waterfront.”

COMMUNITY DISTRICT 8 - STRATEGIC CONNECTIONS RECOMMENDATIONS

STRATEGIC CONNECTION #3: In the long, narrow oblong block bounded by West 225th, West 230th, the Major Deegan and Exterior Street (Block 3264), a former rail line (Lot 20) presents an opportunity to connect to the proposed extension of Putnam Greenway south of Van Cortlandt Park. The City is in negotiations with CSX for a transportation easement extending from Van Cortlandt Park southward to 230th Street. This proposed transaction entails Block 3266, Lot 11; Block 3267, Lot 72; Block 3268, Lot 30; Block 3269, Lot 118; Block 3270, Lot 75, and Block 3271, Lot 100.

Adding the key linkage from 225th to 230th opens up the possibilities of a continuous inter-county off-street greenway, coupled with a major stormwater infrastructure project, the possible daylighting of Tibbets Brook. This extremely strategic greenway linkage is the dominant transportation issue for the Harlem River BOA within CB8. Completing the Harlem River Greenway through this Strategic Connection would have exciting catalytic potential, allowing not only direct off-street connections between NYC and Westchester, but also connections to the rapidly expanding shopping and entertainment destinations in the Kingsbridge/Marble Hill/Riverdale neighborhoods.

The Putnam Rail Trail in Van Cortlandt Park is part of a former spur of the New York Central Railroad; the Rail Trail on the 40-mile former spur was included on the earliest master plans for the NYC Greenway System, and has already been developed as a trail in Westchester County. A current NYC Parks project in Van Cortlandt Park is developing the “Old Put” to a multi-user Greenway, providing an accessible trail for pedestrians, joggers and runners, bicyclists, wheelchairs users, skaters and strollers.¹

This greenway segment could help provide direct off-street bike and pedestrian connections between the Bronx, other NYC boroughs and Westchester.

This potential greenway linkage offers an opportunity for synergy with another extremely important potential project for the Harlem River: the daylighting of Tibbets Brook. Today, Tibbets Brook, As previously discussed, the Tibbets Brook Daylighting project being studied by DEP and NYC Parks has the potential to vastly reduce combined sewer overflows into the Harlem River, since the brook currently flows directly into the Broadway



Looking north along rail corridor from River Plaza Mall parking toward 225th Street

sewer, contributing to the volume of water that must be treated as sewage and to combined sewer overflows. This project would also offer a rare opportunity to piggyback a greenway project on top of an expensive but critical drainage infrastructure project, making the best use of public expenditures.

Access to and from city streets would be via a mid-block connection in Block 3264 that leads from the parking areas on the interior of the block to Exterior Street. Another access point would be from 225th Street through the River Plaza Mall parking areas. Both of these would require easements, transfer of ownership or other public-private land use arrangement. To link to the Hudson River Greenway from the Harlem River Greenway, cyclists would likely have to use the street bike route network to weave back to the Hudson River Greenway via Broadway, 218th Street, Seaman Avenue and Dyckman Street.

Pedestrian access to the Kingsbridge waterfront would either be from the Putnam Greenway to the north or from the University Heights waterfront area to the south. Pedestrians and bus riders could access the Putnam Greenway from new pedestrian connections provided

from the 225th Street overpass.

This concept also offers other advantages to the immediate local neighborhood. The current blighted state of the underutilized properties on this block would be vastly improved by clean-up of contamination and debris, as the underutilized site attracts illegal dumping. Residents of Marble Hill Houses, a NYCHA property across Exterior Street that houses approximately 3,400 people, have direct views into the interior of this long, narrow block. Any future redevelopment on other portions of the block would also benefit from the environmental and recreational improvements of having a greenway buffer the east side of the block rather than a vacant, debris-ridden abandoned rail corridor.

A purchase or long-term easement arrangement would need to be completed, in conjunction with the same on the linear lot(s) to the immediate south. Despite the challenges of acquiring rail corridors due to complex negotiations and appraisal processes, and the fact that transactions must be approved by the State, NYC continues to explore ways to accomplish this concept.

Although this site was not among the preliminary site investigations conducted during this BOA Step 2 process because it was a later addition to the BOA study area, it is presumed to have similar brownfield contamination issues to other former rail sites in this corridor. Block 3264 includes the former rail corridor, and still hosts at least one automotive repair shop and a tow pound, so contamination is very probable.

The block currently has both commercial and automotive structures, with the quality of construction varying widely. Buildings on the north end of the block are well rehabbed and mostly leased for medical and other offices, a gym and a small amount of retail. The entire block is currently zoned M1-1. If there were developer interest in mixed use on the west side of this block, a rezoning would be required to allow this land use change.

HISTORIC ASSETS--CD8: This northern segment of Greenway is an important piece in the overall “Then and Now” interpretive program. As a former rail line that complemented but also outcompeted the Harlem River Ship Canal’s transportation significance, it is a meaningful corridor in its own right. The corridor’s role in linking to Van Cortlandt Park and the area’s rich Lenape, Dutch colonial and Revolutionary War history expands the stories that could be revealed along the way.

The northern extension would also connect points on the Croton Water Supply system, bridging centuries of

engineering: from the marvel of the High Bridge at the south, to the latest addition to the Croton water supply system: the \$3.2 billion Croton Water Filtration Plant (completed 2015) hidden beneath the golf driving range in northern VCP.

PARKS AND OPEN SPACE--CD8: Another advantage of extending the Harlem River Greenway northward through the 225th-230th Street corridor is that it would help link major nodes of existing and proposed parks with an off-street bicycle/pedestrian greenway. Van Cortlandt Park is an extraordinary environmental, historic, scenic and recreational resource in the NYC Parks system: the third largest park with over 1,000 richly forested acres in its heartland; the oldest structure in the Bronx, the Van Cortlandt mansion (now museum); a freshwater lake fed by Tibbets Brook; playing fields on the 66-acre former Parade Ground and other perimeter locations; the oldest public golf course in the U.S., now with the Croton Water Filtration Plant below; home to track and field events and cross-country skiing; and important bird habitat with forests, stream and lake, destination for birders.

An off-street linkage between Van Cortlandt Park --and points north beyond--and the Harlem River Greenway to the south would expand access to all of these park resources. Future greenway expansion to the south could link to the Randall’s Island Connector, providing a bike route between Van Cortlandt Park and the tremendous recreational and ecological assets of Randall’s Island. Stops along the way might include tennis and a bite to eat at Mill Pond Park, a canoe rental and paddle from the future Harlem River Promenade, a swim at RCSP or a stop at a future marina cafe or water



Strategic Connection #3: Looking north at Block 3264 from 225th Street overpass

taxi beach near Regatta Park.

NATURAL RESOURCES AND ENVIRONMENTAL FEATURES:

Lot 20 is a narrow rail corridor that is sunken approximately 15-20 feet below the grade of the Major Deegan and cross streets (225th-230th). Volunteer trees and other vegetation are on the site which appeared from a distance to be typical of plant communities that tend to colonize disturbed areas such as rail corridors: a combination of native, naturalized and invasive species. A tree inventory and assessment of other vegetation should be performed when the site can be accessed. There is no sidewalk on the Major Deegan access road at this location and there is a high fence between Lot 20 and the adjacent linear lot (Lot 1), so visual inspection is difficult.

The rest of this very long, very narrow block is sufficiently urbanized and in such a degraded condition that it has few natural resources or environmental features remaining. A stone wall on the southwest corner might be investigated to determine whether it is providing any meaningful habitat for birds or pollinators.

Notes: CD8 Recommendations

¹ NYC Parks, "Putnam Rail Trail, Van Cortlandt Park," accessed September 22, 2015, <http://www.nycgovparks.org/park-features/van->

CONCLUSIONS AND NEXT STEPS

The Harlem River BOA Step 2 process has helped crystalize the vision for the Harlem River Waterfront in the Bronx from 149th Street and northward. From the perspective of eight years after the Step 1 study completed in 2007, the momentum that has been gained in renewing the Harlem riverfront is clear. The progress to date serves as an inspiration for tackling the next steps.

Figure 60, the Project Summary Matrix, summarizes the projects that need to be accomplished to make the Harlem River BOA vision a reality and notes some of the lead stakeholders who will need to be involved. The matrix indicates an approximate "Priority/readiness level" for each Strategic Site and Strategic Connection, based on which sites are already in public ownership and poised for redevelopment and which others are likely to take more time to implement due to various ownership, jurisdictional and funding issues. While there is presently no NYS funding for Step 3 of the BOA process, the Step 2 process has identified any number of priority projects and steps that can be take by the public, private and not-for-profit sectors working together to further the vision.

Although these projects are grouped roughly into the three "priority/readiness" categories, in fact all of the sites and potential projects are "high priority" if a continuous greenway and parks district is to become a reality for the Harlem River shoreline. The approximate levels of priorities and/or readiness of the sites for revitalization projects are:

Overall planning priority:

- Harlem River BOA Study Area Harlem River Ecological Restoration Study

Priority/readiness level 1 (highest priority and most ready for implementation (e.g. site in public ownership):

- Strategic Site # 3, Depot Place site
- Strategic Site #7-A, DPR Site at Fordham Landing (Regatta Park site)
- Strategic Site #1, Pier 5 Site

Priority/readiness level 2 (high priority for next steps in exploring feasibility):

- Strategic Connection #1-A: Macombs Dam Bridge

Area

- Strategic Site # 4, RCSP South Site
- Strategic Site # 5, Con Ed Site North of RCSP
- Strategic Connection #1-B: 161st Street Pedestrian Bridge
- Strategic Site #8-A CSX Waterfront Site
- Strategic Connection #2 RR Spur adjacent to MDE (s. of 225th)
- Strategic Connection #3 (225th-230th)

Priority/readiness level 3 (strategically high priority but likely requires more lead time to implement):

- Strategic Site # 2 Stadium and Tennis Center Parking
- Strategic Site #6, La Sala Site
- Strategic Site #7-B, Con Ed Site at Fordham Landing
- Strategic Site #7-C, Manufacturing Uses
- Strategic Site #8-B Hudson Line with structures

The Project Summary Matrix also suggests possible funding sources that might be accessed to finance projects. These range from local to state and federal funding sources to private and not-for-profit sector resources. Designation of the Harlem River Brownfield Opportunity Area will help to position HR BOA projects for grant funding from selected state grant sources, as well as local grants through the Mayor's Office of Environmental Remediation and for federal grants that the City may apply for, such as through EPA.

Many of the state grant programs can be accessed through New York State's Consolidated Funding Application (CFA) program. State grants that are particularly of interest for the Harlem River BOA area are those that help fund parks and green infrastructure projects, particularly:

- Environmental Protection Fund Municipal Grants (OPRHP)
- Local Waterfront Revitalization Program (DOS)
- Water Quality Improvements Projects (DEC)
- Green Innovation Grant Program (EFC)

Happily, DOS recently awarded the City of NY a LWRP grant for the Harlem River Watershed Plan--Bronx Side, which will identify opportunities for water resource protection, stormwater management, habitat restoration, resiliency, and public use.

Site Name	Block/Lot	Priority/ Readiness Level*	Main Potential Use	Key Players	Next Steps	Possible Funding Sources
Harlem River BOA Study Area	N/A	1	Overall Ecological Restoration of Harlem River	BCEQ, DPR	Harlem River Ecological Restoration Study	BOA Step 3; philanthropic grants
Strategic Site #1 Pier 5 Site	B 2356, L 2, B 2539, L 3	1	HR Greenway, other TBD	Mayor's office, EDC, not-for-profits, public	EDC developing scenarios for public review	EDC; City; private developers
Strategic Site # 2 Stadium and Tennis Center Parking	B 2539, L 4, 10, 14, 29, 191, 504	3	Hybrid park and parking space	Hybrid park and parking space	Not-for-profits, EDC, DPR discuss options	EDC; City; State Consolidated funding programs; Step 3 BOA
Strategic Connection #1-A Macombs Dam Bridge Area	Trans ROW	2	HR Greenway over tracks, under MD Bridge	CDOT, DPR	CDOT explore feasibility & cost; not-for-profits advocate; all explore funding options	CDOT; TEP funds; State Consolidated funding programs; Step 3 BOA; Step 3 BOA
Strategic Connection #1-B 161st Street Pedestrian Bridge	Trans ROW	2	Accessible 161st ped/bike bridge	SDOT	Not-for-profits advocate with SDOT; SDOT develop concepts in coord with DPR and CDOT; SDOT	SDOT; TEP funds; Step 3 BOA
Strategic Site # 3 Depot Place	B 2541, L 8900	1	Part of HR Greenway, HR Promenade park	DPR, CDOT	DPR initiate street demapping and ULURP	City interagency process
	B 2541, L 122,123, 132, 159	1	Harlem River Promenade park	DPR, not-for-profits	Identify funding for Ph. 1 and construct; then identify funding for subsequent phases	City (DPR, Councilmember, MOER); State Consolidated funding programs; philanthropic grants; not-for-profit partners; Step 3 BOA
Strategic Site # 4 RCSP South Site	B 2884, L 72, 110	2	RCSP Southern Extension	OPRHP	Explore feasibility of boat access vis-à-vis existing CSO; find funding for preferred uses, e.g. possible boat access	State sources; elected officials; not-for-profit developer; philanthropic grants
Strategic Site # 5 Con Ed Site North of RCSP	B 3231, L 227	2	HR Greenway RCSP N. Outboard	OPRHP, DPR, not-for-profits, Con Ed	Explore potential permitting options with SDEC; identify lead agency; locate funding	City; State Consolidated funding programs; philanthropic grants; Step 3 BOA

Figure 60. Project Summary Matrix

Strategic Site #6 La Sala Site	B 3231, L 265	3	Development with public open space	Private owner, DCP	Owner sale of property; prepare Waterfront Access Plan (WAP)	Private developer
Strategic Site #7-A DPR Site at Fordham Landing	B 3231, L 350	1	Regatta Park	DPR	Complete remedial investigation, remediation and design (already initiated by DPR)	City (DPR)
Strategic Site #7-B Con Ed Site at Fordham Landing	B 3244, L 100	3	Possible Regatta Park expansion	DPR	Determine feasibility re: park on cable crossing; identify funding	City (DPR, Councilmember, MOER), Con Ed, philanthropic grants
Strategic Site #7-C Manufacturing Uses	B 3244, L 120, 125, 130, 145, 160	3	Future uses to be explored	DCP	DCP undertake rezoning process with public participation	City (MOER) ; Step 3 BOA; philanthropic planning grants
Strategic Site #8-A CSX Waterfront Site	B 3244, L 1, B 3245, L 3	2	HR Greenway, park	DPR, not-for-profits, CSX	DPR and not-for-profits explore acquisition for parkland	City (DPR, Councilmember, MOER); State Consolidated funding programs; philanthropic grants; not-for-profit partners; Step 3 BOA
Strategic Site #8-B Hudson Line with structures	B 3245, L 12	3	HR Greenway, ped/bike crossing over RR	DPR, not-for-profits, MTA/MN	Seek approval of concept of crossing; identify funding sources	City (DPR, Councilmember, MOER); State Consolidated funding programs; philanthropic grants; not-for-profit partners; Step 3 BOA
Strategic Connection #2 RR Spur adjacent to MDE (s. of 225th)	B 3238, L 50, 52, 126, 127	2	HR Greenway & Tibbets Brook Daylighting	NYC DEP & DPR	Explore property acquisition or easement options	City (DEP, DPR); State Consolidated funding programs; EPA grants; philanthropic grants; not-for-profit partners; Step 3 BOA; adjacent commercial property owners
Strategic Connection #3 (225th-230th)	B 3264, L 20	2	HR Greenway	NYC DEP & DPR	Explore property acquisition or easement options	City (DEP, DPR); State Consolidated funding programs; EPA grants; philanthropic grants; not-for-profit partners; Step 3 BOA; adjacent commercial property owners and private developers

*Priorities/Readiness Level:

1= Highest priority and most ready for implementation (e.g. site in public ownership)

2=High priority for next steps in exploring feasibility

3=Strategically high priority but likely requires more lead time to implement

APPENDIX

2010 Census Tracts - Bronx Community District 4



Figure A-1. 2010 Census Tract Map for Bronx CD4 (Source: NYC Planning)

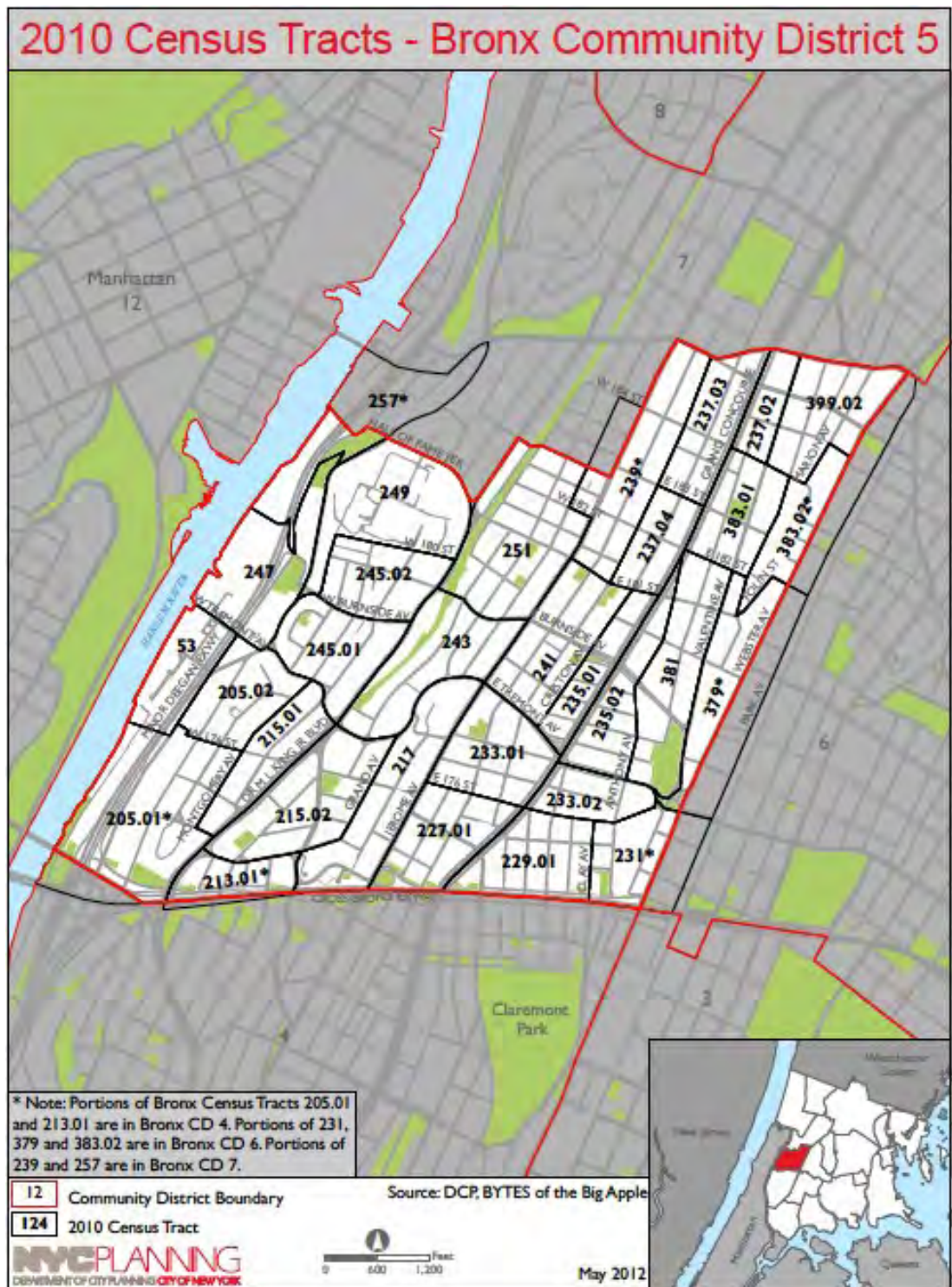


Figure A-2. 2010 Census Tract Map for Bronx CD5 (Source: NYC Planning)

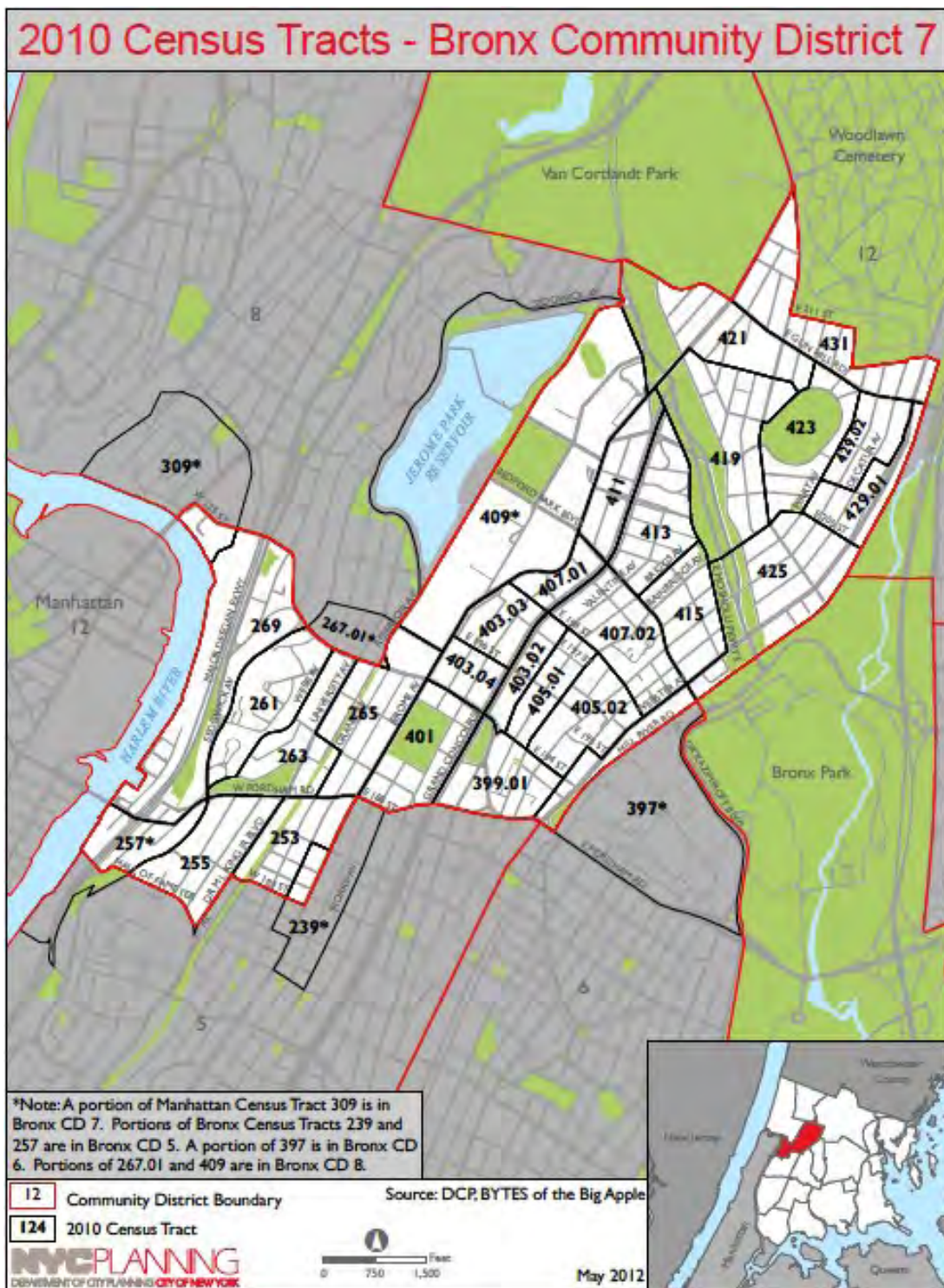


Figure A-3. 2010 Census Tract Map for Bronx CD7 (Source: NYC Planning)



Figure A-4. 2010 Census Tract Map for Bronx CD8 (Source: NYC Planning)

HARLEM RIVER BOA COMMUNITY OUTREACH BY FVCP AS OF JUNE 2015

Harlem River BOA interns worked through Friends of Van Cortlandt Park, the BOA's Community Participation Consultant, to conduct outreach throughout the HR BOA Focus and Context Areas and nearby. Following is a list of events and places where the interns attended events and administered surveys in HR BOA communities:

- Roberto Clemente State Park for a Harlem River Mini Water Conference to do a presentation in October 2015
- Roberto Clemente State Park to participate in a canoe trip hosted by Wilderness Inquiry in October 2015
- Van Cortlandt Park to attend the Family Fun Day at the Van Cortlandt Lake in October 2015
- Canvassed Fordham Road and Fordham University Campus
- Attended the Community Boards 7 & 8 meetings to do a presentation in the Fall of 2014
- Attended the Bronx River Symposium at the Bronx Zoo in October 2014
- The NY Botanical Garden Farmers Market in the fall of 2014
- Surveyed polling sites on election day 11/04/2014
- Attended a Pumpkin Smash at Lehman College in Fall of 2014
- Gave out surveys at a DOE event for new teachers at Lehman College
- Reached out to commuters at the 1 train station on 242nd
- Attended a composting event at Van Cortlandt park and surveyed volunteers
- Heritage Week event at Manhattan College
- Attended Bronx Parks Speak Up in February 2015
- Canvassed in Poe Park
- Attended BCEQ Mini Water Conference in March 2015
- Environmental Conference at Baruch College in March 2015
- Community Board 5 Meeting at March 2015
- Community Board 8 Meeting at April 2015
- Attended small events at City College
- Canvassed W. 242nd St. and W. 225th St.
- Canvassed NYC subway on the 4 train
- Attended FVCP Volunteer Event in April 2015
- Attended FVCP Hike-A-Thon at April 2015

- The Highbridge opening June 2015
- Riverfest June 2015
- Canvassed Harlem River Park
- Visited 52nd Police Precinct open house
- Canvassed around Yankee Stadium and E. 167th St. in the Bronx
- Canvassed Van Cortlandt Park
- Attended General PA meetings at AmPark Neighborhood School
- Attended General PA meeting at PS95
- Attended Executive Board Meeting at AmPark Neighborhood School
- Canvassed parents at Amalgamated Nursery School
- Canvassed teachers at Amalgamated Nursery School
- Attended School Leadership Team meeting at AmPark Neighborhood School
- Attended two Family Movie Nights at AmPark Neighborhood School
- Canvassed parents and staff at Family Fitness Night at AmPark Neighborhood School
- Canvassed at Montefiore Medical Center, East Gun Hill Rd
- Canvassed at Williamsbridge Playground
- Canvassed at Inwood Hill Park

Results from Fall Survey, September-November 2014

Short Form Survey:

- 308 people participated to take the short form survey
- Most respondents were from Community Board 7 (36.9%)
- Most respondents were age range of 18-40 (51.8%).
- In response to "What would you like to see developed along the Harlem River?" Both choices of Canoeing/Ferries and Recreational Trails tied at 38% each. The least popular choice for this question was Commercial or Light industrial uses at 4%.

Long Form Survey:

- 149 people participated in the long form survey
- Most respondents were from Community Board 8 (33.3%).
- In response to "out of these recreational options, which would you most like to see along the Harlem River," 88.4% of

respondents preferred Recreational Uses.

- Most respondents were 55 and greater (27.5).
- 55.7% of respondents said there are obstacles that prevent them from accessing the Harlem River
- Most respondents placed “the highway” and “train tracks” as obstacles to the Harlem River.
- When asked “What would you like to access along the planned Greenway”, majority of respondents favored exercise or recreational activity (86.6%).

Using feedback from the various Harlem River BOA project partners after reviewing the first set of responses a new survey was created for the spring of 2015. The decision was also made to just have one survey option since most people elected to complete the short version when given the choice.

Spring Survey Results as of June 25th, 2015:

- 575 people participated in the this survey from January to June 2015.
- Most of respondents were ages 17-24 (24.6%)
- 28.3% of respondents were from Community Board 8; 19.8% of respondents were from Community Board 7; 10.8% of respondents were from Community Board 5; 13.6% were from Community Board 4; and 27.5% of our respondents do not live or work in the areas along the Harlem River.
- 86.6% of respondents preferred “recreational activity, active and passive” to be established along waterfront of the Harlem River.
- When asked “What would you like to access along the planned Greenway,” the majority of respondents (42.7%) were in favor of recreation followed by exercise (36.5%)
- When asked “How often do you access the Harlem River,” 46.5% of respondents said they access the river very little.
- Respondents gave various reasons for not being able to access the Harlem River, including the highway and trains blocking the way, but also concerns about safety of the areas.

Since a total of 575 people responded to the most recent survey given, we have surpassed our original goal of getting 500 people to respond to our current survey by the end of June. We have attempted to reach out more people from the South Bronx, which includes Community Board 4, but unfortunately community boards 4 and 5 remained the lowest rate of response.

In comparing all three surveys, the majority of individuals preferred recreational activity as the top choice to be established along the Harlem River. In comparison the long form survey and spring survey, majority of respondents choose exercise and recreational related activity as the top choice to be established along the planned Greenway. Some individuals who choose “other” as a choice for the Greenway gave interesting ideas while doing the surveys like establishing a soccer field, an archery club, a rain garden or a skateboard park.

While open online, the survey was available on the Friends of Van Cortlandt Park’s website, www.vancortlandt.org/harlemriver. In addition, we have set up the following social media sites to get interest in the project:

Instagram: Harlem_River

Facebook: Harlem River BOA Project

HARLEM RIVER BOA COMMUNITY PARTICIPATION SURVEY SUMMARY

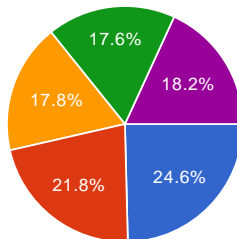
AS OF 6/5/2015

575 responses

[View all responses](#)[Publish analytics](#)

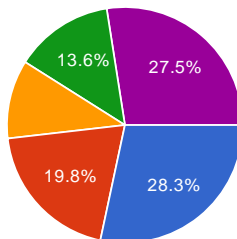
Summary

What is the range of your age?



17-24	141	24.6%
25-34	125	21.8%
35-44	102	17.8%
45-54	101	17.6%
55 and greater	104	18.2%

Do you work or live in one of these NYC zipcodes?

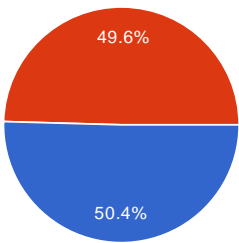


10463, 10471 (Community Board 8)	163	28.3%
10458, 10467, 10468 (Community Board 7)	114	19.8%
10453 (Community Board 5)	62	10.8%
10451, 10452, 10461 (Community Board 4)	78	13.6%
Other	158	27.5%

How many children live in your household?

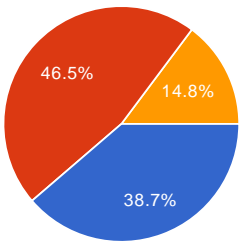
- no
- five
- 3
- 2
- 1
- 0
- 6
- 5
- 4
- 0
- None

Do you go to parks and places along the Harlem River?



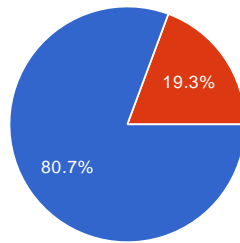
Yes	286	50.4%
No	281	49.6%

If yes, how often do you access the Harlem River?



Not all	178	38.7%
Very little	214	46.5%
Often	68	14.8%

If you chose no to question 4, would you like to go to parks and places along the Harlem River?



Yes	317	80.7%
No	76	19.3%

Is there anything that prevents you from using parks and places along the Harlem River? If so, what?

The train. Is in the way

not sure I have never been there

N/a

Nothing prevents me from using the parks. They are just sometimes a little difficult to access.

The drive and trains are in the way.

Access into the space with proper signage, transportation difficulty and safety.

not really time maybe

time

Public transportation to access the Bronx side seems limited.

the train

Highway

it is not safe or clean

allergies

nothing prevents me from using parks and places along the harlem river

Travel is tough

I don't know

Highway

bad people and traffic

Probably that I don't really have time to go

access, safe streets, proper signage etc.

I do not feel like Roberto Clemente State Park is safe. Compared to Riverbank State Park, there is very little police presence.

private property

riverdale park is kind of deserted at times and it does not seem safe so I stay at the street level.

not close enough

I dont know
Largely inaccessible
thought that the Harlem river was the Hudson
The roads and train
Garbage
The train and the highway block it.
its very far from where I live
Train and the highway.
i go to areas around the hudson river
time and transportation
Security
Work
there are better parks in other areas
Don't know about opportunities and facilities
life
Access and safe places to play
mobility issues
safety of the area
i have no knowledge the area and would like to know more
access is an issue
I don't live on the west side
The location is not convenient for me to get to.
i
I have no problems
didn't know where it was
im busy with work
Lack of knowledge of its location.
The train is in the way.
no safe, mobility issues
im way too busy, work and kids
ldk don't go around there much
busy
access parking
dont know
There is no access to the water. There needs to be!
transportation

There is no place that I know of to go.

train tracks

Not in a good area

n/a

The train, and transportation.

RR, highway cutoff access

There is a lot of infrastructure highways, train tracks, lack of signage, and places along the Harlem river.

I am not around the harlem river often

railway tracks condition of the landscape location of neighborhood parks

Train

Distance

nope i have accessible transportation

Difficult access, and trash etc.

Need more green space for kayaking, canoeing + river fun.

Dogs

lots of traffic in major deegan and little access points

I'm not totally sure where the Harlem River is, perhaps i'd go if I knew where.

Lack of knowledge of where it is.

There needs to be more events in the parks that are there now.

not that I can think of

too busy

knowledge of parks and how to get there. if we know a good one with easy access we would use it.

i have a hard time getting to the park

lack of recreational areas. Knowing about events scheduled

nothing i can think of

it's very dirty

No idea where it is.

they have to make sure its clean and safe

No access in South Bronx at all, waste transfer station, power plants, garbage fill, bus depots, coned, nypost, fedex and now even Freshdirecxt is proposed FYI, the survey does not include 10454 and 10455 zip codes

It's not very clean.

The railroad

I have a park I go to but cannot go often

Difficulty traveling.

Designated Dog Park

the drive

danger from traffic, not well lit debris on the road

i used to go a long time ago with no problem

Work and traffic

the train and parkway

I would love to actually touch the Harlem river, rather than only see it as I cross it by bridge.

it is very closed off.

No access, would like to see abandoned building on Kingsbridge as HQ for Harlem river parkway.

location don't nearby

Safety concerns (crime-related, not terrain) unsightly litter / trash few access points (due to highways & railroads)

gangs

opportunity

parking

no

public transportation access, knowing any programs

not enough transportation

highway and trains

Transportation to the waterfront.

access is difficult can not walk to river edge

the highway

It's not friendly to visiting. There's a railroad track, industrial areas, shopping centers.

Did not know where it was

limited access, no acces to water need more parks

not safe

No there is nothing that is preventable

I live in Westchester.

safety concern, poor access

people walking their dogs allowing dog poop everywhere. Band smoking from the parks.

Have park security for more safety.

traffic

no signs! need directions.

fences, major deegan, traffic

never been there

I live too far

native to long island

polutes

Not accessible. Probably lack of bike paths.

Accessability.

havent had a reason to go over there

Lack of access to the river.

There are very few pleasant options for using parks and places along the Bronx side of the Harlem River. Many areas are hard to get to because the train tracks or highway is between residential areas and the river. The Manhattan parks along the river are nice and I use those often, but the green spaces on the Bronx side are fewer and harder to access.

Not many parks

live outside city limits

not close by

We live in Manhattan so it's difficult to get there. We go to the Hudson river parks in Manhattan.

I'm able to go to the park and places near the Harlem River but only on certain occasions

Major Deegan

not very clean or nice, and the train is in the way

No

access

poor access

nope i bike through there all of the time but like everything else it could be cleaner

the highway the railroad tracks

nothing there

Looks terrible and highway in my way

no route

very limited (if any) buses, fences at the bridges hinder photography it would be helpful to install ports or holes for cameras.

I'm not that close

The train.

lack of interest

never really went to any Harlem River events

none really

n/A

emotionally? no physically? the deegan and the railroad! :(

That area is not very safe.

no

none

Nope

train

Not safe.

Metro North

transportation

work

Tend to go to central park or along the Hudson early access.

Parking

schoolwork

no, I go to the park on the Manhattan side

access to transportation lack of knowledge of area

It is difficult to get to by public transportation.

There is nothing that is convenient to access.

I dont know

Crime, insects

access to waterfront

never heard of it

highway

Yes

didn't know one of those parks was nearby.

not close by

dangerous dealers

no bike lane

didn't know about it

fences and private property.

lack of recreational activities

swimming pools

It is not easy to access.

The limited travel options.

parking is terrible

not that I can think of

There is only Roberto Clemente park. Other than that there is not much access.

land is not developed

not really- when i lived in the heights i went all the time!

schedule

I don't live in the area, but visit often. If a nice park opens I would like to go with family that lives in the area.

Didn't know it existed

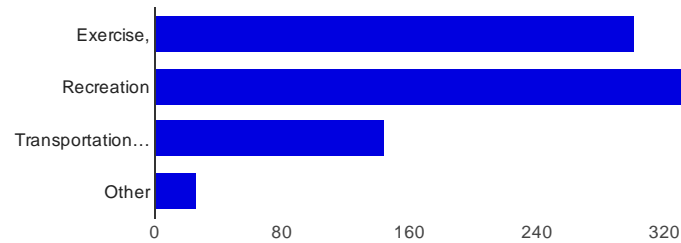
mobility is a problem

It needs to be nicer.

accessibility

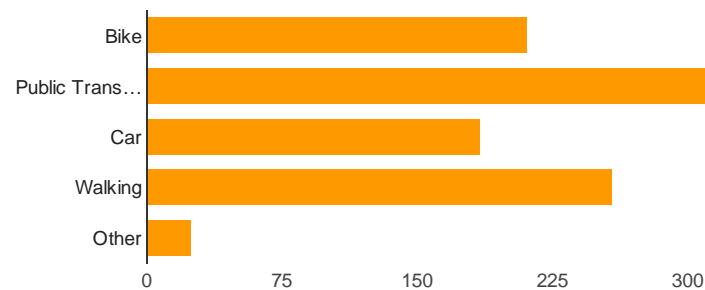
Not sure

If you work near the Harlem River, would you access the planned Greenway for any of the following?



Exercise,	301	60.9%
Recreation	352	71.3%
Transportation to and from work	145	29.4%
Other	26	5.3%

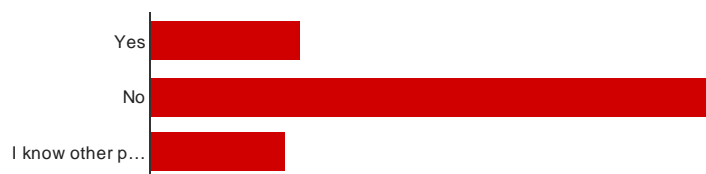
What methods would you use to travel along the Harlem River Greenway?



Bike 212 39.2%

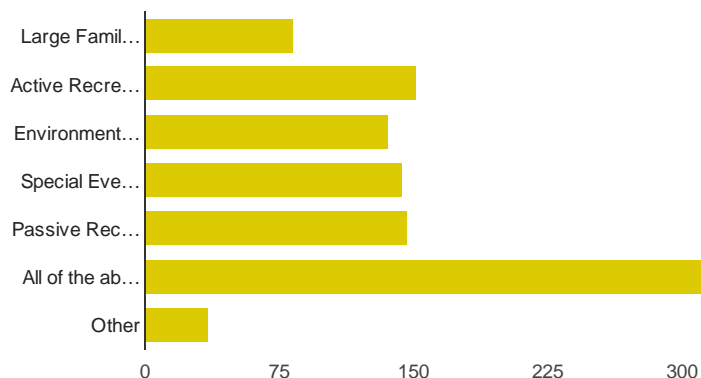
Public Transportation	311	57.5%
Car	185	34.2%
Walking	258	47.7%
Other	25	4.6%

Does anyone in your household have mobility issues? (ex; uses a wheelchair, cane or crutches or is legally blind)



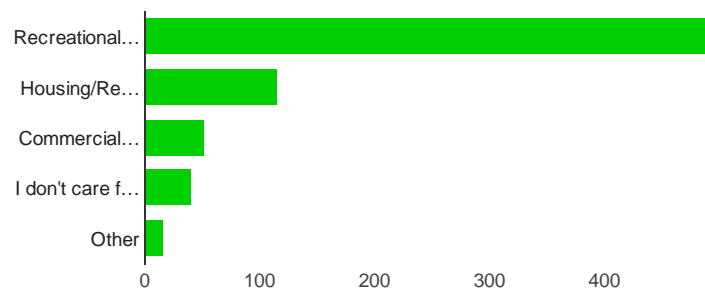
Yes	103	18.8%
No	387	70.7%
I know other people who have mobility issues	93	17%

In planning uses along the Greenway, what kind of programming would you like to see in parks and open spaces along the Harlem River?



Large Family Gatherings	83	15%
Active Recreation (playgrounds, athletic, etc..)	152	27.4%
Environmental Education	136	24.5%
Special Events/Entertainment	144	26%
Passive Recreation (gardens, lawns, benches)	147	26.5%
All of the above	314	56.7%
Other	35	6.3%

What use would you prefer to be planned along the Waterfront?



Recreational, both active and passive	488	86.4%
Housing/Residential Development	117	20.7%
Commercial or Light Industrial	52	9.2%
I don't care for any development along the Harlem River	41	7.3%
Other	17	3%

BROWNFIELDS IN A NUTSHELL

OCTOBER 2014

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment.¹

Brownfields redevelopment can be ecologically, economically, and socially sustainable. The nature, context, and perspective of the challenges confronting Brownfields practitioners demand this new approach. By integrating the concepts of sustainable development, community involvement, risk management, and collaborative project teams with Brownfields redevelopment, Brownfields redevelopers can avoid re-creating Brownfields and continuing their legacy.²

The **Brownfield Opportunity Area (BOA)** grant program was created by the October 2003 New York State Brownfields Law to promote neighborhood planning in areas with multiple Brownfields. Most brownfields produce little tax revenue and few jobs, if any. When brownfields are investigated, cleaned up, and returned to productive use New York City, its economy, and its neighborhoods benefit.

The **Brownfield Opportunity Areas (BOA)** Program provides municipalities and community based organizations with assistance to complete area-wide approaches to brownfields redevelopment planning. Through the Brownfield Opportunity Areas Program communities will have opportunities to return dormant areas back to productive use and simultaneously restore environmental quality.

The Brownfield Opportunity Areas Program enable local governments and community based organization to: address a range of problems posed by multiple brownfield sites; build consensus on the future uses of strategic brownfield sites; and establish the multi-agency and private-sector partnerships necessary to leverage assistance and investments to revitalize neighborhoods and communities.

¹ <http://www.epa.gov/brownfields>
² <http://www.epa.gov/brownfields/sustain.htm> p. i



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PRESS RELEASE

(MARCH 10, 2015)

Contact: Karen Argenti, 646-529-1990

BRONX, NY - The Bronx Council for Environmental Quality (BCEQ) will hold its Annual Membership Meeting and Water Conference on Wednesday, March 18, 2015 from 3 p.m. to 7 p.m. at Manhattan College, Leo Engineering Building at 3825 Corlear Avenue at 238th Street, Bronx NY.

The Annual Membership Meeting will nominate and vote on the Board of Directors Class of 2015. The Water Conference will discuss diverse topics including: Opening of the Highbridge, Combined Sewer Overflow (CSO)'s Impact on Water Quality, Stormwater Quality at the Pier 5 Wetland, and BCEQ Harlem River Brownfield Opportunity Area (BOA). Following these topics the groups will breakout into workshops to provide opinions, comments and visions for the use of the water and the land along the Harlem River in the Bronx.

Since 2006, BCEQ has been working on revitalizing and restoring the brownfields along the Harlem River from Spuyten Duyvil to 161st Street -- later expanded to 149th Street. Part of this work involved the project south of Mill Pond Park known as Pier 5 Stormwater Wetland, improving Harlem River water quality, and working to capture runoff before it goes into the drain to limit the CSO overflow of the combined system.

Formed in 1971, BCEQ sought to establish — as an Inherent Human Right — a sound, forward-looking environmental policy regarding an aesthetic, unpolluted, environment protecting a natural and historic heritage. We are a group of volunteers — the only countywide environmental group in NYC. Since 2001, we focused on developing connections to and along the Harlem River and created on-water access and activities in an effort to improve water quality. We formed the Harlem River Working Group and received technical assistance from National Park Service Rivers, Trails & Conservation Assistance Program. In 2011, the **Urban Waters Federal Partnership (UWFP)** announced efforts on seven pilot locations -- the Bronx & Harlem River Watersheds (New York) were chosen because both "*locations had a strong restoration effort underway, spearheaded by local governments and community organizations.*"

The Program is free and open to the public. Special thanks to Con Edison for their support and the refreshments for this conference.



REPORT OF THE 2015 WATER CONFERENCE

The Bronx Council for Environmental Quality (BCEQ) held its Annual Membership Meeting and Water Conference on Wednesday, March 18, 2015 from 3 p.m. to 7 p.m. at Manhattan College, Leo Engineering Building in the Bronx NY. The Program was free and open to the public. Special thanks to Con Edison for their support and the refreshments for the conference. Since 2006, BCEQ has been working on revitalizing and restoring the brownfields along the Harlem River from Spuyten Duyvil to 161st Street -- later expanded to 149th Street. Part of this work involved the project south of Mill Pond Park known as Pier 5 Stormwater Wetland, improving Harlem River water quality, and working to capture runoff before it goes into the drain to limit the CSO overflow of the combined system.

Formed in 1971, BCEQ sought to establish — as an Inherent Human Right — a sound, forward-looking environmental policy regarding an aesthetic, unpolluted, environment protecting a natural and historic heritage. We are a group of volunteers — the only countywide environmental group in NYC. Since 2001, we focused on developing connections to and along the Harlem River and created on-water access and activities in an effort to improve water quality. We formed the Harlem River Working Group and received technical assistance from National Park Service Rivers, Trails & Conservation Assistance Program. In 2011, the **Urban Waters Federal Partnership (UWFP)** announced efforts on seven pilot locations — the Bronx & Harlem River Watersheds (New York) were chosen because both “*locations had a strong restoration effort underway, spearheaded by local governments and community organizations.*”

At the Membership Meeting, new Board Members and reinstated Directors Class of 2015 were nominated and voted in. After this, the Water Conference began with distinguished speakers discussing Water Quality and Stormwater on the Harlem River, Pier 5 Pop Up Wetland, the Highbridge Opening and BCEQ's Harlem River Brownfield Opportunity Area. There was also an update of the new NYS Department of Environmental Conservation rules concerning water quality standards.

The Plenary Session - The following speakers provided very intense discussions. The presentations are here: <http://www.bceq.org/2015/04/15/reports-from-the-bceq-2015-water-conference-plenary-session/>

- "Combined Sewer Overflows (CSOs) impact on water quality and environmental ecosystem in the Harlem River" - Presentation by Dr. Gemma Wang, <http://bit.ly/1Fq8mVc> (20)
- "Stormwater quality at the Pier 5 Pop-Up Wetland" based on provisional 2013-14 sampling data - Presentation by Shawn Fisher of the USGS.
- "New York City's Newest Waterfront Park: Re-Opening the High Bridge," Ellen Macnow, NYC Parks
- BCEQ's Harlem River Brownfield Opportunity Area Public Participation
- Reaffirming Step 1 Goals, Objectives and Vision Statement for Step 2 – Karen Argenti, BCEQ Co-Chair of the Water Committee
 - Community Consensus on Step 2 – BCEQ Community Consultant for the BOA project: Christina Taylor, Friends of Van Cortlandt Park
 - Potential Strategic Site/Area Nomination for Step 2 – BCEQ Planning Consultant for the BOA project: ABB, Denisha Williams
 - Designating Brownfield Opportunity Area – BCEQ Administrator of the BOA Grant, Project Manager, Cristina Ungureanu

The Workshops: Following these topics the groups broke out into workshops to provide opinions, comments and visions for the use of the water and the land along the Harlem River in the Bronx.

Bronx Community Board 4 and 5 – Dart Westphal

The table considering the portions of the BOA area in Community Boards 4 and 5 reviewed several possibilities for Strategic Site designation.

The first was Pier 5. Community planning processes undertaken and resulting plans created up until now have always concluded that this site should be developed as open space for active recreation.

It has come to our attention that other uses are being considered by government stakeholders. If portions of the site were to be developed in other ways, the group thought that additional open space should be provided on the site of the current parking lots A and B controlled by EDC just south of the Macombs Dam Bridge. Creating some open space on those lots would facilitate extension of the greenway under Macombs Dam Bridge to the 161st Street pedestrian bridge to the Highbridge neighborhood. Further discussions

concerning Pier V will be undertaken with local stakeholders.

North of the MTA rail yard, the DOT property below depot place was highlighted along with the sites now controlled by Parks identified as The Promenade in the BOEDC report by Starr Whitehouse.

North of Bridge Park the State owned property just below Roberto Clemente State Park should be added to the Park along with the lot north of Roberto Clemente State Park. It was not clear to the group if designating those particular state controlled parcels would be appropriate.

Highbridge and the Greenway – Chauncy Young

The table discussed the opening of the Highbridge in the summer and what the community can do to participate. The also discussed how people from the Bronx would get to the festivities.

Community Board 7 and 8 – Karen Argenti

The Table at the Water Conference considering Community Board 7 and 8 areas of the Brownfield Opportunity Area was clearly defined. There was no objection to applying for Designation of the areas as a Brownfield Opportunity Area, a new program offered by the State of New York Department of State.

The conversation for CB 7 included the need to replicate the work of Columbia University, which did not include housing. They are interested in parkland and recreation. They are not interested in the pedestrian bridge as they want people to enter from Fordham Road/207th Street. Several Community Board 7 Members were in attendance, and were all in agreement. Unsolicited they offered support to Community Board 8 area concerning the Putnam Trail from Van Cortlandt Park to their area in CB 7 south of 225th Street. They are in favor of it extending the greenway to the whole area north of the 207th Street Bridge to 225th Street.

The conversation for CB 8 did not have any plans for the area west of the Broadway Bridge to Spuyten Duyvil. They supported our addition of the land along the Putnam Rail Trail from 230th Street to 225th Street, and the land adjacent known as the Dairy. Several Community Board Members and Community Members were in attendance, and all were in agreement.

All wanted to remain informed of our studies.

May 2, 2015

Site Name	Owner	Block/Lot	Acreage	Zoning	Current Use
Map 1 - 149th Street to 161st Street Pedestrian Bridge (CD4)					
Pier 5	NYCDPR	B 2356, L 2	4.4	M2-1	Undeveloped land
Mill Pond Park	DPR	B 2539, L 2	11.3 (incl. water)	M2-1	Park and undeveloped parkland
Waterfront Lot at Mill Pond Park	EDC/NY State	B 2539, L 3	1.5 (incl. water)	M2-1	Oak Point Rail Line
Stadium Tennis Center Parking	EDC	B 2539, L 4	0.5	M2-1	Parking
Stadium Tennis Center Parking	EDC	B 2539, L 5	0.14	M2-1	Parking
Stadium Parking South & Tennis Center Parking	EDC	B 2539, L 10	2	M2-1	Parking
Stadium Parking North	EDC	B 2539, L 14	2.9	M2-1	Parking
Exterior St & sidewalk	Not listed--presumed NYC DOT	B 2539, L 17	1.1	M2-1	Street and ROW
Non-contiguous ROW	NYSDOT	B 2539, L 20	3	M2-1	Transportation ROW
Fragmented ROW lot	Not listed	B 2539, L 22	0.27	M2-1	Transportation ROW
Fragmented ROW lot	Not listed	B 2539, L 25	0.18	M2-1	Transportation ROW
Fragmented ROW lot	Not listed	B 2539, L 28	0.15	M2-1	Transportation ROW
Small lot-NYCEDC Ferry Landing entry	NYC Dept. of Small Business Services	B 2539, L 29	0.08	M2-1	Transportation
Very small lot	NYSDOT	B 2539, L 175	0.0003	N/A	Transportation ROW
Fragmented ROW lot	NYSDOT	B 2539, L 176	0.017	M2-1	Transportation ROW
Fragmented ROW lot	NYSDOT	B 2539, L 177	0.008	R7-1	Transportation ROW
Fragmented ROW lot	NYC	B 2539, L 178	0.12	R7-1	Transportation ROW
Fragmented ROW lot	NYSDOT	B 2539, L 179	0.7	Not specified	Transportation ROW
Fragmented ROW lot	NYCDOT	B 2539, L 180	0.96	R7-1	Transportation ROW
Fragmented ROW lot	NYSDOT	B 2539, L 181	0.45	Not specified	Transportation ROW
Fragmented ROW lot	NYCDOT	B 2539, L 190	0.0014	M2-1	Transportation ROW
Stadium Parking N Triangle	NYSDOT	B 2539, L 191	0.16	Not specified	Transportation ROW//Parking
Stadium Parking N Triangle	NYSDOT	B 2539, L 192	0.06	M2-1	Transportation ROW//Parking
Fragmented ROW lot	NYSDOT	B 2539, L 193	0.23	M2-1	Transportation ROW

Note: See figures 13-17, Existing Site Status Maps

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Fragmented ROW lot	NYCDOT	B 2539, L 194	0.14	M2-1	Transportation ROW
Fragmented ROW lot	NYCDOT	B 2539, L 195	0.13	R7-1	Transportation ROW
Macombs Dam Park	NYCDPR	B 2539, L 501	1.2	Park	Park
Harlem Hudson Line	Argent/Midtown	B 2539, L 502	19.6	M1-1	MetroNorth line
Fragmented ROW lot	NYSDOT	B 2539, L 503	3.5	Park	Transportation ROW
Stadium Parking N Triangle	NYSDOT	B 2539, L 504	0.092	M2-1	Transportation ROW/Parking
Fragmented ROW lot	NYSDOT	B 2539, L 505	1.2	M2-1	Transportation ROW
Highbridge Yard--See Map 2		B 2539, L 506			
Map 2 - Highbridge Yard to George Washington Bridge (Depot Place Area) (CD4)					
Highbridge Yard	Argent/Midtown	B 2539, L 506	20.4	M1-1	MetroNorth line
Harlem Hudson Line	Argent/Midtown	B 2540, L3	2.4	M1-1	MetroNorth line
Exterior St R.O.W.	NYC DOT	B 2541, L 8900	3.2	N/A	Transportation ROW
Small lot	Argent/Midtown	B 2541, L 3	0.04	R7-1	MetroNorth line
Harlem Hudson Line	Argent/Midtown	B 2541, L 4	0.09	M1-1	MetroNorth line
Bridge Park	NYS DOT	B 2541, L 22	1.14	Park	Park
NYS Strip	NYS DOT	B 2541, L 123	0.39	Park	Transportation ROW
Former Kennel Site	NYC DPR (formerly New Tabernacle)	B 2541, L 122	0.38	M1-1	Undeveloped parkland
Former Junkyard Site	NYC DPR (formerly New Tabernacle)	B 2541, L 159	0.21	M1-1	Undeveloped parkland
Former Bridge/Scaffolding Site	NYC DPR	B 2541, L 132	4.4	M1-1	Undeveloped parkland

Note: See figures 13-17, Existing Site Status Maps

Harlem Hudson Line	Argent/Midtown	B 2541, L 180	1.7	M1-1	MetroNorth line
Harlem Hudson Line	Argent/Midtown	B 2542, L 41	0.8	R7-1	MetroNorth line
Bridge Park	NYC DPR	B 2542, L 43	1.2	R7-1	Park

Note: See figures 13-17, Existing Site Status Maps

Map 3 - Bridge Park to La Sala Site (Roberto Clemente S.P. Area) (CD5)					
Harlem Hudson Line	Argent/Midtown	B 2882, L 130	3.7	M2-1	MetroNorth line
Roberto Clemente State Park	Harlem River Park Housing	B 2882, L 216	8	M2-1	Park
River Towers	River Park Residences	B 2882, L 229	3.9	M2-1	Mixed residential and community facilities
Roberto Clemente State Park	Harlem River Park Housing	B 2882, L 305	0.027	M2-1	Park vehicular infrastructure
Harlem Hudson Line	Argent/Midtown	B 2883, L 1	1.47	M2-1	MetroNorth line
Roberto Clemente State Park	NYS DPR (OPRHP)	B 2883, L 35	3.79	M2-1	Park
Roberto Clemente State Park	NYS DPR (OPRHP)	B 2883, L 60	4.24	M2-1	Park
Roberto Clemente State Park	NYS DPR (OPRHP)	B 2883, L 81	0.21	M2-1	Park
Bridge Park	NYC DPR	B 2884, L 9	0.46	R7-1	Park
Bridge Park	NYC DPR	B 2884, L 22	1.5	R7-1	Park
Harlem Hudson Line	Argent/Midtown	B 2884, L 5	4.02	M1-1	MetroNorth line
Bridge Park	NYC DPR	B 2884, L 50	1.63	M1-1	Park
State Parks South Site	NYS DPR (OPRHP)	B 2884, L 110	0.22	M1-1	Undeveloped parkland
State Parks South Site	NYS DPR (OPRHP)	B 2884, L 72	2.12	M1-1	Undeveloped parkland
MTA/MN North of RCSP (Argent)	Argent/Midtown	B 3231, L 1	8.9	M2-1	MetroNorth line
Roberto Clemente State Park	NYS DPR (OPRHP)	B 3231, L 132	6.85	M2-1	Park
Con Ed Site North of RCSP	Con Ed	B 3231, L 227	0.4	M2-1	Utilities

Note: See figures 13-17, Existing Site Status Maps

Map 4- La Sala Site to 225th/230th (CD7 and CD8)

CD7						
La Sala Site	LVI Fordham Rd Assoc.	B 3231, L 265	3.72	R7-2		Undeveloped/ distribution facility
DPR Site at Fordham Landing	DOT to NYCDPR	B 3231, L 350	3.68	M2-1		Undeveloped parkland
Landing Road Street End	NYC DOT	None; mapped st.				Transportation ROW
Con Ed Site at Fordham Landing	Con Ed	B 3244, L 100	0.6	M3-1		Utilities
Storage Post Self Storage (S)	SP HHF Sub B	B 3244, L 120	2.3	M3-1		Commercial and Office
Storage Post Self Storage (N)	SP HHF Sub B	B 3244, L 125	1.96	M3-1		Commercial and Office
Fordham Scrap Metal	2371 Exterior LLC	B 3244, L 130	0.99	M3-1		Industrial and Manufacturing
Cement Works (S)	Galway Realty LLC	B 3244, L 145	1.1	M3-1		Industrial and Manufacturing
Cement Works (N)	Galway Realty LLC	B 3244, L 160	0.96	M3-1		Industrial and Manufacturing
CSX (Inland) Site	CSX RR	B 3244, L 1	5	M1-1		Rail line--appears inactive
Harlem Hudson Line	Argent/Midtown	B 3244, L 2	7.1	M1-1		MetroNorth line
Harlem Hudson Line with structures	Argent/Midtown	B 3245, L 12	3.18	M1-1		MetroNorth line
CSX (Waterfront) Site	CSX RR	B 3245, L 3	5.8	M1-1		Vacant
River Plaza Shopping Mall	Target Corp.	B 3245, L 60	5.08	C8-3		Commercial and Office

Note: See figures 13-17, Existing Site Status Maps

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RR adjacent to Major Deegan	Argent/Midtown	B 3238, L 50	0.86	M1-1	Transportation and Utilities
RR adjacent to Major Deegan	MTA	B 3238, L 52	0.69	M1-1	Transportation and Utilities
RR adjacent to Major Deegan	MTA	B 3238, L 126	0.37	M1-1	Transportation and Utilities
RR adjacent to Major Deegan	MTA	B 3238, L 127	0.003	M1-1	Transportation and Utilities
DEP site at River Plaza Mall	NYC DEP	Man. B 2215, L 652	0.2	C8-3	Infrastructure/Utilities
DEP site at River Plaza Mall	NYC DEP	Man. B 2215, L 653	0.08	C8-3	Infrastructure/Utilities
River Plaza Shopping Mall	Kingsbridge Associates	Man. B 2215, L 654	0.7	C8-3	Commercial and Office
River Plaza Shopping Mall	Kingsbridge Associates	Man. B 2215, L 665	1	C8-3	Commercial and Office
Very small lot	Unknown	Man. B 2215, L 670	0	C8-3	Commercial and Office
Harlem Hudson Line	Argent/Midtown	Man. B 2215, L 672	0	C8-3	Transportation and Utilities
Harlem Hudson Line	Argent/Midtown	Man. B 2215, L 675	0.8	M1-1	Transportation and Utilities
Harlem Hudson Line	Argent/Midtown	Man. B 2215, L 676	0	M1-1	Transportation and Utilities
Harlem Hudson Line	Argent/Midtown	Man. B 2215, L 680	0.1	M1-1	Transportation and Utilities
Harlem Hudson Line	Argent/Midtown	Man. B 2215, L 690	0.2	C8-3	Transportation and Utilities
River Plaza Shopping Mall	Kingsbridge Associates	B 2215, L 700	2.6	C8-3	Commercial and Office
CD8					
Marbledale Site	Marbledale Properties	B 3264, L 1	1.7	M1-1	Industrial and Manufacturing
RR adjacent to Major Deegan (225-230th)	Argent/Midtown	B 3264, L 20	0	M1-1	Transportation and Utilities

Note: See figures 13-17, Existing Site Status Maps

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188 W. 230th Street	188 West 230th St. Corp.	B 3264, L 104	1	M1-1	Commercial and Office
R.O.W. at 188 W. 230th Street	NYC Dept. of Finance	B 3264, L 109	0.3	M1-1	Commercial and Office
Former Country Delight Milk Plant & Grocery	Starl Properties	B 3264, L 135	0.1	M1-1	Commercial and Office

Note: See figures 13-17, Existing Site Status Maps

Map 5 - Spuyten Duyvil Focus Area (CD8)

John F. Kennedy High School	NYC Dept. of Education	B 5716, L 725	21.5	R6	Public Facilities & Institutions
Spuyten Duyvil Shorefront Park	NYC DPR	B 5716, L 278	1.6	Park	Park
Spuyten Duyvil Shorefront Park	NYC DPR	B 5716, L 170	1.5	Park	Park
Small lot	NYC DPR	B 5716, L 260	0.3	Park	Park
Small lot	NYC DPR	B 5716, L 261	0.2	Park	Park
Small lot	NYC DPR	B 5716, L 215	0.03	Park	Park
Spuyten Duyvil Shorefront Park	NYC DPR	B 5716, L 279	1.03	Park	Park
Spuyten Duyvil Triangle Railroad /Parkland	MN-LTL/MTA	B 5716, L 700	TBD	R1-2	Transportation / Utility
Spuyten Duyvil Triangle Undeveloped Parkland	NYC Dept. of Citywide Administrative Svcs	B 5716, L 501	TBD	R1-2	Transportation / Utility
Small lot	NYC Dept. of Small Business Services	B 5753, L 450	TBD	R1-2	Transportation / Utility
Spuyten Duyvil Triangle Active Railroad	CRC Properties, Inc.	B 5753, L 135	TBD	R1-2	Transportation / Utility

HR BOA SUMMARY OF ENVIRONMENTAL ASSESSMENT AND

Area	Community District	Site Name	Block	Lot	Address	Recommendation
Map 1 - 149th St. to 161st St. Pedestrian Bridge (Yankee Stadium Area)	CD4	Pier 5	2356	2	65 East 149th Street	BOA
	CD4	Stadium Tennis Center Parking	2539	4	Major WM Deegan Boulevard	BOA
	CD4	Stadium Tennis Center Parking	2539	5	Major WM Deegan Boulevard	BOA
	CD4	Stadium Parking South & Tennis Center Parking	2539	10	Major WM Deegan Boulevard	BOA
	CD4	Stadium Parking North	2539	14	Major WM Deegan Boulevard	BOA
	CD4	Stadium Parking N Triangle	2539	29	Major WM Deegan Boulevard	BOA
	CD4		2539	191	Major WM Deegan Boulevard	BOA
Map 2 - High Bridge Yards to George Washington Bridge (Depot Place Area)	CD4		2539	192	Macombs Dam Park	BOA
	CD4	Under Macombs Dam Bridge	2539	504	Macombs Dam Park	BOA
	CD4		None	None	N/A	BOA
	CD4	Former Kennel Site	2541	122	1343 Exterior Street	BOA
	CD4	NYS Strip	2541	123	Depot Place	BOA
	CD4		2541	132	1363 Exterior Street	BOA
	CD4	Former Junkyard Site	2541	159	1353 Exterior Street	BOA
Map 3 - Bridge Park to La Sala Site (RCSP Area)	CD4	Exterior St. R.O.W	2541	8900	N/A	BOA
	CD5	State Parks South Site	2884	72	Harlem River Terrace	BOA
	CD5		2884	110	Harlem River Terrace	BOA
	CD5	MTA North of RCSP (Argent)	3231	1	N/A (West 178th Street)	BOA
	CD5	Con Ed Site N. of RCSP	3231	227	Harlem River Terrace	BOA
	CD7	La Sala Site	3231	265	West Fordham Road	BOA
	CD7	DPR Site at Fordham Landing	3231	350	N/A	BOA
Map 4 - La Sala Site to 225th St.	CD7	Landing Road Street End	None	None	N/A	BOA
	CD7	Con Ed Site at Fordham Landing	3244	100	Landing Road	BOA
	CD7	Storage Post Self Storage (S)	3244	120	301 West Fordham Road	BOA
	CD7	Storage Post Self Storage (N)	3244	125	305 West Fordham Road	BOA
	CD7	Metal Scrapyard (was scaffold)	3244	130	2371 Exterior Street	BOA
	CD7	Cement Works (S)	3244	145	N/A (Major Deegan Expressway)	BOA
	CD7	Cement Works (N)	3244	160	N/A (Major Deegan Expressway)	BOA
	CD7	CSX (Inland)	3245	1	N/A (West 192nd Street)	BOA
	CD7	CSX (Waterfront)	3245	3	N/A (West 192nd Street)	BOA
	CD7					

Legend:

BOA	Indicates environmental concern identified onsite
BOA	Indicates environmental concern identified within 400 foot buffer

N/A = No address

HR BOA ENVIRONMENTAL ASSESSMENT AND RECOMMENDATIONS

Area	Community District	Site Name	Block	Lot	Address	Existing Zoning	Current Use	Sanborn Maps	City Directory	Regulatory Agency Databases	Environmental Concern within 400 ft. Buffer	Recommendation
Map 1 - 149th St. to 161st St. Pedestrian Bridge (Yankee Stadium Area)	CD4	Pier 5	2356	2	65 East 149th Street	M2-1		Jy		RCRA, Sp	X	BOA
	CD4	Stadium Tennis Center Parking	2539	4	Major WM Deegan Boulevard	C4-4 / M2-1					X	BOA
	CD4	Stadium Tennis Center Parking	2539	5	Major WM Deegan Boulevard	M2-1		I			X	BOA
	CD4	Stadium Parking South & Tennis Center Parking	2539	10	Major WM Deegan Boulevard	M2-1		I		Sp	X	BOA
	CD4	Stadium Parking North	2539	14	Major WM Deegan Boulevard	M2-1		M			X	BOA
	CD4	Stadium Parking N Triangle	2539	29	Major WM Deegan Boulevard	M2-1					X	BOA
	CD4		2539	191	Major WM Deegan Boulevard	Park					X	BOA
	CD4		2539	192	Macombs Dam Park	M2-1					X	BOA
	CD4		2539	504	Macombs Dam Park	M2-1				Sp	X	BOA
	CD4	Under Macombs Dam Bridge	None	None	N/A	M2-1					X	BOA
Map 2 - High Bridge Yards to George Washington Bridge (Depot Place Area)	CD4	Former Kennel Site	2541	122	1343 Exterior Street	M1-1	Cy				X	BOA
	CD4	NYS Strip	2541	123	Depot Place	M1-1				Sp	X	BOA
	CD4	Formerly Bridge/Scaffolding	2541	132	1363 Exterior Street	M1-1		M, Tk			X	BOA
	CD4	Former Junkyard Site	2541	159	1353 Exterior Street	M1-1	Cy	Jy	Eqs		X	BOA
	CD4	Exterior St. R.O.W	2541	8900	N/A	M1-1		M		Sp	X	BOA
	CD5	State Parks South Site	2884	72	Harlem River Terrace	M1-1		A				BOA
	CD5		2884	110	Harlem River Terrace	M1-1					X	BOA
	CD5		3231	1	N/A (West 178th Street)	M2-1	RR	RR			X	BOA
	CD5	Con Ed Site N. of RCSP	3231	227	Harlem River Terrace	M2-1					X	BOA
	CD7	La Sala Site	3231	265	West Fordham Road	R7-2		A, M		Sp	X	BOA
Map 4 - La Sala Site to 225th St.	CD7	DPR Site at Fordham Landing	3231	350	N/A	M2-1				Sp	X	BOA
	CD7	Landing Road Street End	None	None	N/A	City Street					X	BOA
	CD7	Con Ed Site at Fordham Landing	3244	100	Landing Road	M3-1		A			X	BOA
	CD7	Storage Post Self Storage (S)	3244	120	301 West Fordham Road	M3-1		I			X	BOA
	CD7	Storage Post Self Storage (N)	3244	125	305 West Fordham Road	M3-1		I		ERNS	X	BOA
	CD7	Metal Scrapyard (was scaffold)	3244	130	2371 Exterior Street	M3-1	JY	A	A	Tk	X	BOA
	CD7	Cement Works (S)	3244	145	N/A (Major Deegan Expressway)	M3-1	I	A			X	BOA
	CD7	Cement Works (N)	3244	160	N/A (Major Deegan Expressway)	M3-1	I	M			X	BOA
	CD7	CSX (Inland)	3245	1	N/A (West 192nd Street)	M1-1	RR	RR			X	BOA
	CD7	CSX (Waterfront)	3245	3	N/A (West 192nd Street)	M1-1	RR	RR			X	BOA

Legend:

- X = Potential environmental concern identified during review
- BOA = Indicates environmental concern identified onsite
- BOA = Indicates environmental concern identified within 400 foot buffer
- A = Auto repair/service/sales/towing
- RCRA = Resource Conservation and Recovery Act Site
- ERNS = Emergency Response Notification System site
- JY = Junk yard
- M = Manufacturing
- RR = Active railroad
- I = Industrial
- N/A = No address
- Sp = Spill
- Eqs = Equipment Services
- Tk = Storage Tank
- Cy = Construction yard

HR BOA AREA PREVIOUS ENVIRONMENTAL REPORTS REVIEWED

Community District	Site Name	Block	Lot	Existing Phase I ESA	Existing Phase II ESA
CD4	Former Kennel Site	2541	122	x	x
CD4	Former Junkyard Site	2541	159	x	x
CD7	DPR Site at Fordham Landing	3231	350	x	

As part of the Step 2 Preliminary Environmental Assessment process, FLS reviewed existing Phase 1 and Phase II ESA documents for Harlem River BOA properties where available. The table above summarizes the existing Phase I and II reports that were consulted, along with regulatory databases, historic maps and directories and other standard sources. It is possible that additional Phase I or II ESAs exist for other properties within the HR BOA boundaries.

Block: 2356

Lot: 2

Site Name: Pier 5

Address: 65 East 149th Street

Owner / jurisdiction: NYC Parks

Waterfront: Yes

Size: 4.4 acres

Current Use: Undeveloped land

Zoning: M2-1



Existing Infrastructure and Utilities: Pier 5 is adjacent to and west of Gateway Center Blvd. which is directly under the elevated Major Deegan Expressway. The existing entrance is opposite East 150th Street. East 149th Street, located one block south, is a major east west travel corridor which also connects into Manhattan.

Gateway Center Boulevard contains the major utilities, i.e. sewer, water, electric and telephone.

Onsite: The Pier 5 site is currently an undeveloped lot. According to historic Sanborn fire insurance maps, the site was utilized as a lumber yard in 1908, a Consolidated Edison facility in 1922, an Erie Railroad Freight Yard from 1928 to 1981 and as a warehouse from 1984 to 2007.¹ Sanborn maps further indicate that the site's shoreline along the Harlem River was extended incrementally from 1891 to 1928 at which time it appears similar to the current configuration. This suggests that the shoreline was extended with unknown material.

Offsite: Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The Prow Building, located adjacent to the east of the site at 560 Exterior Street, is identified in the RCRA-LQG database as a hazardous waste generator of lead. The 145th Street Bridge located adjacent to the south is listed in the RCRA-SQG as another hazardous waste generator of lead. Until recently, lead paint was removed during painting without controls, resulting in releases of lead onto adjacent properties. Several adjacent properties are listed in the NY Spills databases for contaminant releases to the environment. Five spills are listed for a Mobil gasoline station located east of the site (Spill Numbers 8911938, 9208906, 9708729, 0307681, 0311549, 9513870). Spill Number 9912518 reports a release to a manhole located north-northeast of the site. Spill Number 0605936 relates to contamination from underground storage tanks located north-northeast of the site. Spill Numbers 9815541 and 0204235 are related to releases caused by a car accident or vehicles on the Major Deegan Expressway located to the north-northeast of the site. Spill Number 9612108 is the result of equipment failure on a truck to the east-southeast of the Site. Spill Numbers 1407530 and 1400009 are associated with petroleum contamination identified during environmental sampling at properties located east-southeast and southeast of the site. There are three sites located to the east and north-northeast that are identified in the NY UST database (PBS Facility ID 2-610368, 2-600626, 2-479977).

Recommend: The historic uses of this property as a Consolidated Edison facility and freight yard in addition to the regulatory database listings for the surrounding properties may have adversely impacted the environmental quality of the site. The historic release of lead based paint from the adjacent bridge may have directly impacted site soils near the bridge. Additionally, portions of the site were originally open water and were filled with unknown material which may have contained various contaminants. The potential for contaminants at the site may complicate redevelopment; therefore, it is recommended for inclusion in the BOA Area nomination.

¹ No Sanborn Maps were produced for the study area after 2007.

Block: 2539

Lot: 4

2

Site Name: Stadium Tennis Center Parking

Address: Major Wm. Deegan Boulevard

Owner / jurisdiction: NYC Economic Development Corp.

Waterfront: Yes

Size: 0.5 acres

Current Use: Parking

Zoning: M2-1



Existing Infrastructure and Utilities: The Stadium Tennis Center Parking is adjacent to Exterior Street at the north end of Gateway Center Boulevard, before the entrance and exit ramps connecting to the elevated I-87/Major Deegan Expressway. The existing entrance is just south of the Yankee Stadium ferry access walkway.

Exterior Street contains the major utilities, i.e. sewer, water, and electric. These utilities continue south into Gateway Center Boulevard.

Onsite: The Stadium Tennis Center Parking site is currently a paved parking lot with two metal storage containers in the southwest corner. According to historic Sanborn fire insurance maps, the site was never developed further or used for other purposes.

Offsite: The area to the east and immediately upgradient was historically occupied by a railroad and the Bronx Terminal Market loading platforms. Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. Several properties are listed in the NY Spills databases for contaminant releases to the environment. Spill Number 0705989 reports a petroleum release at a construction site located south-southeast and Spill Number 0702081 is the result of a ruptured tank located to the east.

Recommend: The industrial history of the surrounding area and the regulatory database listings for the surrounding properties may have adversely impacted the environmental quality of the site. Due to the likely presence of contamination which may complicate redevelopment, it is recommended for inclusion in the BOA Area nomination.

Block: 2539

Lot: 5

Site Name: Stadium Tennis Center Parking

Address: Major Wm. Deegan Boulevard

Owner / jurisdiction: NYC Economic Development Corp.

Waterfront: No

Size: 0.14 acres

Current Use: Parking

Zoning: M2-1

3



Existing Infrastructure and Utilities: The Stadium Tennis Center Parking site is adjacent to Exterior Street at the north end of Gateway Center Blvd. before the entrance and exit ramps connecting to the elevated Major Deegan Expressway. The existing entrance is just south of the Yankee Stadium ferry access walkway.

Exterior Street contains the major utilities, i.e. sewer, water, and electric. These utilities continue south into Gateway Center Boulevard.

Onsite: The Stadium Tennis Center Parking site is currently a parking lot. According to historic Sanborn fire insurance maps, the site was utilized as a Bronx Terminal Loading Platform with railroad tracks shown going through the site parallel to the Harlem River from 1944 to 1989. After 1989 the site is shown as being used for parking, which is consistent with the current use.

Offsite: Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. Surrounding properties are identified in the NY Spills database. Spill Number 0702081 is the result of a ruptured tank located to the east of the site. Spill Number 0705989 reports a petroleum release at a construction site located south-southeast of the site.

Recommend: The historic uses of this property as a loading platform and railway in addition to the regulatory database listings for the surrounding properties may have adversely impacted the environmental quality of the site. The potential for contaminants at the site may complicate redevelopment; therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 2539

Lot: 10

Site Name: Stadium Parking South & Tennis Center Parking

Address: Major Wm. Deegan Boulevard

Owner / jurisdiction: NYC Economic Development Corp.

Waterfront: Yes

Size: 2 acres

Current Use: Parking

Zoning: M2-1

4



Existing Infrastructure and Utilities: The Stadium South Parking is adjacent to and west of Exterior Street. The site can be accessed from the south via Gateway Center Boulevard and from the north via Exit No. 6 from southbound Major Deegan Expressway.

Exterior Street contains the major utilities, i.e. sewer, water, electric and telephone. There is a 3' x 3' box sewer running north to Regulator Chamber Number 60. It currently serves as drainage for Exterior Street and I-87/MDE. It is not clear if NYCDEP would allow a sanitary connection to it if any were proposed.

Onsite: The Stadium Parking South & Tennis Center Parking site is currently a parking lot. According to historic Sanborn fire insurance maps, the site was utilized as a Bronx Terminal Loading Platform with railroad tracks shown going through the site parallel to the Harlem River from 1944 to 1989. After 1989 the site is shown as being used for parking, which is consistent with the current use.

Offsite: Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are identified in the NY Spills database. The adjacent site to the east is listed in the NY Spills database for Spill Number 0702081 and is enrolled in the NYSDEC Brownfield Clean-up Program (BCP) as Site Number C203015. Spill Number 0705989 reports a petroleum release at a construction site located south-south east of the site. Spill Number 0300090 is the result of a release from abandoned drums near the I-87/MDE.

Recommend: The historic uses of this property as a loading platform and railway in addition to the regulatory database listings for the surrounding properties may have adversely impacted the environmental quality of the site. The potential for contaminants at the site may complicate redevelopment; therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 2539

Lot: 14

5

Site Name: Stadium Parking North

Address: Major Wm. Deegan Boulevard

Owner / jurisdiction: NYC Economic Development Corp.

Waterfront: Yes

Size: 2.9 acres

Current Use: Parking

Zoning: M2-1



Existing Infrastructure and Utilities: The Stadium North Parking is adjacent to and west of Exterior Street. The site can be accessed from the south via Gateway Center Boulevard and from the north via Exit No. 6 from southbound Major Deegan Expressway.

Exterior Street contains the major utilities, i.e. sewer, water, electric and telephone. There is a 3' x 3' box sewer running north to Regulator Chamber Number 60. It currently serves as drainage for Exterior Street and I-87/MDE. It is not clear if NYCDEP would allow a sanitary connection to it if any were proposed.

Onsite: The Stadium Parking North site is currently a parking lot situated along the eastern bank of the Harlem River. According to historic Sanborn fire insurance maps, the site was utilized as a freight shed and railroad yard from 1944 to 1970 and a railroad yard and Dairy Product Manufacturer from 1977 to 1978. After 1978 the site is shown as open parking, which is consistent with the current use. Sanborn maps further indicate that portions of the site were originally open water (part of the Harlem River) that was incrementally filled from 1928 to 1978 with unknown material. After 1978 the shoreline along the Harlem River is shown as its current position.

Offsite: Based on the findings from the Yankee Stadium Environmental Impact Statement (EIS) dated February 10, 2006, there were two 275-gallon fuel oil ASTs identified in the Macomb's Dam Park Field House located east of the site. No further information was provided in the report regarding the status of these tanks at the adjacent upgradient site. A vent line was also identified during a site inspection behind the field house indicating a potential UST. No tanks were listed in the NYSDEC PBS database for this property. Spill Number 9813424 reports the release of petroleum from piping associated with two 15,000-gallon fuel oil USTs at Yankee Stadium, 800 Rupert Place, located adjacent to the east of the site.

Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The area to the east is occupied by the Bronx Terminal Market. The surrounding properties are identified in the NY Spills and RCRA-LQG databases. Spill Number 0402659 reports the release of gear/spindle oil on the Macombs Dam Bridge due to equipment failure. Spill Number 0300090 is the result of a release from abandoned drums near I-87/MDE. Spill Number 0702081 is the result of a ruptured tank located to the south east of the site. The NYSDOT Bin 124009B site, located north-northeast, is identified in the RCRA-LQG database as a hazardous waste generator of lead.

Recommend: The historic uses of this property as a railroad yard, freight shed and dairy manufacturer in addition to the regulatory database listings for the surrounding properties may have adversely impacted the environmental quality of the site. The historic release of lead based paint from the adjacent bridge may have directly impacted site soils near the bridge. Additionally, portions of the site were originally open water and were filled with unknown material which may have contained various contaminants. The potential for contaminants at the site may complicate redevelopment; therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 2539

Lots: 29

6

Site Name: Small Lot – NYC EDC Ferry Landing Entry

Address: Major Wm. Deegan Boulevard

Owner / jurisdiction: NYC Dept. of Small Business Services

Waterfront: Yes

Size: 0.08 acres

Current Use: Transportation

Zoning: M2-1



Existing Infrastructure and Utilities: The Stadium Parking North Triangle is between the ramps that lead to the stadium and Exterior Street from the southbound Major Deegan Expressway, Exit No. 6.

The only utilities are the interceptor sewer and 3' x 3' box sewer within the bed of the ramp that leads to Exterior Street.

Onsite: The Stadium Parking North Triangle site is currently a parking lot. According to historic Sanborn fire insurance maps, the site has never been developed for other purposes. Sanborn maps further indicate that the site was originally open water (Harlem River) and that it was filled incrementally from 1891 to 1980 with unknown material.

Offsite: The area immediately east and upgradient was historically used as a railroad. Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are identified in the NY Spills and RCRA-LQG databases. Spill Number 0402659 reports the release of gear/spindle oil on the Macombs Dam Bridge due to equipment failure. The NYSDOT Bin 124009B site, located to the east, is identified in the RCRA-LQG database as a hazardous waste generator of lead.

Recommend: The historic uses of the surrounding properties and the regulatory database listings for the surrounding properties may have adversely impacted the environmental quality of the site. Additionally, portions of the site were originally open water and were filled with unknown material which may have contained various contaminants. The likely presence of contaminants may complicate redevelopment; therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 2539

Lot: 191

Site Name: Stadium Parking North Triangle

Address: Major Wm. Deegan Boulevard

Owner / jurisdiction: NYS Dept. of Transportation

Waterfront: No

Size: 0.16 acres

Current Use: Transportation ROW / parking

Zoning: Not specified

7



Existing Infrastructure and Utilities: The Stadium Parking North Triangle is between the ramps the lead to the stadium and Exterior Street from the southbound Major Deegan Expressway, Exit No. 6.

The only utility is the 48" storm sewer outfall.

Onsite: The Stadium Parking North Triangle site is currently a parking lot. According to historic Sanborn fire insurance maps, the site has never been developed for other purposes.

Offsite: The area immediately east and upgradient was historically used as a railroad. Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are identified in the NY Spills and RCRA-LQG databases. Spill Number 0402659 reports the release of gear/spindle oil on the Macombs Dam Bridge due to equipment failure. The NYSDOT Bin 124009B site, located to the east, is identified in the RCRA-LQG database as a hazardous waste generator of lead.

Based on the findings from the Yankee Stadium Environmental Impact Statement (EIS) dated February 10, 2006, there were two 275-gallon fuel oil ASTs identified in the Macomb's Dam Park Field House located east of the site. No further information was provided in the report regarding the status of these tanks at the adjacent upgradient site. A vent line was also identified during a site inspection behind the field house indicating a potential UST. No tanks were listed in the NYSDEC PBS database for this property. Spill Number 9813424 reports the release of petroleum from piping associated with two 15,000-gallon fuel oil USTs at Yankee Stadium, 800 Rupert Place, located adjacent to the east of the site.

Recommend: The historic uses of the surrounding area and regulatory database listings for the surrounding properties may have adversely impacted the environmental quality of the site. Since the likely present of contaminants could complicate redevelopment, it is recommended for inclusion in the BOA Area nomination.

Block: 2539

Lot: 192

Site Name: Stadium Parking North Triangle

Address: Macombs Dam Park

Owner / jurisdiction: NYS Dept. of Transportation

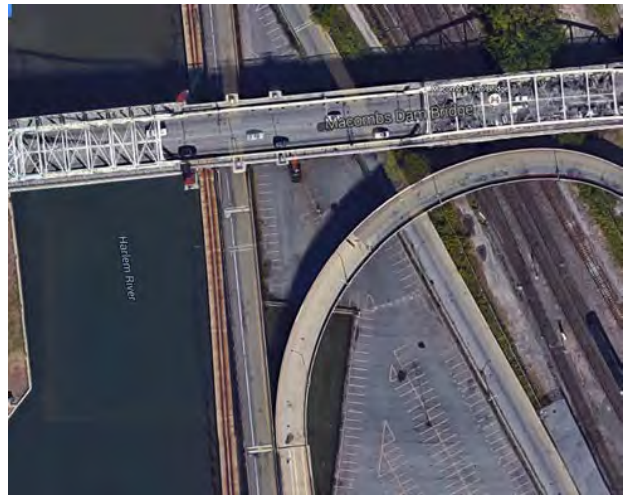
Waterfront: Yes

Size: 0.06 acres

Current Use: Transportation ROW / parking

Zoning: M2-1

8



Existing Infrastructure and Utilities: The Stadium Parking North Triangle is between the ramps that lead to the stadium and Exterior Street from the southbound Major Deegan Expressway, Exit No. 6.

The only utilities are the interceptor sewer and 3' x 3' box sewer within the bed of the ramp that leads to Exterior Street.

Onsite: The Stadium Parking North Triangle site is currently inaccessible from the street. According to historic Sanborn fire insurance maps, the site has never been developed. Sanborn maps further indicate that the site was originally open water (Harlem River) and that it was filled incrementally from 1891 to 1980 with unknown material.

Offsite: The area immediately east and upgradient was historically used as a railroad. Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are identified in the NY Spills and RCRA-LQG databases. Spill Number 0402659 reports the release of gear/spindle oil on the Macombs Dam Bridge due to equipment failure. The NYSDOT Bin 124009B site, located east of the Site, is identified in the RCRA-LQG database as a hazardous waste generator of lead.

Recommend: The historic uses of the surrounding area and regulatory database listings for the surrounding properties may have adversely impacted the environmental quality of the site. Additionally, portions of the site were originally open water and were filled with unknown material which may have contained various contaminants. Since the likely present of contaminants could complicate redevelopment, it is recommended for inclusion in the BOA Area nomination.

Block: 2539

9

Lot: 193

Site Name: Stadium Parking North Triangle

Address: Macombs Dam Park

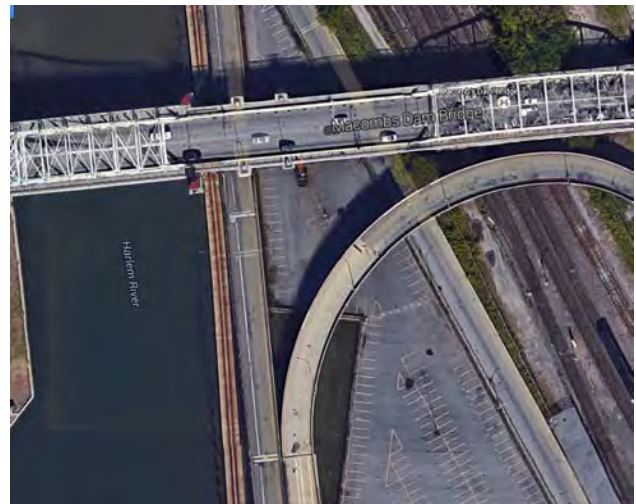
Owner / jurisdiction: NYS Department of Transportation

Waterfront: No

Size: 0.23 acres

Current Use: Parking lot

Zoning: M2-1



Existing Infrastructure and Utilities: The Stadium Parking North Triangle is between the ramps the lead to the stadium and Exterior Street from the southbound Major Deegan Expressway, Exit No. 6.

Onsite: The Stadium Parking North Triangle site is currently a parking lot. According to the historic Sanborn fire insurance maps, the steel viaduct runs above the site and approaches the Macombs Dam Bridge. Historic Sanborn maps show the site has never been developed for other purposes. There is a potential for lead contamination given the site's location immediately beneath the Macombs Dam Bridge. This is due to the fact that until recently, lead paint from bridges was not controlled during maintenance, resulting in discharge of lead under and near the bridges.

Offsite: The area east and upgradient was historically used as a railroad. Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are identified in the NY Spills and RCRA-LQG databases. Spill Number 0402659 reports the release of gear/spindle oil on the Macombs Dam Bridge due to equipment failure. The NYSDOT Bin 124009B site, located to the east, is identified in the RCRA-LQG database as a hazardous waste generator of lead.

Based on the findings from the Yankee Stadium Environmental Impact Statement (EIS) dated February 10, 2006, there were two 275-gallon fuel oil ASTs identified in the Macomb's Dam Park Field House located east of the site. No further information regarding the status of these tanks is provided in the report. A vent line was also identified during a site inspection behind the field house indicating a potential UST. No tanks were listed in the NYSDEC PBS database for this property. Spill Number 9813424 reports the release of petroleum from piping associated with two 15,000-gallon fuel oil USTs at Yankee Stadium, 800 Rupert Place, located adjacent to the east of the site.

Recommend: The downgradient location and regulatory database listings for the surrounding properties may have adversely impacted the environmental quality of the site. The site's location under a bridge could have resulted in releases of lead paint the site. Such impacts would complicate redevelopment it is recommended for inclusion in the BOA Area nomination.

Block: N/A

Lot: N/A

Site Name: Under Macombs Dam Bridge

Address: N/A

Owner: N/A

Waterfront: Yes

Size: .N/A

Current Use: Transportation ROW

Zoning: N/A

9A



Existing Infrastructure and Utilities: There is no direct street access to the site given the elevated roadway and the railroad tracks. However, pedestrian access is possible from the south end of Macombs Dam Park.

The utilities on the north side of Macombs Dam Bridge include the interceptor sewer, Regulator 60 and outfall. On the south side there is a storm sewer for I-87/MDE.

Onsite: According to historic Sanborn fire insurance maps, the site has never been developed. There is a potential for lead contamination given the site's location immediately beneath the Macombs Dam Bridge. This is due to the fact that until recently, lead paint from bridges was not controlled during maintenance resulting in discharge of lead under and near the bridges.

Offsite: Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are identified in the NY Spills database. Spill Number 0402659 reports the release of gear/spindle oil on the Macombs Dam Bridge due to equipment failure. The NYSDOT Bin 124009B site, located east and upgradient of the site, is identified in the RCRA-LQG database as a hazardous waste generator of lead.

Recommend: The downgradient location and regulatory database listings for the surrounding properties may have adversely impacted the environmental quality of the site. The site's location under a bridge could have resulted in releases of lead paint on the site. Such impacts would complicate redevelopment; therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 2539

Lot: 504

Site Name: Stadium Parking North Triangle

Address: Macombs Dam Park

Owner / jurisdiction: NYS Dept. of Transportation

Waterfront: Yes

Size: 0.09 acres

Current Use: Transportation ROW / parking

Zoning: M2-1

10



Existing Infrastructure and Utilities: The Stadium Parking North Triangle is between the ramps the lead to the stadium and Exterior Street from the southbound Major Deegan Expressway, Exit No. 6.

The only utilities are two CSOs.

Onsite: The Stadium Parking North Triangle site is currently a parking lot. According to historic Sanborn fire insurance maps, the site has never been developed for other purposes.

Offsite: The area immediately east and upgradient was historically used as a railroad. Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are identified in the NY Spills and RCRA-LQG databases. Spill Number 0402659 reports the release of gear/spindle oil on the Macombs Dam Bridge due to equipment failure. The NYSDOT Bin 124009B site, located east and upgradient of the Site, is identified in the RCRA-LQG database as a hazardous waste generator of lead.

Recommend: The historic uses of the adjacent property and regulatory database listings for the surrounding properties may have adversely impacted the environmental quality of the site. Therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 2541

Lot: 8900

Site Name: Exterior Street ROW

Address: N/A

Owner / jurisdiction: NYC Dept. of Transportation

Waterfront: Partial

Size: 3.2 acres

Current Use: Transportation ROW

Zoning: N/A

11



Existing Infrastructure and Utilities: Exterior Street can be accessed from the Depot Place Overpass.

Exterior Street has overhead electric and telephone service lines. In addition, Exterior Street has storm drains that outfall to the river. There are water mains located north and south of this lot (see Lots 122 and 132). There are no sanitary sewers.

Onsite: The Exterior Street ROW site is currently used as a roadway. According to historic Sanborn fire insurance maps, the site uses have included a freight yard on the south end of the site in 1891, a coal yard on the north end of the site in 1928, and a concrete company with a sand hopper in 1951. The site was identified in the NY Spill regulatory database. Spill Number 9900836 was called in by a driller who found contamination while test boring. There also is a potential for lead contamination given that portions of the site are located under and around the High Bridge. This is due to the fact that until recently, lead paint from bridges was not controlled during maintenance resulting in discharge of lead under and near the bridges.

Offsite: The site is located immediately adjacent to and downgradient from a historic railroad. Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are identified in the NY Spills database. Spill Number 9901001 is the result of a release from abandoned drums that were located south-southeast of the site. Spill Number 9008201 relates to a petroleum spill located east of the site. Spill Number 9416098 is the result of a petroleum release due to a traffic accident on the Major Deegan Expressway located to the east of the site. Spill Number 1101665 relates to a petroleum release due to a traffic accident on MDE and Cross Bronx South Parkway located to the northeast of the site. Four spills are listed as a result of traffic accidents on MDE and Cross Bronx Parkway located to the northeast of the site (Spill Number 0104091, 0105418, 0707044, 0111297). Spill Number 9212402 is associated with abandoned drums, which have since been removed, located to the north of the site.

Recommend: The historic uses of this property and adjacent areas in addition to regulatory database listings for the site and surrounding properties indicate adverse impacts to the environmental quality of the site. The potential historic releases of lead-based paint from the adjacent bridge may have directly impacted site soils near the bridge. The presence of contamination would complicate redevelopment, so it is recommended for inclusion in the BOA Area nomination.

Block: 2541

Lot: 123

Site Name: NYS Strip

Address: Depot Place

Owner / jurisdiction: NYS Dept. of Transportation

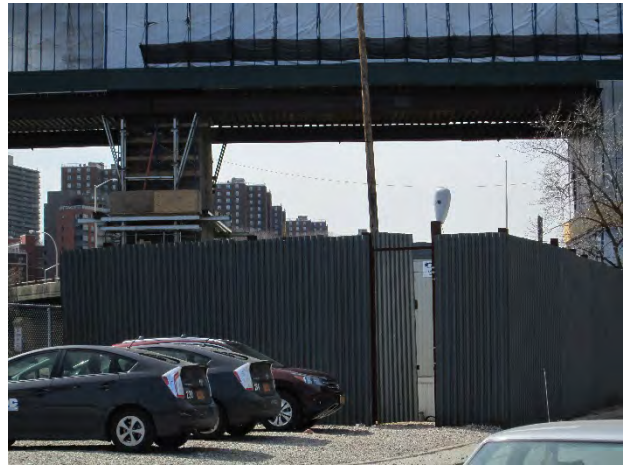
Waterfront: No

Size: 0.39 acres

Current Use: Transportation ROW

Zoning: Park

12



Existing Infrastructure and Utilities: This site can be accessed from Exterior Street via the Depot Place Overpass from the south.

Exterior Street has overhead electric and telephone service lines. In addition, Exterior Street has storm drains that outfall to the river. There is a 12" water main that terminates at a hydrant north of Depot Place Bridge along Exterior Street. There are no sanitary sewers.

Onsite: The NYS Strip site has recently been used as a Field Office for the High Bridge Reconstruction project. According to historic Sanborn fire insurance maps, the site has never been developed. There is a potential for lead contamination given the site's location immediately beneath the High Bridge. This is due to the fact that until recently, lead paint from bridges was not controlled during maintenance, resulting in discharge of lead under and near the bridges.

Offsite: The area immediately east and upgradient was historically used as a large railroad and freight yard. Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are identified in the NY Spills database. Spill Number 9900836 was called in by a driller who found contamination while test boring to the south of the site. Spill Number 9901001 is the result of a release from abandoned drums that were located south-southeast of the site. Spill Number 9008201 relates to a petroleum spill located east of the site.

Recommend: The downgradient location and historic uses of the adjacent properties, in addition to regulatory database listings for surrounding properties may have adversely impacted the environmental quality of the site. The potential historic releases of lead-based paint from the adjacent bridge may have directly impacted site soils near the bridge. The likely presence of contaminants may complicate development; therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 2541

Lot: 122

Site Name: Former Kennel Site

Address: 1343 Exterior Street

Owner / jurisdiction: NYC Dept. of Parks & Recreation
(formerly owned by New Tabernacle Church)

Waterfront: Yes

Size: 0.38 acres

Current Use: Undeveloped parkland

Zoning: M1-1

13



Existing Infrastructure and Utilities: This site is adjacent to and west of Exterior Street. The site can be accessed from Exterior Street via the Depot Place Overpass from the south.

There is a major twin box sewer outfall at this location. Along Exterior Street there are overhead electric and telephone service lines. In addition, Exterior Street has storm drains that outfall to the river. There is a 12" water main that terminates at a hydrant north of the Depot Place Overpass along Exterior Street. There are no sanitary sewers.

Onsite: The Former Kennel Site was recently used as a construction storage yard for the purposes of High Bridge construction staging. According to historic Sanborn fire insurance maps, the site has never been developed for other purposes.

Evidence of historic fill and stained soils were observed during a 2010 Phase I Environmental Site Assessment inspection conducted by Thomas Burke of JM Sorge, Inc. During the site inspection, one chemical storage area was identified on the property containing motor oil and transmission fluid.

Based on the findings of the Phase I investigation, JM Sorge, Inc. conducted a soil and groundwater investigation. Soil borings identified a layer of historic fill consisting of debris, brick fragments, burnt wood, coal, ash and gravel. Soil analytical results identified several historic pesticides (dieldrin, 4,4'-DDD, 4,4'-DDE and 4,4'-DDT) at concentrations above the NYSDEC's Unrestricted Use Soil Cleanup Objective. No other exceedances were identified in site soils. Groundwater analytical results identified perchloroethene (PCE) at concentrations that did not meet the NYSDEC Groundwater Quality Standard. No other exceedances were detected in groundwater at the site.

Offsite: The area immediately east and upgradient was historically used as a large railroad and freight yard. Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are identified in the NY Spills database. Spill Number 9900836 was called in by a driller who found contamination while test boring to the south of the site. Spill Number 9901001 is the result of a release from abandoned drums that were located south-southeast of the site. Spill Number 9008201 relates to a petroleum spill located south-southeast of the site.

Recommend: The historic uses of the surrounding area and regulatory database listings for surrounding properties may have adversely impacted the environmental quality of the site. Additionally, impacted urban fill material was identified in the previous environmental studies. The presence of contamination will complicate site redevelopment; consequently, it is recommended for inclusion in the BOA Area nomination.

Block: 2541

Lot: 159

14

Site Name: Former Junkyard Site

Address: 1353 Exterior Street

Owner / jurisdiction: NYC Parks (formerly owned by New Tabernacle Church)

Waterfront: Yes

Size: 0.21 acres

Current Use: Undeveloped parkland

Zoning: M1-1



Existing Infrastructure and Utilities: This site is adjacent to and west of Exterior Street. As such the site can be accessed from Exterior Street via the Depot Place Overpass from the south.

Exterior Street has over head electric and telephone service lines. In addition Exterior Street has storm drains that outfall to the river. There are water mains located north and south of this lot (see lots 122 and 132). There are no sanitary sewers.

Onsite: The former Junkyard Site has recently been used for construction storage. According to historic Sanborn fire insurance maps, the site was used as a boat yard from 1977 to 2007.

Evidence of historic fill and stained soils were observed during a 2010 Phase I Environmental Site Assessment inspection conducted by Thomas Burke of JM Sorge, Inc. During the site inspection, one chemical storage area containing motor oil and transmission fluid was identified on the property.

Based on the findings of the Phase I investigation, JM Sorge, Inc. conducted a soil and groundwater investigation. Soil borings identified a layer of historic fill consisting of debris, brick fragments, burnt wood, coal, ash and gravel. Soil analytical results identified several historic pesticides (Dieldrin, 4,4'-DDD, 4,4'-DDE and 4,4'-DDT) at concentrations slightly above the NYSDEC's Unrestricted Use Soil Cleanup Objective. No other exceedances were identified in site soils. Groundwater analytical results identified PCE at concentrations that did not meet the NYSDEC Groundwater Quality Standard. No other exceedances were detected in groundwater at the site.

Offsite: The area to the east and upgradient of the site was historically used as railroad tracks with heavier industrial uses beyond the tracks. One site of environmental concern was identified within the 400 ft. buffer. Spill Number 9008201 relates to a petroleum spill located east of the site.

Recommend: The downgradient location and industrial uses of the area, in addition to regulatory database listings of surrounding properties, may have adversely impacted the environmental quality of the site. Therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 2541

Lot: 132

Site Name: Former Bridge/Scaffolding Site

Address: 1363 Exterior Street

Owner / jurisdiction: NYC Parks

Waterfront: Yes

Size: 4.4 acres

Current Use: Undeveloped parkland

Zoning: M1-1

15



Existing Infrastructure and Utilities: This site is adjacent to and west of Exterior Street. The site can be accessed from Exterior Street via the Depot Place Bridge from the south.

Exterior Street has an overhead electric and telephone service lines. In addition Exterior Street has storm drains that outfall to the river. There is a 8" water main that terminates at a hydrant located within the cul-de-sac at the north end of Exterior Street. There are no sanitary sewers.

Onsite: The former Bridge/Scaffolding site has recently been used for High Bridge restoration staging. According to historic Sanborn fire insurance maps, the site was shown as a coal yard in 1928; four 5,000 gallon fuel oil tanks were shown in 1951; and a metal shop existed from 1977 to 2007. Portions of the site were originally shown as open water; these areas were filled in by 1951 with unknown material.

Offsite: Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are identified in the NY Spills database. Spill Number 9416098 relates to a petroleum release due to a traffic accident on the MDE located to the east of the site. Spill Number 1101665 is the result of a petroleum release due to a traffic accident on the MDE and Cross Bronx South Parkway located to the north-east of the site. Four spills are listed as a result of traffic accidents on the MDE and Cross Bronx Parkway located to the north-northeast of the site (Spill Numbers 0104091, 0105418, 0707044, 0111297). Spill Number 9212402 relates to abandoned drums, which have since been removed, located to the north of the site.

Recommend: The historic uses of this property and the regulatory database listings for surrounding properties may have adversely impacted the environmental quality of the site. Additionally, portions of the site were originally open water and were filled with unknown material which may have contained various contaminants. The likely presence of contaminants would complicate redevelopment; therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 2884

Lot(s): 72, 110

Site Name: State Parks South Site

Address: Harlem River Terrace

Owner / jurisdiction: NYS OPRHP

Waterfront: Yes

Size: 2.12 acres, 0.22 acres

Current Use: Undeveloped parkland

Zoning: M1-1, M1-1

16 17



Existing Infrastructure and Utilities: The site can be accessed from Bridge Park at the south end and Roberto Clemente State Park at the north end.

There is an existing combined sewer outfall at the north end that is in line with West 176th Street. There is also a Metro-North substation at the northerly end that has an access road to it. There are no other utilities within the immediate area.

Onsite: The State Parks South Site is currently a public park. According to historic Sanborn fire insurance maps, this site was historically undeveloped land from 1896 to 2007, with the exception of a small auto wrecking yard on the east border in 1950.

Offsite: The area immediately east and upgradient of the site has been historically occupied by a railroad. Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are registered in the NY Spills, NY Drycleaners, NY MANIFEST, US AIRs, RCRA Non-Generator and Historic Auto Station databases. Three spills are reported on adjacent properties. Spill Number 0410612 reported the release of 100 gallons of diesel fuel to the east of the site due to a traffic accident. Spill Number 9700991 reported the release of one gallon of ethylene glycol to the southeast on the Harlem River. Spill Number 0502902 reported the release of an unknown amount of #2 Fuel Oil to the north of the site with an unknown cause. North River Park Cleaners, located north of the site, is listed in the NY Drycleaners (Facility ID 2-6004-00506), NY MANIFEST, US AIRs and RCRA Non-Generator databases. The property handles ignitable hazardous wastes/halogenated solvents, but has not received any violations. The property located at 10 Richman Plaza to the north of the site is listed in the EDR Historic Auto Station database as Gregory Auto Corporation (2004).

Recommend: The auto wrecking yard noted on the 1950 historic Sanborn fire insurance map and the regulatory database listings for surrounding properties may have adversely impacted the environmental quality of the site. Therefore, these lots are recommended for inclusion in the BOA Area nomination.

Block: 3231

Lot: 1

Site Name: MTA/MN North of RCSP (Argent)

Address: N/A (West 178th Street)

Owner: Argent / Midtown

Waterfront: Yes

Size: 8.9 acres

Current Use: Metro-North Line

Zoning: M2-1

18



Existing Infrastructure and Utilities: The lot is adjacent to Roberto Clemente State Park and the La Sala property. There are no utilities within the site with respect to the strategic site location.

Onsite: The MTA North of RCSP (Argent) site is currently an active railroad. According to historic Sanborn fire insurance maps, the property was historically utilized as a railroad from the earliest map in 1896 through 2007.

Offsite: Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are registered in the NY Spills, NY LTANK, NY MANIFEST and E Designation databases. There are three spills to the northwest: Spill Number 9703877 reported several gallons of an unknown petroleum product released to storm drains; Spill Number 9611109 reported an unknown quantity of diesel; Spill Number 9508967 reported PCB oil from a cable house/oil regulator. There are five adjacent spill sites to the northeast: Spill Number 0407793 reported 25 gallons of diesel released due to equipment failure; Spill Number 8909821 reported a release of creosote due to a barge fire; Spill Number 0813940 reported 20 gallons of diesel released during a truck trailer accident; Spill Number 9707112 reported an unknown amount of transmission fluid released as a result of a traffic accident; and, Spill Number 9909964 reported 10 gallons of kerosene released due to equipment failure. There is one adjacent spill site located to the east of the center of the site. Spill Number 1006037 reported 20 gallons of gasoline released during a traffic accident. Adjacent properties are also registered in the NY LTANK database and located adjacent to the site. LTANK Spill Number 9703316, located on a property to the east of the site, leaked 100 gallons of diesel fuel due to tank failure. There are a total of 18 USTs registered at 296 West Fordham Road, upgradient (east) from the site, two of which are in service. LTANK spills associated with this property include Spill Numbers 0230030, 8701260, 8705665 and 8701258. 296 West Fordham Road is also listed in the EDR Historic Auto Stations database and the NY and NJ MANIFEST databases for handling benzene. There is one NY E Designation site (E-189) located upgradient (east) from the site at 233 Landing Road. The E Designation has been effective since 1/9/2008 and the property is owned by American Self Storage.

Recommend: The historic use as an active railroad and the regulatory database listings for surrounding properties may have adversely impacted the environmental quality of the site. Therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 3231

19

Lot: 227

Site Name: Con Ed Site North of RCSP

Address: Con Edison

Owner: Consolidated Edison Company of New York, Inc.

Waterfront: Yes

Size: 0.4 acres

Current Use: Utilities

Zoning: M2-1

Existing Infrastructure and Utilities: This site can be accessed from the south through Roberto Clemente State Park, though the gate at RCSP is normally closed.

There are no utilities.

Onsite: The Con Edison Site North of RCSP was inaccessible during site inspections. According to the most recent aerial photographs the site appears to be undeveloped land. According to historic Sanborn fire insurance maps the property was historically utilized as part of the Hudson River Railroad from 1896 to 2007.

Offsite: Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are listed in the Petroleum Bulk Storage (PBS) Facility and NY Spills databases. There are three PBS facilities containing fuel oil Aboveground Storage Tanks (ASTs) located along Cedar Avenue to the south (PBS Facility Numbers 2-345938, 2-345946, and 2-345911). There was a lack of violations, spills or leaking tanks identified with these facility registrations. There are two registered NY Spills to the east and adjacent to the site. Spill Number 1006037 reported 20 gallons of gasoline released during a traffic accident. Spill Number 0307078 reported one gallon of unknown petroleum product released from a transformer vault.

Recommend: The historic use as a railroad and the regulatory database listings for surrounding properties can potentially impact the environmental quality of the site. Therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 3231

Lot: 265

Site Name: La Sala Site

Address: West Fordham Road

Owner: L.V. I. Fordham Rd. Associates

Waterfront: Yes

Size: 3.72 acres

Current Use: Undeveloped / distribution facility

Zoning: R7-2

20



Existing Infrastructure and Utilities: This site can be accessed from Exterior Street via the ramp from the northeast end of the University Heights Bridge.

There is an overhead electric line along the bulkhead side of the site. A 12" water main is located on the north side of the University Heights Bridge within Exterior Street. There are no sanitary sewers.

Onsite: The La Sala Site is currently a truck loading facility. According to historic Sanborn fire insurance maps the site was historically undeveloped until 1928 when Ames Building Material Company/Arrow Builder Supply Corporation developed the northern portion. Arrow Builder Supply Corporation remained on the property until 1985 and the southern portion remained undeveloped. The site remained largely undeveloped with one small commercial structure on the eastern boundary from 1986 through 2007. The site was originally shown as open water (Harlem River) that was incrementally filled in with unknown material between 1896 and 1977. The top layers of fill contained milled asphalt. The site was identified in the federal and state regulatory databases. Spill Number 9703877 reported several gallons of an unknown petroleum product released to storm drains that lead to the East River on 6/30/1997. The incident was reported as a 200 foot spill on the southbound entrance ramp to I-87/MDE. The spill was closed the same day it was reported after NYC DEP came to take samples and it was determined the spill likely did not impact the river.

The Harlem River BOA Step I Study, dated February 2007, reports Volatile Organic Compounds (VOCs), lead and Polycyclic Aromatic Hydrocarbons (PAHs) identified in the soil samples collected at the site during a 1987 Environmental Assessment. No further data analysis was provided.

Offsite: Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are listed in the PBS Facility and NY Spills database. There are three PBS facilities containing fuel oil ASTs located along Cedar Avenue to the south (Facility Numbers 2-345938, 2-345946, and 2-345911). There was a lack of violations, spills or leaking tanks identified with these facility registrations. There are several registered NY Spills adjacent to the north and east of the center of the site. Spill Number 8909821 reported a release of creosote after a barge fire. Spill Number 9508967 reported PCB oil leaked from a cable house/oil regulator. Spill Number 0813940 reported 20 gallons of diesel released during a truck trailer accident. Spill Number 9707112 reported an unknown amount of transmission fluid released as a result of a traffic accident. According to historic Sanborn fire insurance maps, the surrounding properties to the east were utilized as railways from 1896 to 2007.

Recommend: The historic use of the site, the presence of unknown urban fill material, the registered NY Spills identified onsite and the regulatory database listings for surrounding properties may have adversely impacted the environmental quality of the site. The presence of contaminants would complicate redevelopment; Therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 3231

Lot: 350

21

Site Name: NYC Parks Site at Fordham Landing

Address: N/A

Owner / jurisdiction: NYC DOT, potentially transferring to NYC Parks

Waterfront: Yes

Size: 3.68 acres

Current Use: Undeveloped parkland

Zoning: M2-1



Existing Infrastructure and Utilities: This site can be accessed from Exterior Street via the ramp from the northeast end of the University Heights Bridge.

There are overhead electric and telephone lines along the west side of Exterior Street. A 12" water main is located within Exterior Street. There are also basins in Exterior Street; it is assumed that they outfall to the river. There are no sanitary sewers.

Onsite: The site is currently a construction yard. According to historic Sanborn fire insurance maps the site was undeveloped until 1989, when the area was developed into a playground.

The site was identified in the NY Spills databases. An unnamed caller reported free product in the water on 11/30/1996 related to a spill he reported the previous week. The spill was assigned Spill Number 9611109 but there was no further information associated with this spill number and it was closed on 12/9/1996.

The site was created by filling the Harlem River from 1954 to 1966. The material used as fill is of unknown origin and quality. Peat and organic rich material underlays the fill layer and is a concern for production of methane. The property is located within the 100-year flood zone for the Harlem River and was historically used for vehicle storage by NYCDOT.

A 2010 Phase I ESA by ATC Associates identified two onsite recognized environmental conditions including the filling of the Harlem River and use of the site by NYCDOT for staging of equipment, materials and vehicles.

Offsite: Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are listed in the NY Spills regulatory databases. There are five registered NY Spill sites to the north and east of the center of the site. Spill Number 9703877 reported several gallons of an unknown petroleum product released to storm drains that lead to the East River. The incident was reported as a 200 foot spill on the southbound entrance ramp to I-87/MDE. Spill Number 9508967 reported PCB oil leaked from a cable house/oil regulator located directly northeast of the site. Spill Number 8909821 reported a release of creosote north of the site after a barge fire. Spill Number 0813940 reports 20 gallons of diesel released east of the site during a truck trailer accident. Spill Number 9707112 reported an unknown amount of transmission fluid spilled east of the site as a result of a traffic accident. LTANK spills associated with the Mobil station located upgradient 400 feet southeast of the property include Spill Numbers 0230030, 8701260, 8705665 and 8701258.

According to historic Sanborn fire insurance maps the property to the south was undeveloped until 1928 when Ames Building Material Company/Arrow Builder Supply Corporation developed and remained operational until 1985. The surrounding properties to the east were utilized as railways dating back as early as 1896 and as late as the most recent Sanborn map dated 2007.

The 2010 Phase I ESA by ATC Associates Inc. identified historic uses of surrounding properties within 50 feet as commercial garages, gasoline stations and railroad tracks, operating as early as 1896 through the present. Four USTs were identified at the gasoline station, Mobil and Gaseteria, located 400 feet southeast and upgradient ,

adding the potential for contaminated groundwater to adversely impact the property. Spill No. 0230030 identified contaminated groundwater flowing west. The spill was closed under the assumption that BTEX concentrations were naturally attenuating.

A 2003 Environmental Impact Statement (EIS) for the proposed Croton Filtration Plant identified VOCs and Semivolatile Organic Compounds (SVOCs) related to gasoline, diesel-range Total Petroleum Hydrocarbons (TPHs), metals and PCBs in soil at and around the site.

Recommend: The presence of unknown fill material, regulatory database listings for surrounding properties and historic uses of the surrounding area may have adversely impacted the environmental quality of the site. Due to the likely presence of contamination, it is recommended for inclusion in the BOA Area nomination.

Block: None, mapped street

Lot: None, mapped street

Site Name: Landing Road Street End

Address: N/A (West 192nd Street)

Owner / jurisdiction: NYC Dept. of Transportation

Waterfront: No

Size: N/A

Current Use: Transportation ROW

Zoning: N/A

21A



Existing Infrastructure and Utilities: This site can be accessed from Exterior Street via the ramp from the northeast end of the University Heights Bridge.

There are overhead electric and telephone lines along the west side of Exterior Street. A 12" water main is located within Exterior Street. There are no sanitary sewers.

This former street is an easement for a combined sewer outfall from Regulator Number 66. It also has a 36" water main that crosses under the river to Manhattan.

Onsite: The Landing Road Street End site is currently a vacant lot. The lot contains dumped solid waste including tires, garbage, and old electronic equipment. According to historic Sanborn fire insurance maps, the site was utilized as a roadway until 1914 when the lot was improved with two small office buildings and cement shed. The cement shed and one office were no longer identified in 1950. The second small office was no longer identified in 1977. The area remained a roadway/paved lot through 2007.

Offsite: Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties to the north are identified in the NY Spills database. Spill Number 9508967 relates to the release of poly-cyclic biphenyls (PCBs) and associated cleanup under the direction of Con Edison. Spill Number 9611109 was called in by an unknown caller reporting an unknown quantity of free product visible on the Harlem River.

Recommend: The observed illegal dumping and the regulatory database listings of surrounding properties may have adversely impacted the environmental quality of the site. The site is recommended as part of the BOA Area nomination due to the likely presence of contamination that could impact redevelopment.

Block: 3244

Lot: 100

Site Name: Con Ed Site at Fordham Landing

Address: Exterior Street / Landing Road

Owner: Consolidated Edison

Waterfront: Yes

Size: 0.6 acres

Current Use: Utilities

Zoning: M3-1

22



Existing Infrastructure and Utilities: This site can be accessed from Exterior Street via the ramp from the northeast end of the University Heights Bridge.

There are overhead electric and telephone lines along the west side of Exterior Street. A 12" water main is located within Exterior Street which is identified as a private main. There are no sanitary sewers.

Onsite: The Con Ed Site at Fordham Landing is currently an empty lot with the exception of a small existing one-story building near the waterfront. According to historic Sanborn fire insurance maps, the site was undeveloped from 1896 to 1945. A one story building labeled "lockers" was erected on the eastern portion in 1945 and identified as offices in 1977. This building is shown on Sanborn maps through 2007 but was not identified during site reconnaissance performed in April 2015. A Con Edison cable house occupied the western portion of the site from 1945 to 2007 and was seen during the site inspection. Sanborn maps further indicate that the site was originally open water (Harlem River) and was filled incrementally with unknown material between 1896 to 1945.

Offsite: Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are listed in the NY Spills regulatory databases. Spill Number 9508967 relates to the release of PCBs and associated cleanup under the direction of Con Edison. Spill Number 9611109 was called in by an unknown caller reporting an unknown quantity of free product visible on the Harlem River. Spill Number 9909964 reported 10 gallons of kerosene released to the south due to equipment failure.

As the Harlem River BOA Step I Study, dated February 2007, notes, VOCs and SVOCs related to gasoline and diesel-range TPHs were identified in the soil during the 2003 Environmental Impact Statement for the proposed Croton Filtration Plant. Select metals and PCBs were also detected in soil samples collected for the assessment.

Recommend: The site was created by extending the Harlem River shoreline with unknown material that may contain contaminants. The regulatory database listings for surrounding properties and the identified cable house onsite may have adversely impacted the environmental quality of the site. Due to the likely presence of contamination that may impact redevelopment, it is recommended for inclusion in the BOA Area nomination.

Block: 3244

Lot: 120

Site Name: Storage Post Self Storage (South)

Address: 301 West Fordham Road

Owner: SP HHF Sub B

Waterfront: Yes

Size: 2.3 acres

Current Use: Commercial and office

Zoning: M3-1

23



Existing Infrastructure and Utilities: This site can be accessed from Exterior Street via the ramp from the northeast end of the University Heights Bridge.

There are overhead electric and telephone lines along the east side of Exterior Street. A 12" water main is located within Exterior Street and is identified as a private main. There are no sanitary sewers.

Onsite: The Storage Post Self Storage (South) site is currently a commercial storage facility. According to historic Sanborn fire insurance maps, the site was undeveloped from 1896 to 1977. City Directory records indicate the site has been occupied by Storage Post Self Storage since 2008. The Butler Lumber Yard Co. Inc. occupied the site from 1977 through 2007. Sanborn maps further indicate that the site was originally open water (Harlem River) and was filled incrementally with unknown material between 1896 to 1945.

Offsite: Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties are listed in the NY Spills regulatory databases. Spill Number 9508967 relates to the release of PCBs and to associated cleanup at a cable house/oil regulator located to the south. Spill Number 9611109 was called in by an unknown caller reporting an unknown quantity of free product visible on the Harlem River. Spill Number 9909964 reported 10 gallons of kerosene released to the south due to equipment failure.

The Harlem River BOA Step I Study, dated February 2007, notes that VOCs and SVOCs related to gasoline and diesel-range TPHs were identified in the soil during the 2003 Environmental Impact Statement for the proposed Croton Filtration Plant. Select metals and PCBs were also detected in soil samples collected for the assessment.

Recommend: The site was created by extending the Harlem River shoreline with unknown material that may contain contaminants. The onsite operation of a lumber yard and the regulatory database listings for surrounding properties may have adversely impacted the environmental quality of the site. The likely presence of contamination may complicate development; therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 3244

Lot: 125

Site Name: Storage Post Self Storage (North)

Address: 305 West Fordham Road

Owner: SP HHF Sub B

Waterfront: Yes

Size: 1.96 acres

Current Use: Commercial and office

Zoning: M3-1

24



Existing Infrastructure and Utilities: This site can be accessed from Exterior Street via the ramp from the northeast end of the University Heights Bridge.

There are overhead electric and telephone lines along the east side of Exterior Street. A 12" water main is located within Exterior Street and is identified as a private main. There are no sanitary sewers.

Onsite: The Storage Post Self Storage (North) site is currently a commercial storage facility. According to historic Sanborn fire insurance maps, the site was undeveloped from 1896 to 1977. The Butler Lumber Yard Co. Inc. occupied the site from 1977 through 2007. Sanborn maps further indicate that the site was originally open water (Harlem River) and was filled incrementally with unknown material between 1896 to 1945.

Offsite: Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. An adjacent property was listed in the Emergency Response Notification System database. A caller reported 800 tires on top of a seal wall and 100 tires released into the Harlem River immediately adjacent to the site at 305-310 West Fordham Road. The property to the immediate south was also used as a lumber yard from 1896 through 2007.

Recommend: The site was created by extending the Harlem River shoreline with unknown material that may contain contaminants. The onsite operation of a lumber yard and the regulatory database listings for the surrounding properties may have adversely impacted the environmental quality of the site. The likely presence of contamination may complicate development; therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 3244

Lot: 130

Site Name: Fordham Scrap Metal

Address: 2731 Exterior Street

Owner: 2731 Exterior LLC

Waterfront: Yes

Size: 0.99 acres

Current Use: Industrial and manufacturing

Zoning: M3-1

25



Existing Infrastructure and Utilities: This site can be accessed from Exterior Street via the ramp from the northeast end of the University Heights Bridge.

There are overhead electric and telephone lines along the east side of Exterior Street. DEP records do not show a water main north of Lot 125. However, given that the adjacent existing main is a private main and a concrete plant is located at the northerly lot, Lot 160, the main most likely continues. There are no sanitary sewers.

Onsite: The Fordham Scrap Metal site is currently occupied by Fordham Scrap Metal. According to historic Sanborn fire insurance maps, the site was undeveloped from 1896 to 1978. From 1978 to 2007 the site was occupied by an auto junkyard. City Directory records identified the site as occupied by Fordham Scrap Metal & Equipment Ltd in 2013. Sanborn maps further indicate that the site was originally open water (Harlem River) and was filled incrementally with unknown material from 1896 to 1945.

Offsite: The property to the immediate south was also used as a lumber yard from 1896 to 2007. As the Harlem River BOA Step I Study, dated February 2007, notes, VOCs and SVOCs related to gasoline and diesel-range TPHs were identified in the soil during the 2003 Environmental Impact Statement for the proposed Croton Filtration Plant. Select metals and PCBs were also detected in soil samples collected for the assessment.

Recommend: The onsite operation of an auto and scrap metal yard, the presence of unknown urban fill material and the known contamination at nearby properties may have adversely impacted the environmental quality of the site. Since the likely contamination would complicate redevelopment, it is recommended for inclusion in the BOA Area nomination.

Block: 3244

Lot: 145

Site Name: Cement Works (South)

Address: Exterior Street

Owner: Galway Realty, LLC

Waterfront: Yes

Size: 1.1 acres

Current Use: Industrial and manufacturing

Zoning: M3-1

26



Existing Infrastructure and Utilities: This site can be accessed from Exterior Street via the ramp from the northeast end of the University Heights Bridge.

There are overhead electric and telephone lines along the east side of Exterior Street. DEP records do not show a water main north of Lot 125. However given that the Exterior Street main is a private main and a concrete plant is located at the northerly lot, Lot 160, the main most likely continues. There are no sanitary sewers.

Onsite: The Cement Works (S) site is currently used as a cement mixing plant. According to historic Sanborn fire insurance maps, the site was undeveloped from 1896 to 1984. From 1984 to 2007, the site was occupied by Redi-Mix Batch Plant on the northern portion of the site. Sanborn maps further indicate that several portions of the site were originally open water (Harlem River) and were filled incrementally with unknown material from 1896 to 1945.

Offsite: The property to the immediate south was used as an auto junkyard from 1978 to 2007. As the Harlem River BOA Step I Study, dated February 2007, notes, VOCs and SVOCs related to gasoline and diesel-range TPHs were identified in the soil during the 2003 Environmental Impact Statement for the proposed Croton Filtration Plant. Select metals and PCBs were also detected in soil samples collected for the assessment.

Recommend: The historic operation of the Redi-Mix Batch Plant, the presence of unknown urban fill material, the known contamination at nearby properties and the operation of an auto junkyard to the south may have adversely impacted the environmental quality of the site. It is considered as a Strategic Site within the BOA Area nomination, since the likely presence of contamination would impact site redevelopment.

Block: 3244

Lot: 160

Site Name: Cement Works (North)

Address: Exterior Street

Owner: Galway Realty, LLC

Waterfront: Yes

Size: 0.96 acres

Current Use: Industrial and manufacturing

Zoning: M3-1

27



Existing Infrastructure and Utilities: This site can be accessed from Exterior Street via the ramp from the northeast end of the University Heights Bridge.

There are overhead electric and telephone lines along the east side of Exterior Street. DEP records do not show a water main north of Lot 125. However, given that the Exterior Street main is a private main and a concrete plant is located on this site, Lot 160, the main most likely continues. There are no sanitary sewers.

Onsite: The Cement Works (North) site is currently used for storing stockpiles for the neighboring cement mixing plant to the south. According to historic Sanborn fire insurance maps, the site appears to have remained undeveloped from 1896 to 1984. From 1984 to 2007 the site was occupied by Redi-Mix Truck Repair on the southern portion of the site. Sanborn maps further indicate that several portions of the site were originally open water (Harlem River) and were filled incrementally with unknown material from 1896 to 1945.

Offsite: The property to the south was occupied by the Redi-Mix Batch Plant facility from 1984 to 2007. As the Harlem River BOA Step I Study, dated February 2007, notes, VOCs and SVOCs related to gasoline and diesel-range TPHs were identified in the soil during the 2003 Environmental Impact Statement for the proposed Croton Filtration Plant. Select metals and PCBs were also detected in soil samples collected for the assessment.

Recommend: The historic operation of the Redi-Mix Batch Plant, the presence of unknown urban fill material, and the known contamination at nearby properties may have adversely impacted the environmental quality of the site. It is recommended for inclusion in the BOA Area nomination, since the likely presence of contamination would impact site redevelopment.

Block: 3245

Lot: 1

Site Name: CSX (Inland)

Address: N/A (West 192nd Street)

Owner: CSX RR

Waterfront: No

Size: 5 acres

Current Use: Rail line (appears inactive)

Zoning: M1-1

28



Existing Infrastructure and Utilities: This site can be accessed from Exterior Street via the ramp from the northeast end of the University Heights Bridge.

There are overhead electric and telephone lines along the east side of Exterior Street up to Lot 160. DEP records do not show a water main north of Lot 125. However, given that the Exterior Street main is a private main and a concrete plant is located at Lot 160, the main most likely continues to that site. There are no sanitary sewers.

In line with the Heath Avenue and Bailey Avenue intersection there is a storm water outfall for I-87/MDE. About another 430 feet north is a combined sewer outfall from Regulator Number 67.

Onsite: The CSX (Inland) site is currently used as a dead-end roadway that can only be accessed from Exterior Street through or alongside the concrete plant. At the time of a site inspection in April 2015, the outskirts of the roadway contain dumped garbage and tires. According to historic Sanborn fire insurance maps, the site was operated as part of the Hudson River Railroad from 1896 to 2007. Exterior Street occupied the northern portion of the site from 1896 to 1900. The roadway was extended southward in 1914.

Offsite: A historic railroad is shown immediately east and upgradient of the site. Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties to the north are identified in the PBS Facility and NY Spills databases. PBS Facility Number 2-608936 recorded eight closed/removed 550-gallon gasoline tanks. PBS Facility Number 2-111112 recorded two #2 Fuel Oil ASTs temporarily out of service. Surrounding properties are also listed in the NY Spills database. NY Spill Number 9508060 reported the release of 760 gallons of raw sewage with no reported cleanup at a commercial facility located adjacent to the east. Spill Number 8705226 was also related to the sewage spill with the cause identified as equipment failure.

Recommend: The historic onsite operation of the Hudson River Railroad and issues noted in regulatory database listings of surrounding properties may have adversely impacted the environmental quality of the site. Therefore, it is recommended for inclusion in the BOA Area nomination.

Block: 3245

29

Lot: 3

Site Name: CSX (Waterfront)

Address: N/A (West 192nd Street)

Owner: CSX RR

Waterfront: Yes

Size: 5.8 acres

Current Use: Vacant

Zoning: M1-1



Existing Infrastructure and Utilities: This site can be accessed from Exterior Street via the ramp from the north east end of the University Heights Bridge

There are overhead electric and telephone lines along the west side of Exterior Street. DEP records do not show a water main north of Lot 125. However given that it is a private main and a concrete plant is located at the northerly lot, Lot 150, the main most likely continues . There are no sanitary sewers.

In line with the Heath Avenue and Bailey Avenue intersection there is a storm water outfall for I-87/MDE. About another 430 feet north is a combined sewer outfall from Regulator Number 67.

Onsite: The CSX (Waterfront) site is currently unoccupied and underutilized but contains large stockpiles of gravel and soil. Sanborn maps indicate that several portions of the site were originally open water (Harlem River) and were filled incrementally with unknown material from 1896 to 1945.

Offsite: A historic railroad is shown immediately east and upgradient of the site. Several sites of environmental concern were identified within the 400 ft. buffer during a review of environmental databases and historical records. The surrounding properties to the north are identified in the PBS Facility and NY Spills databases. PBS Facility Number 2-608936 recorded eight closed/removed 550-gallon gasoline tanks. PBS Facility Number 2-111112 recorded two #2 Fuel Oil ASTs temporarily out of service. Surrounding properties are also listed in the NY Spills database. NY Spill Number 9508060 reported the release of 760 gallons of raw sewage with no reported cleanup at a commercial facility located adjacent to the east. Spill Number 8705226 was also related to the sewage spill with cause identified as equipment failure.

The Harlem River BOA Step I Study, dated February 2007, notes that VOCs and SVOCs related to gasoline and diesel-range TPHs were identified in the soil during the 2003 Environmental Impact Statement for the proposed Croton Filtration Plant. Select metals and PCBs were also detected in soil samples collected for the assessment.

Recommend: The presence of unknown fill material used to extend the Harlem River shoreline and regulatory database listings of surrounding properties may have adversely impacted the environmental quality of the site. Since the presence of contaminants may complicate redevelopment, it is recommended for inclusion in the BOA Area nomination.

PROPERTY OWNERSHIP & JURISDICTION METHODOLOGY

As consultants and sub-consultants to NYC Parks and BCEQ, Abel Bainson Butz, LLP Landscape Architects (ABB) and James Lima Planning and Development (JLP+D) conducted research on property ownership within the BOA study areas during the fall of 2014 and early spring of 2015. Engineering sub-consultant STV also assisted in this research, along with representatives of NYC Parks and BCEQ. This research entailed review of public records, site visits and interviews with key owner representatives and knowledgeable community members.

The specific methods used to compile the property information in Table 1 began with compilation of draft Property Ownership Maps from available GIS data (data layers provided by STV and NYC Parks). The primary property ownership data layer in the GIS maps is the New York City MapPLUTO 14V1, prepared by the NYC Department of City Planning, Information Technology Division (creation date 2014-06-06). The boundaries of the BOA study areas were established during the BOA Step 1 process and revised by BCEQ and NYC Parks to extend south to 149th Street and north to West 230th Street for the purposes of the Step 2 study.

Based on the draft Property Ownership Maps, a draft Property Inventory with all relevant tax lots was created. Acreage of each lot and current zoning information was drawn from the Automated City Register Information System (ACRIS), provided online by the NYC Finance Department. Next, the Property Ownership Maps and Property Inventory were cross-checked and refined to try to resolve discrepancies and uncertainties to the greatest degree possible without title searches. As noted by the Department of City Planning in the MapPLUTO description:

There are a number of reasons why there can be a tax lot in PLUTO that does not match the DTM [Department of Finance's Digital Tax Maps]: the most common reason is that the various source files are maintained by different departments and divisions with varying update cycles and criteria for adding and removing records.

The draft maps and list were checked for accuracy and refined using several methods:

1) Key knowledgeable representatives of BCEQ and NYC Parks reviewed the maps to identify areas of special concern and/or discrepancies between maps and current conditions.

2) NYC Parks Parklands Division provided updated information on land under the jurisdiction of NYC Parks, as well as helpful information regarding jurisdictions of other agencies (e.g. NYSDOT, NYCDOT, NYC EDC, DCAS) over numerous other parcels and transportation corridors in the BOA study area.

3) The team checked ownership information as noted on the MapPLUTO against New York City Department of Finance Records. Both ACRIS (<http://a836-acris.nyc.gov/CP/>) and NYCProperty (<http://nycprop.nyc.gov/nycproperty/nynav/jsp/selectbbl.jsp>) have been used to verify ownership information. If a discrepancy exists between Department of Finance records and the MapPLUTO GIS datasets, the Department of Finance owner of record has been shown in the Property Inventory and the ownership information updated on the Property Ownership Maps.

4) Special efforts have been made to update ownership records on all of the railroad parcels through contact between JLP+D and senior railroad representatives. The team was able to obtain some additional information on railroad parcels in this way, though in many cases the information is not as conclusive as would be liked. The Property Inventory and maps reflect the most accurate information currently available and note discrepancies where they exist.

HARLEM RIVER BOA CENTRAL FOCUS AREA BUILDING INVENTORY

Map 1 - 149th Street to 161st Street Pedestrian Bridge (CD4)									
Mill Pond Park - Tennis bubble	NYC Parks or Stadium Tennis Center	B 2539, L 2	2012	n. a.	(12 tennis courts)	Park	Recreational - Tennis		temporary structure
Mill Pond Park - Stadium Tennis Center Clubhouse and Café	DPR or Stadium Tennis Center	B 2539, L 2	1935	2	26,000 sf	Park/C4-4 M2	Current use: Recreational - Tennis Clubhouse, Café, NYC Parks district office, comfort station. Original use: Refrigeration warehouse for Bronx Terminal Market		
Major Wm. Deegan Boulevard	Argent /Midtown & or CONRAIL	B 2539, L 506	2012	unknown	unknown	R7-1	Transportation & Utility - train garage or shop		leased by MTA
Map 2 - Highbridge Yard to George Washington Bridge (Depot Place Area) (CD4)									
Major Wm. Deegan Boulevard	Argent/Midtown	B 2539, L 506	unknown	unknown	unknown	R7-1	Metro-North line: rail car wash facility		Per NYCProperty, still listed as Conrail. Per ACRIS: MTA Real Estate indicates that Conrail sites are in MTA control.
Major Wm. Deegan Boulevard	Argent/Midtown	B 2540, L 506	unknown	unknown	unknown	R7-1	Metro-North line: rail car shop or garage, open with just roof		Per NYCProperty, listed as MTA/Metro North. ACRIS lists as MN-LTI/MTA: Part of Argent / Midtown lease to MTA / MetroNorth.
Map 3 - Bridge Park to La Sala Site (Roberto Clemente S.P. Area) (CD5)									
16 Richman Plaza - River Park Towers	River Park Residences	B 2882, L 229	1973	(2) towers w/ 44 fl. (2) towers w/ 42 fl. (1) bldg. w/ 3 fl.	1,597,950 sf (estimated)	M2-1	Mixed residential and commercial use		Towers are residential; long 3 floor building is mainly parking garage, has supermarket
67 West 176 Street	MTA - Metro North	B 2882, L 130	unknown	(4) (estimated)	unknown	M2-1	Metro-North - shop/office		big rail facility with vehicle accessibility from street
West 176 Street - Roberto Clemente State Park	NYS DPR (OPHP)	B 2883, L 216	1974	2	55,000 sf (estimated)	PARKWAYS	Open space & recreation		Swimming pool, spray shower, playground, gymnasium
500 McCracken Avenue	The City of New York	B 2883, L 60	1980	1	6,000 sf (estimated)	M2-1	Industrial and manufacturing - warehouse		unclear if part of Roberto Clemente State Park or not, per DCP website it is not.
Map 4 - La Sala Site to 225th/230th (CD7 and CD8)									
CD7									
West Fordham Road - La Sala Site	L.V.L. Fordham Rd Assoc.	B 3231, L 265	unknown	1 (estimated)	unknown	R7-2	Varant Land (DCP classification) Undeveloped/ distribution facility		
301 West Fordham Road - Storage Post Self Storage (S)	SP HHF Sub B LLC	B 3244, L 120	2003	1	56,050 sf (estimated)	M3-1	Self-storage		
305 West Fordham Road - Storage Post Self Storage (N)	SP HHF Sub B LLC	B 3244, L 125	2003	1	44,450 sf	M3-1	Self-storage		
2371 Exterior Street - Fordham Scrap Metal	2371 Exterior LLC	B 3244, L 130	2007	3	6,250 sf	M3-1	Scrap yard and office		
West 192 Street	MTA Metro-North	B 3245, L 12	unknown	(1) bldg. w/ 1 fl (half) bldg. w/ 1 fl (half) bldg. w/ 2 fl. (estimated)	unknown	M1-1	Transportation and utility		Per NYCProperty, listed as MTA. ACRIS lists as MN-LTI/MTA: Part of Argent / Midtown lease to MTA / MetroNorth.
300 West Kingsbridge Road - River Plaza Shopping Mall	Target Corp.	B 3245, L 60	2003		156,474 sf (estimated)	C8-3	Retail		River Plaza Mall owners not list on public records, but confirmed through Target Corp.
Harlem River Drive - DEP building	NYCDEP	Man. B 2215, L 652	unknown	1 fl. (estimated)	unknown	C8-3	Infrastructure/utilities		
68 West 225 Street - River Plaza Shopping Mall	Kingsbridge Associates	Man. B 2215, L 654	1949	1	7,656 sf	C8-3	Retail		
5188 Broadway - River Plaza Shopping Mall	Kingsbridge Associates	Man. B 2215, L 665	2009	2	41760 sf	C8-3	Retail		

HISTORIC RESOURCES IN CONTEXT AREAS

- **Grand Concourse Historic District (CD4):**

Opened in 1909 as an extension of Manhattan's leafy parks and boulevards, the Grand Concourse is slowly regaining its luster as a dazzling display of working- and middle-class life. The Historic District's one-mile stretch includes more than 60 Tudor, Moderne, and Art Deco apartment houses that define the neighborhood's special sense of place. Individual landmarks include the monumental Bronx County Courthouse (1934) at East 161st Street, as well as the handsome Andrew Freedman Home (1924) at East 166th Street, a former senior housing center now being reinvented as a hub for workforce development initiatives, artistic programming, and cultural exchange. *National Register of Historic Places* (1987); *New York City Landmark* (2011).¹

- **Union Reformed Church of Highbridge, Public School 11, and Noonan Plaza Apartments (CD4):**

A trio of Highbridge landmarks reflect at a glance the evolving face of social institutions that defined public life in the rapidly developing western Bronx in the decades following the borough's annexation by New York City in 1874. Initially home to workers who built the Harlem River's infrastructure—particularly Irish laborers who constructed the High Bridge, aqueduct, and railroad—the bustling neighborhood soon had a distinguished religious center in the Union Reformed Church of Highbridge, built in 1888. Known today as Highbridge Community Church, it stands as one of the city's outstanding examples of the robust Richardsonian Romanesque style. Across Ogden Avenue, Public School 11, built in 1889 in the Romanesque Revival style with later sensitive additions, offered a dignified composition in sturdy Harlem River stone, with an ennobling central entrance tower that was one of the first of its type in New York City schools. The later Noonan Plaza Apartments, adjacent to the church, embody the borough's flourishing decades as a destination for middle-class apartment dwellers. Dating to 1931, Noonan Plaza is considered one of the finest examples of Art Deco apartment houses in the Bronx, with a sophisticated site plan arranged around a garden court that made its 238 units unmatched in elegance and amenities. *Union Reformed Church of Highbridge: New York City Landmark* (2010); *Public School 11: National Register of Historic Places* (1983); *Noonan Plaza Apartments: New York City Landmark* (2010)

- **Park Plaza Apartments and (Former) American Female Guardian Society and Home (CD4):**

Two additional historic resources in the southernmost section of the BOA Context Area reflect the development of Highbridge as one of the densest districts in New York City. Like Noonan Plaza, the Park Plaza Apartments were among the pioneering housing complexes of the Bronx. (Both were designed in part by architect Marvin Fine.) Considered among the borough's Art Deco masterpieces, the Park Plaza opened in 1931 as a response to the arrival of rapid transit to the area beginning in 1917 and an influx of veterans from World War I. With its vertical, skyscraper-esque styling, recessed courtyards, and elaborate window treatments, the Park Plaza became a sought-after address for upwardly-mobile immigrants. A social counterpart to the Bronx's glamorous apartment living, the American Female Guardian Society was completed in 1902 as a home for abandoned and impoverished children. William B. Tuthill—the architect of Carnegie Hall—skillfully designed a hospital-style pavilion plan disguised as a large mansion, seamlessly fitting into the fashionable urban district. Today the building provides long-term health care to geriatric, AIDS, and disabled residents as part of the Bronx-Lebanon Hospital Center Health Care System. *Park Plaza: National Register of Historic Places* (1982), *New York City Landmark* (1981); *American Female Guardian Society: New York City Landmark* (2000)

- **Bronx Community College and Hall of Fame for Great Americans (CD5):**

The prospect occupied today by Bronx Community College is home to one of New York City's richest and most historically resonant ensembles. Overlooking the Harlem River, with views to the Cloisters and Palisades beyond, the site is dominated by the Hall of Fame for Great Americans—whose open-air, 630-foot colonnade is lined with bronze portrait busts of celebrated honorees—along with the domed Gould Memorial Library, Cornelius Baker Hall of Philosophy, and the Hall of Languages, all designed by renowned Gilded Age architect Stanford White as the core of New York University's bluff-top campus. Nearby Begrish Hall, a landmark of modern architecture designed by Marcel Breuer in 1961, adds a dashing composition in cantilevered concrete. Though this prized collection of cultural assets does not always receive the attention it deserves, its proximity to the waterfront—via University Woods Park, where a \$420,000 reconstruction of stairways and landings was completed in 2014—offers an opportunity for rediscovery as a treasure of the Bronx. *National*

Register of Historic Places (1979); New York City Landmark (1966 & 2002).

- **Messiah Home for Children (CD5):** Originally an orphanage for young children, this towered-and-turreted structure was designed by Boston architect Charles Brigham and completed in 1908. Subsequently occupied by the Salvation Army, and since 1978 home to the U.S. Department of Labor's South Bronx Job Corps Center, the building remains an important institutional anchor for the Morris Heights neighborhood. With its vocational training curriculum, as well as leadership, volunteer, and community support opportunities for young students, the Center should be considered a constituent for the Harlem River waterfront's revival. *New York City Landmark (1997).*

- **Kingsbridge Armory (CD7):** This splendid example of military architecture at the intersection of Kingsbridge Road and Jerome Avenue remains one of New York City's largest and most impressive armories. Completed in 1917 and occupying a full city block, the Romanesque-style fortress, with its towers and crenellated parapets, has been home to the Eighth Coast Artillery—dating to 1786—and was long used by the National Guard. Vacant since 1996, the landmark structure is expected to reopen beginning in 2018 as the Kingsbridge National Ice Center, a nine-rink complex envisioned as the world's largest ice-skating venue. With an anticipated 2 million visitors per year, the center has the potential to be a significant sports, educational, and community destination.² Its location at the northern end of Aqueduct Walk and proximity to the greenway connection at W. 225th St. (which becomes W. Kingsbridge) is strategic for tourism development in the BOA vicinity. *National Register of Historic Places (1982); New York City Landmark (1974).*

- **Edgehill Church of Spuyten Duyvil (United Church of Christ) (CD8):** Set on a sloping site near the Spuyten Duyvil Focus Area, this small, picturesque church was completed in 1889 as the Riverdale Presbyterian Chapel chiefly to serve workers of the nearby Johnson Iron Foundry, which occupied a peninsula jutting into Spuyten Duyvil Creek. Prominent New York City architect Francis H. Kimball designed an eclectic, Shingle-style structure befitting its rustic setting. Rising above a massive stone base is an asymmetrical composition of imbricated shingles, trefoil-arch windows, and

half-timbered gables, expressing a new American freedom in ecclesiastical architecture. The church stands as a neighborhood anchor and one of the few extant links to Spuyten Duyvil's early residential and industrial history. *National Register of Historic Places (1982); New York City Landmark (1980).*

Notes: Historic and Archeologically Significant Areas

¹ History narratives and designation dates based on New York City Landmarks Preservation Commission LPC Designation Reports database, accessed June, 2015, http://www.nyc.gov/html/lpc/html/publications/landmark_designations.shtml, with supplemental information from Neighborhood Preservation Center database, accessed June, 2015, http://www.neighborhoodNYC.org/neighborhoodpreservationcenter.org/designation_reports/.

² "Mayor Bloomberg Announces Plans to Transform Kingsbridge Armory in the Bronx into World's Largest Indoor Ice Facility," April 23, 2013. <http://www.nyc.gov/html/press-release/mayor-bloomberg-announces-plans-transform-kingsbridge-armory-bronx-worlds-largest>.

HARLEM RIVER BOA STRATEGIC SITES SELECTION CRITERIA

1. Community Support - Does the area have community support, such as that of a neighborhood association, community group or the Community Board?

No support	0
Community/Issue Group	5
Local Neighborhood Association	10
CB support	15

2. Probability of Change to Promote Vision - Is there a possibility for change that would advance the HR BOA Vision and Goals in the area within the next 20 years, 10 years, or 5 years?

Change unlikely	0
20 years	5
10 years	10
5 years	20

3. Scale – Is the site large enough to support some of the desired programmatic uses in the HR BOA Vision and Goals?

No	0
Only if combined with other site(s); combination does not appear feasible	5
Only if combined with other site(s); combination appears feasible	15
Yes—large, significant site	20

4. Use potential: Is the site strategically located to support a desired recreational use or other key Vision goal?

Not in a desirable location	0
In a moderately desirable location	15
Prime location for recreational/maritime use (e.g. boat house) or other key goal	20

5. Greenway Potential - Could the area support a greenway for use by cyclists and pedestrians?

No greenway	0
On-street greenway	10
Waterfront greenway, disconnected from larger greenway network	15
Waterfront greenway strategically connected to larger greenway network	20

6. Upland Connectivity- Is the area close enough to existing or potential upland access points to promote active use?

No access from upland	0
Future connection possibly feasible	5
Existing upland connection relatively close (c. ½ mile)	10
Existing good upland connection at site	20

7. Access for public - What is the likelihood that the site can be developed in such a way that maximizes public access to the waterfront?

No access	0
Probably private development only, limited access	5
Private development with some public access	15
Public access	20

8. Brownfield remediation potential – Does the site offer strong opportunities for brownfield remediation and other bioremediation environmental clean-up strategies?
- | | |
|--|----|
| No, remediation is not feasible or is not needed | 0 |
| Limited potential for effective brownfield remediation | 10 |
| Good potential for effective brownfield remediation | 15 |
| High potential for meaningful brownfield remediation | 20 |
9. Potential for stormwater management to improve water quality – Is the site in a location and of a sufficient size to support green infrastructure (GI) strategies for stormwater management to improve water quality?
- | | |
|---|----|
| No, site location and/or lot size would make green infrastructure ineffective | 0 |
| Site has limited potential for effective GI systems | 5 |
| Site offers good potential for effective GI systems | 15 |
| Site is strategically located and large enough for effective GI systems | 20 |
10. Ecological enhancement potential – Does the site offer a strategic location for ecological enhancements and sufficient patch size to be helpful in enhancing biodiversity? (Example: room for native plantings, pollinator & fauna habitat)
- | | |
|---|----|
| No, site location and/or patch size is inadequate for ecological enhancements | 0 |
| Site has limited potential to support ecological enhancements | 5 |
| Site offers good potential to support ecological enhancements | 15 |
| Site is well located and sized to support meaningful ecological enhancements | 20 |
11. Catalytic Potential – Does the site provide good potential to catalyze positive economic and social impacts within the BOA study area?
- | | |
|---|----|
| No, the site location and/or size does not lend itself to catalyzing positive impacts | 0 |
| Site has limited potential to catalyze positive impacts | 5 |
| Site offers good potential to catalyze positive impacts | 15 |
| Site is strategically located and large enough to catalyze positive impacts | 20 |
12. Address Community Needs—Does the site have potential to address needs of the adjacent communities?
- | | |
|--|----|
| No, the site locations and/or size does not lend itself to community needs | 0 |
| Site has limited potential to address community needs | 5 |
| Site offers good potential to address community needs | 15 |
| Site is strategically located and large enough to address community needs | 20 |

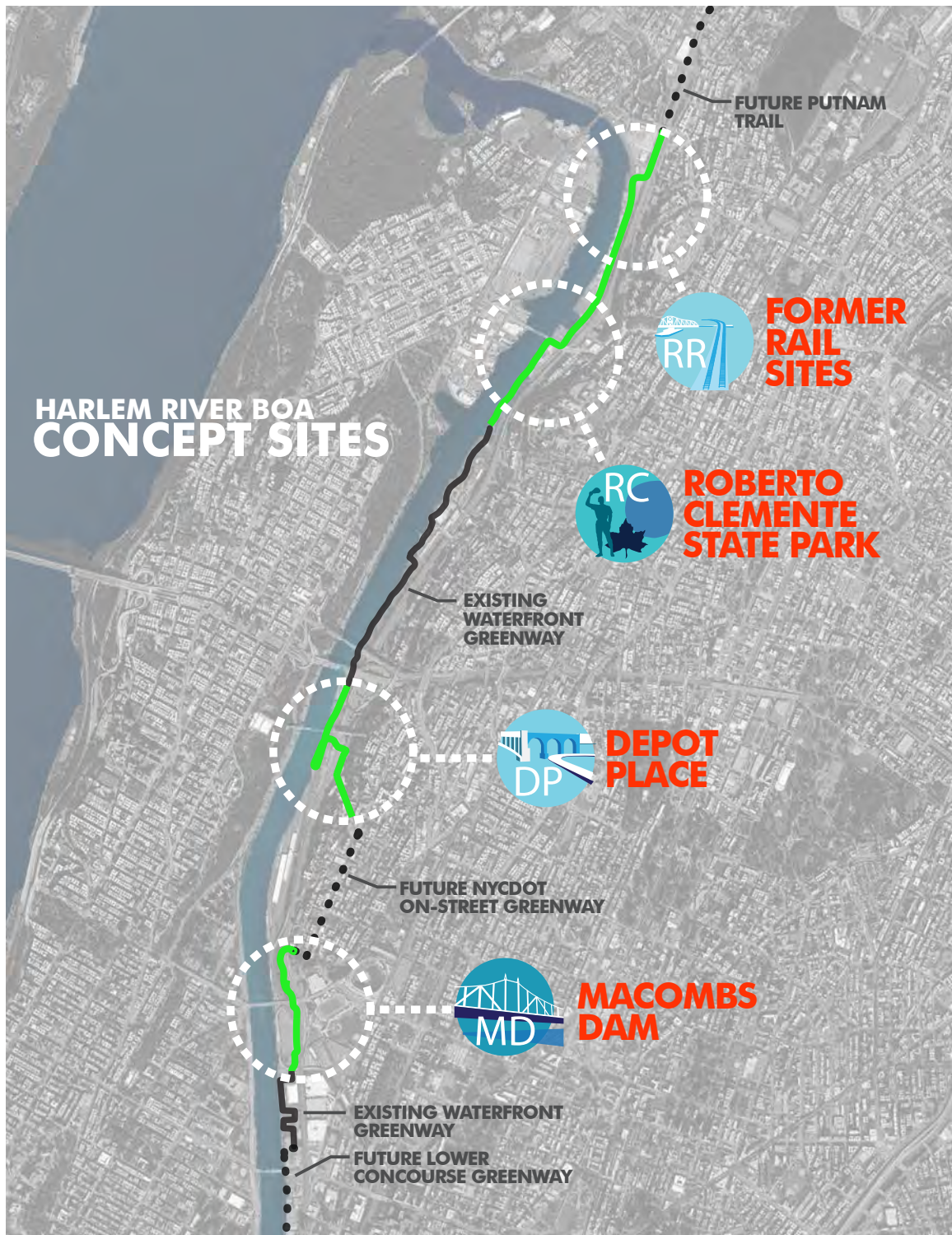


Figure J-1 - Harlem River BOA Concept Site Locations (Source: ABB)

As part of the scope for this Harlem River BOA Step 2 Study, the consultant team was asked by NYC Parks to develop concepts for four key connection points along the Harlem River waterfront. This map summarizes the four proposed Greenway connections for which ABB developed concepts. These are presented as part of the Key Findings and Recommendations, along with conceptual designs and ideas that have been generated by others in previous studies.

Randall's Island Park Waterfront



Figure K-1- Randall's Island Park Waterfront (Source: RIPA Waterfront Stewardship Activities Booklet (2014))

Case Study: Randall's Island Waterfront

The Randall's Island Park Waterfront is a model for restoring wetlands and other high quality habitats into a public park with educational and recreational benefits. These maps from inspiring educational booklets about stewardship of Randall's Island show shoreline areas replete with bird watching, boat launches, fishing, urban forests, water filtration, wetlands, wildflower meadows, playgrounds, cafes, picnic areas and comforts stations--all connected with pedestrian and bike routes.



Figure K-2. Randall's Island Park Waterfront Stewardship Field Guide (Source: RIPA Waterfront Stewardship Wetlands Poster)

Case Study: Waterwash Wetland

A wetland, shown shortly after installation, reduces pollution into the Bronx River, collecting run-off from an adjacent commercial roof. The project, dubbed Waterwash by its designer, Lillian Ball, was funded through the Bronx River Watershed Initiative.



Tanner Springs Park in Portland, OR, a stormwater wetland park precedent (Photo: N. Byles)

Case Study:

Tanner Springs Park

Tanner Springs Park is constructed on a former contaminated industrial site. The stormwater park captures and treats run-off using natural soil and plant filtration as well as an ultraviolet system. Its design uses a variety of recycled materials.



Tanner Springs Park (Photo: N. Byles)

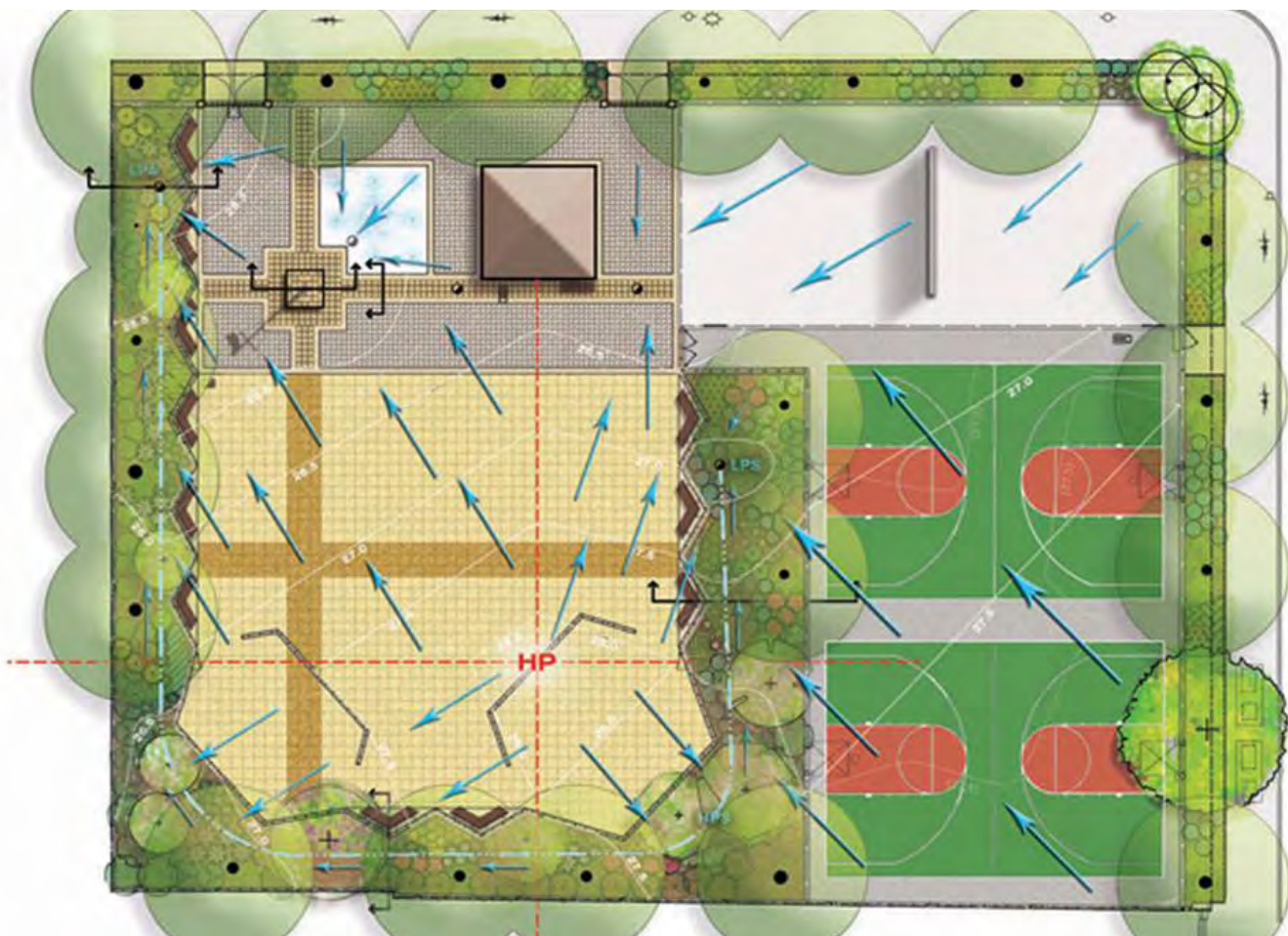


Figure K-3. Plan: Pearly Gates Park Renovation (Source: NYC Parks and S. Koren)

Case Study: Pearly Gates Park

During its 2010 renovation by NYC Parks, a rain garden border was added to capture run-off from court surfaces in order to alleviate flow to overburdened sewer lines to reduce CSO events.

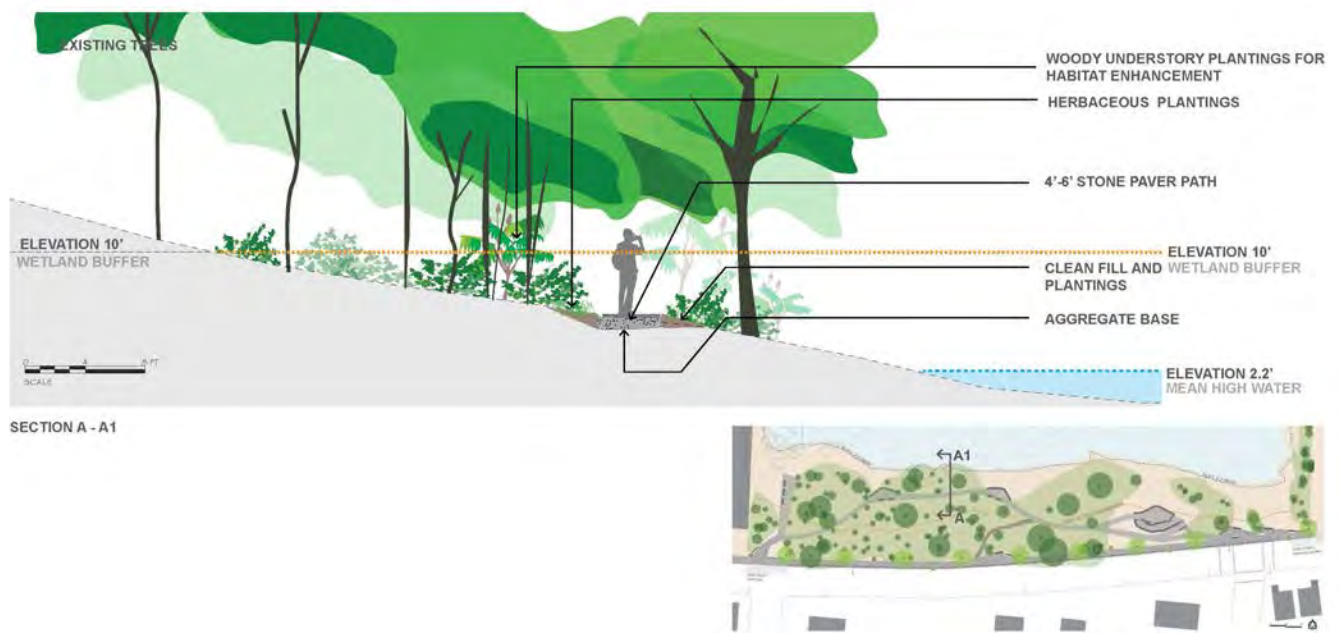


Figure K-4. Van Name/Van Pelt Plaza, Staten Island (Source: NYC Parks)

Case Study: Van Name/Van Pelt Plaza, Staten Island

The NYC Parks design for this waterfront park, which is yet to be constructed, emphasizes shoreline resilience while providing recreational access.

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