

RECLAIMING THE RIVERFRONT

GSAPP 2010 URBAN PLANNING STUDIO



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EXECUTIVE SUMMARY

A unique opportunity exists on the waterfront of Bronx Community District 7 to provide a significant asset for the community and to forge a model of a revitalized waterfront for urban centers around the world. New York City is home to over 500 miles of waterfront and while some portions of it have received much needed attention, such as around Manhattan and in downtown Brooklyn, most of it remains underutilized and neglected.

The Harlem riverfront in Bronx Community District 7 was once an integral part of the community. However, a long process of separating this section of the Bronx from its riverfront, first with the rail lines in the late 1800s then with the construction of the Major Deegan Expressway in the 1950s, has resulted in a lost community asset. The waterfront in Community District 7 is nearly inaccessible, polluted, and lacks simple amenities such as a clean, quiet place to sit and look at the water. Revitalizing this riverfront is a key objective for area residents, one they have been actively pursuing for more than a decade—albeit with little success. This studio has worked with Bronx Community Board 7 to craft a practical plan that will increase public access and set full waterfront redevelopment in motion. The goal of this plan is to Reclaim the Riverfront. There are many feasible scenarios for how this site can be reclaimed. This plan will consider mixed use development

as well as options for greenspace. While the creation of a park is the highest priority, strategies must also be in place for developing private parcels and overcoming funding obstacles. In considering the complexity of the site, the studio has created a phased plan that will be described in pages to follow.

This riverfront presents an exceptional opportunity to fulfill multiple needs of the Bronx and Community District 7. The surrounding community has limited parkland and recreational options. The need for healthy and vibrant environmental improvements in the Bronx cannot be understated. The community and its leadership must make this riverfront a priority and advocate for redevelopment. The goal of this studio is to develop a conceptual plan that the community can build upon to secure funding and implementation.

RESEARCH PROCESS

For this studio, Bronx Community Board 7 put forward a simple proposition: Help us reclaim our small portion of the waterfront. The process of creating this plan provided a sampling of the issues urban planners face: how can an ambitious community vision be balanced with realism? What is the best way to mediate competing government agencies and jurisdictions? How can the planner navigate land-owners, zoning regulations and the constant struggle for funding of public projects? In what ways can the planner best address current needs and anticipate future needs of the community? What exactly constitutes “highest and best use”?

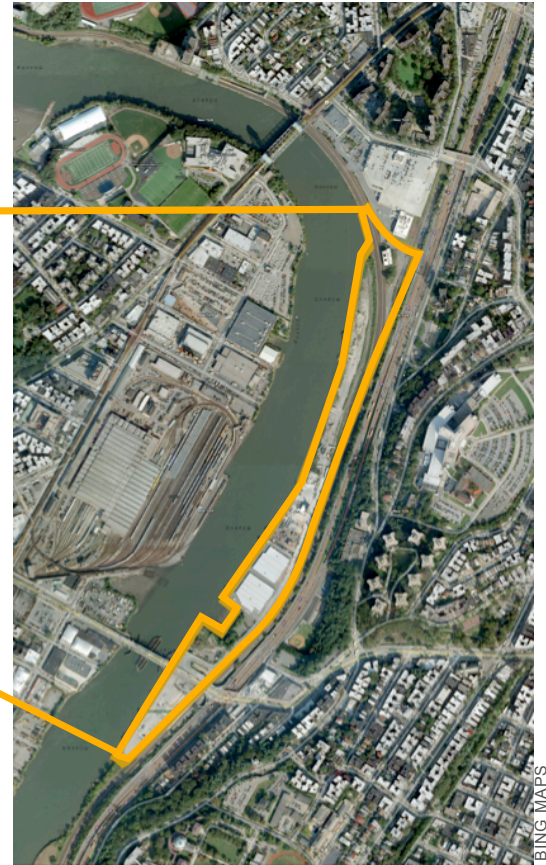
This studio has spent this past semester using all the planning tools at our disposal to tackle these questions. We have delved deeply into the history of the site and combed through land use, zoning and Sanborn maps. We have met with CB7 and the community and have visited the study area several times in all sorts of weather. We have interviewed public officials, government employees, landowners, stakeholders and people working on similar projects. The result of all this has been a carefully constructed, staged plan which is feasible and practical and which sincerely attempts to satisfy the community’s needs. It is our hope that this research, and its associated recommendations, will help Community Board 7 to reclaim the riverfront.

We would like to acknowledge the Bronx Community Board 7, their District Manager, Fernando P. Tirado, and Chair of the Land Use and Zoning Committee, Ozzie Brown for their indispensable help and encouragement, and for engaging with us throughout the development of this project. We would also like to thank Dart Westphal, the New York City Department of Parks and Recreation and the Department of City Planning, Bronx Department of Transportation and the Metropolitan Transit Authority – invaluable resources in our research. Finally, we would like to thank our professor, Ethel Sheffer and our teaching assistant, Josef Szende for their devoted guidance and support through every stage of plan development.

INTRODUCTION



Above: Map depicting CD7, CD8 and CD5, as well as the neighborhoods in northern Manhattan. The green areas indicate parks.



Right: Outlined in orange is the studio riverfront study site.

The Riverfront

The eight miles of Bronx waterfront along the Harlem River have a long history of heavy industrial use. This included power generation, coal and gas storage, warehousing, and commercial shipping; all of which contributed to New York City's emergence as a booming industrial hub. During this time, the Harlem River served as a vital waterway facilitating transportation between Manhattan and the Bronx. These industrial uses dominated the waterfront, supplanting the swimming and boating which had been popular before the Industrial Revolution. However, just as industrialization had rapidly burgeoned a

century earlier, it rapidly declined after the Second World War and left much of the waterfront highly polluted and abandoned.

Today, the Harlem River waterfront is home to a mix of small-scale industry and manufacturing, with some residential uses, such as the Harlem River Park Towers, and some parkland, such as Roberto Clemente State Park. New efforts are underway to create additional parkland at the southern end of the Harlem River as part of a larger city effort to reconnect communities with recreational space. However, a great deal of

riverfront land still lies vacant and abandoned. The focus of this plan is the portion of Harlem River waterfront which lies within Bronx Community District 7. The waterfront in CD7 is bounded by Community District 8 to the north and Community District 5 to the south, and is severed from the community by the Metro-North Railway and the Major Deegan Expressway which run side by side along its eastern edge. The site encompasses approximately 30 acres, and its shoreline is just under one mile long. More than half of this riverfront property is currently vacant—it contains the greatest concentration of vacant land in CD7—and small manufacturing and commercial businesses occupy the remaining parcels. It is accessible from only one point, a switchback ramp which descends from West Fordham Road just east of the University Heights Bridge, which crosses the river from the Bronx to Manhattan.

It is important to note that while heavy industrial uses were pervasive along much of the Bronx waterfront in the 19th and 20th centuries, the CD7 site was used mainly for lighter industries such as commercial boating, storage, and distribution facilities, and as the launch point for a commuter steamboat service to Wall Street. There are two significant explanations for this difference in usage. First, the area's natural topography of steep terrain abutting

a narrow waterfront relegated residential growth further upland and prohibited larger industry from building there.

Second, and perhaps more important, is the fact that the site is composed almost entirely of fill. This process began in the late 19th century, likely with contributions from the dredging of the Harlem River Ship Canal in the 1890s. Development on the waterfront was thus highly contingent on the amount of buildable land available at the time [1].

THE COMMUNITY

CB7 Goals for Redevelopment

From the beginning of the studio's collaboration with Community Board 7, they articulated certain goals for waterfront redevelopment. The central desire of the Board was the creation of a public park on the site. The ideal park's characteristics would:

- Reflect the community.
- Encourage neighborhood revitalization.
- Bring economic development opportunities to the community.
- Incorporate active water-dependent recreational uses.
- Improve access and connectivity to Manhattan.
- Provide health benefits to residents.
- Restore and preserve natural areas.
- Be a destination in itself, with the ability to draw people from the community down to the riverfront.

The studio has engaged with the Community Board and other representatives of the community in several productive meetings. During these meetings, the hope for redevelopment of the full riverfront into green open space was articulated many times. In addition, the studio has conducted numerous site visits, taken photographs and observed and researched extensively

in order to shape a reasoned plan.

The studio has continued to work with CB7 to identify strengths, weaknesses and opportunities present in this project. One tool for this analysis is a comprehensive survey in English and Spanish created to gather information from the community concerning preferences for the potential riverfront park. The survey is currently available online and CB7 has begun to administer it to its constituents. The survey is also ready for use in direct person-to-person interviews whenever this option is deemed useful. So far, limited preliminary results from the online survey include the following:

- Over half of respondents go to parks once per week. 80% arrive walking.
- Overwhelmingly, respondents indicated that the number one thing they would like to do at a riverfront park is to look at the water.
- Top reasons respondents go to parks are to relax and read, see events, run or do other exercise, and picnic or barbeque.
- Respondents indicated the top four features they would like to see in a new park, in order, are a path for biking and running, a playground for children, a farmers market, and an event space. *[A copy of the survey can be found in Appendix B of this report.]*

Demographics

A few key demographic indicators reveal a great deal about the population of Community District 7.

Population The total population of CD7 in 2008 was 122,723 people, and at 78,000 persons per square mile, it is the sixth densest community district in the city. The residents of CD7 are young, with 34% of the population under 20 years old. Hispanics are by far the largest ethnic group in the area, comprising 69% of the local population [2].

Income and Housing

Homeownership is low in Community District 7, with 94% of housing units being renter-occupied. Median household income is \$31,271, less than 2/3 of the citywide figure. The poverty rate is 30.6%, and 45% of the population is on income support of one kind or another [3].

Open Space In terms of open space, CD7 has only seven-tenths of an acre of parkland per 1,000 people, as compared with the City's recommendation of 2.5 acres per 1,000 people. By comparison, Community District 8, just to the north along the Harlem River, has 3.5 acres per 1,000 people, five times as much as CD7 [4].

Public Health At 7.2 asthma hospitalizations per 1000 people, the asthma rate is the sixth highest in the city, and with the Major Deegan Expressway passing through the portion of the Community District closest to the waterfront, the air quality there is even worse than in other parts of CD7 [5].

All of this together paints a picture of a young, working-class, largely Hispanic population in need of open space, clean air and economic opportunity.

Location of the Site

Transit access In terms of public transit, the CD7 waterfront area is quite well served. The area is serviced by several regular city bus lines that crisscross the neighborhood. The University Heights Bridge at the southern end of the site is the location of a Metro-North rail station and a stop on the Bx12 bus line, the city's only bus rapid transit route. At the northern end of the site, there is another Metro-North rail stop at the Broadway Bridge as well as the Marble Hill station on the 1 subway line. Just across the river are several other stops on the A and 1 trains, within a quick walk of the site, and only slightly farther away on the Bronx side

are stops on the 4 and B/D lines. However, these last stops are separated from the waterfront by the steep grade there, making access to them more difficult.

Areas of Influence Residents of the area nearest the CD7 waterfront are the most likely to use any facilities to be developed on the waterfront parcels, simply because of their proximity to the site. However, development of the waterfront can and will be felt beyond the bounds of this small area, and it is important to also look to the larger context in which the site exists. It is useful to think of this context in terms of concentric areas of influence. While the Harlem River waterfront is far from many areas of CD7, development on this waterfront is of concern to all the Community District's residents. It is also important to take into consideration those who live in other community districts but are still relatively close to the CD7 waterfront. One area of particular interest is the section of Community District 5 just south of CD7's waterfront, including the neighborhoods of Morris Heights and University Heights. CD5 is very similar demographically to CD7 (Furman Center 2010) and as such any waterfront development in CD7 could easily serve similar needs for that population as well. The potential connection that these neighborhoods have to the site through Roberto Clemente Park would provide

residents in the area with direct access to any development on the CD7 waterfront. Another area of interest is Marble Hill, which is just northwest of the site along the river and could benefit from increased access to the CD7 waterfront from its north end. Residents of nearby neighborhoods on the Manhattan side of the Harlem River are also potential users of any development on the CD7 waterfront. Swindler's Cove and Sherman Creek Parks on the Manhattan side have already become a resource for the local Inwood community and for visitors, and the same can occur on the neglected Bronx side of the Harlem River. In a wider context, the site forms part of the larger Bronx and New York City waterfronts, making it relevant to all the citizens of the Borough and the City as well as those in surrounding areas. On all these different levels, impacts and needs must be considered in such a way that the site can be made most useful in all its contexts.

CHALLENGES AND OPPORTUNITIES

Practical Concerns

Presented below are a few of the significant obstacles facing waterfront development in CD7. If building a waterfront park in this area were a simple task, it would have been completed long ago. In practice, it is difficult to secure support from government agencies and property owners as well as the funding necessary for large-scale development.

1. Limited Access Three major barriers make access to this site difficult for the local residential community. The first two impediments are manmade: the Metro-North railway and the Major Deegan Expressway. The third impediment is a natural one, namely the steep grade that separates the waterfront site from residential communities at higher elevations. These barriers are major obstacles to safe, easy pedestrian access to the waterfront. The only current entry point to the site is an access ramp from West Fordham Road, which lies toward the southern end of the site and feeds into the University Heights Bridge.

2. Zoning The area between the University Heights Bridge and the Target store at the northern end of the CD7 waterfront is zoned for manufacturing. There are three parcels at the northern end of the site that

are zoned M1-1, or Light Manufacturing; these parcels are owned by the Metropolitan Transportation Authority (MTA) Metro-North and CSX Transport. Further to the south, just above the University Heights Bridge, is a parcel zoned M2-1, or Medium Manufacturing; this parcel is owned by the New York City Department of Citywide Administrative Services (DCAS), and the Department of Transportation (DOT) is using the land for equipment storage. The parcels that lie between these areas are zoned M3-1, or Heavy Manufacturing. The LaSala parcel, which lies to the south of the University Heights Bridge, is zoned R7-2, Moderate Residential Density, to allow for new housing units. However, no construction has taken place on this parcel, and no work is planned as of the time of publication of this report.

3. Ownership The CD 7 riverfront is currently occupied by several active businesses, including a storage facility, a cement factory, a scaffolding business, a Con Edison gas main and a truck repair facility, each of them in the hands of a different owner. None of the current uses on the site, including active businesses, make any significant use of their waterfront location. The LaSala site is currently being used as a truck repair facility even though it was rezoned in 1988 from M2-1 to R7-2. Despite this rezoning approval, residential

PHOTO: BOSHU CUI



PHOTO: OZZIE BROWN

Above: Photographs of the Cement Works manufacturing site (left) and the La Sala milk distribution site (right), two of the businesses along the riverfront study site.

development has not taken place because of the lack of water/sewage infrastructure and the prohibitive expense to install this infrastructure due to the site's low elevation relative to the community. The construction of storage facilities on otherwise vacant lots has been a growing trend in the Bronx since the 1970s, because the revenue they generate is usually enough to cover real estate taxes, although they do not provide a significant profit. The cement plant receives raw materials, such as gravel and sand, which arrive by truck; as such, the waterfront location of the business is not significant to its operations. Con Edison uses its property to access electrical and natural gas lines that cross the Harlem River at that location.

Environmental Concerns

The historic uses on and around the study site have had a predictable effect on soil

contamination and warrant concern for future development. In a 2003 Environmental Impact Statement compiled as part of the proposal for the Croton Water Filtration Project, soil samples were taken from the properties along the study site as well as sediment samples from adjacent sections of the Harlem River. Universally, the soil samples revealed Volatile and Semi-Volatile Organic Compounds (VOCs and SVOCs) related to gasoline, and diesel-range Total Petroleum Hydrocarbons (TPH) [6].

Higher-than-average concentrations of selected metals as well as PCB residues were also found. The Con Edison site with its gas tank, and the cargo that passed through the area as a result of commercial boating operations, may have contributed to the contamination. On top of all this, portions of the site have likely been used for dumping, as is the case with many urban waterfront sites in the United States. Because of the heavy contamination of the

soil and shoreline, remediation will have to take place along the CD7 waterfront before any development can commence there. The first step is for the Parks Department to carry out complete soil contamination tests on each parcel to determine the extent of remediation necessary. Once that has been done, then soil replacement, reconstruction of the containment wall, and any other necessary work can be carried out. An important potential source of funding for this remediation are the Brownfield Incentive Grants awarded by the city, state and federal governments. Since the study area has been identified as a Brownfield Opportunity Area, special bonus cleanup grants are also available from a variety of governmental and non-profit organizations.

The Context of Other Waterfront Plans

Attention to the care and revitalization of the New York City waterfront began in the mid-1960s under Mayor John Lindsay. Since then, prompted by initiatives under the Dinkins and Giuliani administrations, two major studies of the waterfront have been published. Both of these explored the state of the city's shores and the potential for development. Highlights of the various plans' policies include:

- “Support and facilitate commercial and residential redevelopment in areas well-suited to such development”
- “Promote use of New York City’s waterways for commercial and recreational boating and water-dependent transportation centers”
- “Provide public access to and along New York City’s coastal waters”

The major principles of NYC’s waterfront plans are organized along the lines of four different types of waterfront areas in the city:

- The **natural waterfront**, composed of wetlands and other sensitive ecosystems. These must be protected and at times enhanced due to their importance to sustaining the city and its waters.
- The **public waterfront**, made up of parks, esplanades, and open space, with vistas of the city and its waterways. This must also be enhanced to restore public access to the waterfront in places where it has been lost.
- The **working waterfront**, with its water-dependent uses, such as maritime operations, and industrial businesses that need access to the resources that the water it provides. Enough space must be preserved along the waterfront for these businesses to continue to thrive and provide the many benefits they bring to the city.

- The **redeveloping waterfront**, the city's vacant and underutilized waterfront properties. These are to be redeveloped in ways that are most fitting to their location and the needs of both local communities and the city as a whole.

Certain plans attempt to combine support for existing industrial and commercial uses with recreational uses and new housing, fusing the four types of waterfront described above. These include the rezoning and waterfront plans created for Hunt's Point and Bronx Community Board 8.

Today, a decade after the initial resurgence of interest in waterfront development, the Department of City Planning is initiating a third comprehensive waterfront planning process. In addition to a new focus on sustainability, the plan reiterates the earlier goals of "enlivening the waterfront with attractive uses, high-quality public spaces, and publicly oriented water-dependent uses, integrated with adjacent upland communities." These objectives informed the present proposal for the Harlem River waterfront in Community District 7 and the included strategies for redevelopment (DCP 1989, 1992, 1993, 1995, 1997, 2003).

RECLAIMING THE RIVERFRONT

The Vision

This plan presents a new chapter for the waterfront. This studio has created a physically and financially feasible three-phase plan that promises vital benefits for Bronx Community District 7. **Phase I** recommends immediate action steps that will start the project moving forward and build momentum with the community. **Phase II** outlines the establishment of Regatta Park on one waterfront parcel. This phase aims to inspire redevelopment on the entire riverfront site. **Phase III** describes alternative strategies for financing and developing parcels at the south, north and middle of the site, completing the revitalization of the riverfront. Through this phased plan, with the support of the community, the great potential of this site can begin to be realized immediately.

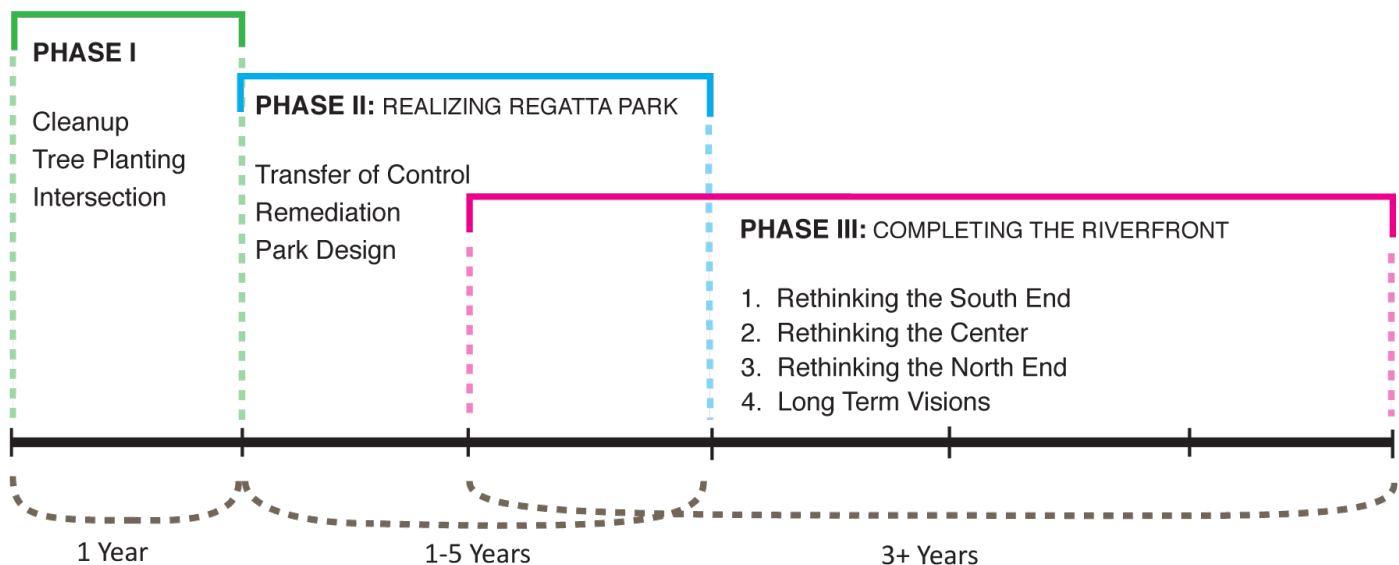
Phase I

Phase I of this plan consists of immediate steps that will draw community attention to the CD7 waterfront and begin to repair the damage caused to it by years of neglect.

1. Preliminary Clean Up and Community Involvement

The entire riverfront site and the nearby park areas upland are littered with trash, debris, and industrial refuse, including large chunks of concrete, tires and other detritus. The Parks Department and CB7 must make immediate efforts to clean up these areas, led by volunteers from the community or paid employees of the Community Board or other local organizations.

These clean-up efforts, paired with educational programs, would teach participants about the history of the site, pollutants, and the



Above is a timeline for the three-phase plan proposed by the studio.



PHOTOS: JIM FINEGAN / BOSHU CUI

Above: Photographs of the DCAS site showing trash and debris.

natural ecology of the area as they work to make the space more environmentally sound. Including the community will encourage local residents to recognize that with their hard work and support, this abandoned and forgotten space can become an important place for them in the very near future. This, in turn, will foster greater community support behind the rest of this plan's proposals and help gain the funding and political back up needed to turn the site into a park. We recommend focusing initial clean-up efforts on the following two sites:

- a. The parcel just north of the University Heights Bridge (Block: 3231, Lot: 350), owned by DCAS, and the future site of Regatta Park, as described in Phase II.
- b. The northern section of Fordham Landing Playground, uphill from the site. It is a good initial location because of its visibility from the riverfront. This land is owned and managed by

the Parks Department and therefore cleanup should be relatively easy to coordinate.

2. Tree Planting

Planting trees along West Fordham Road is a simple step that would make this major artery friendlier and more attractive to pedestrians by greening and softening the built environment. West Fordham Road is an important thoroughfare between Manhattan and the Bronx, and leads directly to the waterfront. It is currently devoid of greenery. Planting trees on this route down to the river would draw visitors towards the site and would demonstrate to local businesses, community groups and individuals that positive change is happening.

We recommend that Community Board 7 apply for trees from one of the many organizations that provide support to community tree plantings, such as the

TreeTrust, GrowNYC or MillionTrees; that CB7 and the Parks Department team up to determine where trees should go; and that a series of community inclusive tree planting events take place, bringing further attention to the community's efforts to green the area.

3. Intersection Improvements

Currently, the junction of West Fordham Road, Cedar Avenue and the Major Deegan Expressway ramps creates a traffic-heavy intersection. This intersection is the only way to access the CD7 waterfront, but it is oriented to cars and is unpleasant for pedestrians. Ill-timed lights, confusing walkways, and safety concerns restrict pedestrian activity in that area. The Citywide Congested Corridors Project has already identified West Fordham Road as a congested corridor to study and plans are underway to implement their recommendations.

In anticipation of park development on the waterfront, it is important that this intersection be reworked so that pedestrians can safely and easily access this site. Additionally, park attendance would likely increase if commuters using the Metro-North station and those that walk across the University Heights Bridge could have clear and easy access to the site.

We recommend that NYC DOT undertake a study of the intersection to reassess its

safety for pedestrians and make changes accordingly, and that consideration be given to widening the pedestrian walkway across the University Heights Bridge. Studies must be undertaken to assess the feasibility of this action with due consideration given to the bridge's status as an official city landmark.



PHOTO: BOSHU CUI

Above: Images of the West Fordham Road, Cedar Avenue, and Major Deegan Expressway ramps.

Below: The University Heights Bridge



PHOTO: BRIDGE AND TUNNEL CLUB

Phase II: Realizing Regatta Park

The goal of Phase II is to create an initial park on the riverfront in order that the community can begin to be reconnected to the Harlem River. This initial park will create demand for greater public use of neighboring sites and thereby inspire the redevelopment of the entire study area.

1. The DCAS Site: Why Here?

This phase of the plan will address the parcel just north of the entrance ramp to the site. The 3.7-acre parcel is currently owned by DCAS (Department of Citywide Administrative Services), though it is temporarily being occupied by DOT (Department of Transportation). This parcel is ideal as a first step in park development for several reasons:

- There is no need to acquire the land; the city already owns it.
- Its proximity to West Fordham Road means that it is highly visible. This is important because it means that development can draw the attention of any passersby, and is conducive to safety in the park.
- It has already been identified by the Parks Department as a future park. This future park has been named Regatta Park, a reference to the boat races that once took place on this stretch of the river. While the Parks Department does not yet have any specific plans or designs, there is funding attached to the proposed park in the amount of \$1.7 million, which comes from mitigation funds for the Croton Water Filtration project elsewhere in the Bronx.
- There is good access. It is adjacent to the access ramp from West Fordham



Above: Photograph of debris along Exterior road spanning the DCAS and Con Ed sites.

PHOTO: BOSHU CUI



PHOTO: BOSHU CUI

Above: Photograph of the DCAS site showing DOT materials stored there. (2010)

Road, making it the most accessible parcel on this stretch of riverfront.

2. Transfer of Control Through research and interviews it has become clear that the Parks Department is engaged in a turf battle with DOT over this site. DOT has been slow in relocating its materials and while Parks does not approve, they do not have the leverage within city government to move things along, as DOT is a much more powerful agency.

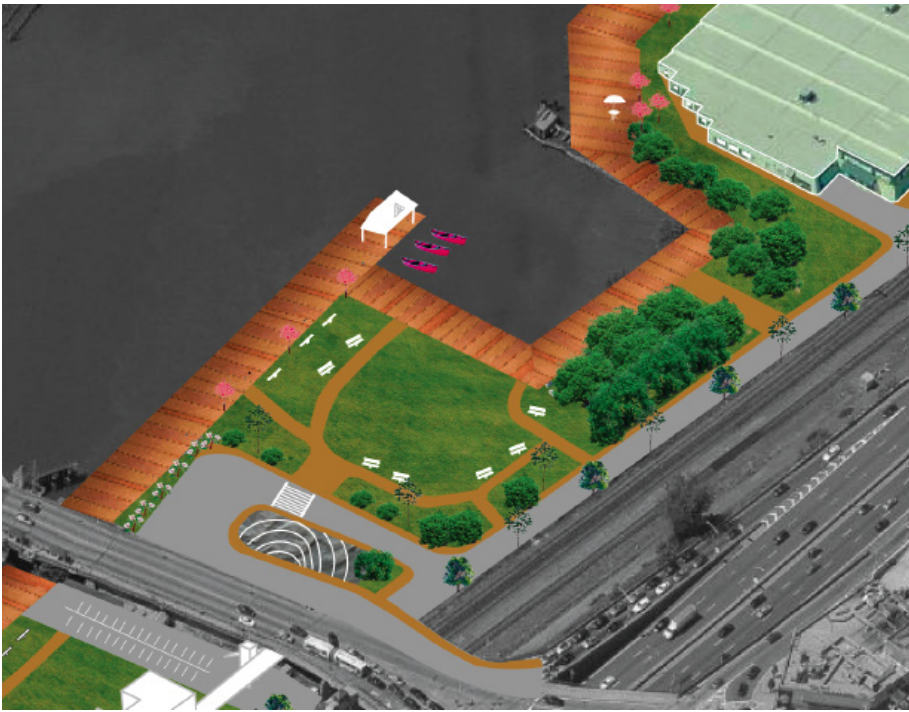
For development of Regatta Park to begin, DOT must find another site to use for storage of its materials, at which point the property can be transferred from DCAS to the Parks Department. Since this transfer is from one city agency to another, it is not expected to be a difficult maneuver once DOT has vacated the site. As soon as the transfer has occurred,

the Parks Department can begin work on the next stages of developing Regatta Park.

We recommend bringing together an interagency task force composed of DOT, the Parks Department and DCAS to begin this negotiation process immediately. This is the only way that the stalemate can be broken and progress made toward transferring control of the site to the Parks Department.

3. Remediation Once transfer of the property is complete the next step is remediation. The DCAS site was historically one of the most industrially active parcels along the CD7 riverfront. Ships docked at piers along the inlet here, and their ruins still remain, protruding just above the waterline. There is definitive reason to believe that this parcel is heavily contaminated and will need remediation. Initial testing carried out as part of the 2003 Croton Water Filtration Project EIS confirms this. Full testing must be undergone and remediation carried out as described above in order that the site be made safe for recreational uses.

4. Park Design The last step in creating an initial park on the DCAS site is design. The park must be open and welcoming to visitors. The features that will be included in the end depend on a number of factors, including the total funding for the initial



Top: Aerial image of the DCAS site as taken from Bing Maps, 2010.
Above: Urban Planning Studio rendering of a possible future park configuration.

phases of the park, community input, and the role of Con Ed’s adjacent site to the north. The most important elements are also the most basic: grass, tables and benches, and safety precautions for visitors such as a waist-high fence along the water.

We recommend that the Community Board and the Parks Department hold a visioning session in conjunction with the community that elaborates on these findings and allows for additional collaboration with local stakeholders.

Phase III

Phase III will focus on full riverfront redevelopment, the potential expansion of Regatta Park and potential uses for the remaining parcels along the riverfront. This section will address the three geographic sections of the site, south, central, and north, as a way of framing planning recommendations.

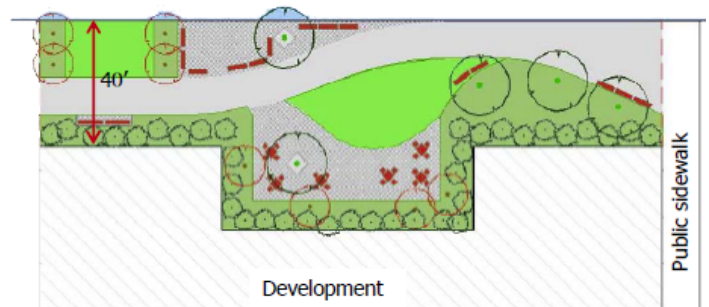
1. The South End: Mixed-Use Redevelopment

The LaSala site, located in the south, holds the potential to link Regatta Park with the currently existing Roberto Clemente State Park to the south. This connection would tie the CD7 waterfront into a wider effort to create a unified and continuous Bronx waterfront. A public esplanade along the waterfront would fill the void between Regatta Park and Roberto Clemente State Park.

In 1988, the LaSala site was rezoned to R7, which is medium density residential that allows for construction of 500 units and a three-level adjacent parking garage. In addition, commercial space was limited to no more than 2% of the total floor area. The intended residential project was never started, because of infrastructure expenses. The site is currently being leased to a vendor for use as a milk truck distribution center.

The original rezoning plan envisioned multiple 18-story towers that would have overwhelmed the site, the waterfront and the neighborhood. The three-story parking garage would have further obstructed waterfront visual and physical access for the community. No provision for waterfront access was considered in 1988; today this is required under the city’s waterfront zoning text amendments.

The Waterfront Zoning Text Amendments, first adopted in 1993 and most recently amended this year, require any private developer building on a riverfront location to provide a public esplanade along the water with a width of at least 40 feet, which could include space for plantings and greenery. The amendments also require providing for both visual corridors to the waterfront and public access points that cannot be more than 600 feet apart.



Above: Department of City Planning’s public esplanade diagram from Waterfront Text Amendment.

Zoning Changes

Various rezoning changes need to be considered when developing the LaSala site. Lower residential

density combined with full ground floor commercial space will create a better-balanced project. Low-rise parking will provide a more manageable level of automobile access, and is supplemented by the close proximity of public transit. With the University Heights Metro North station immediately adjacent to the LaSala site, Grand Central Station in only a 23-minute train ride away. Access to the site can also be achieved by using Exterior Street and by including a pedestrian bridge to connect directly to Fordham Road.

Restaurants, cafes and shops will provide an attraction for day and evening usage of the waterfront. The lower density character of this project will lessen any impact on the upland community and its views of the river. Also, a permanent residential population combined with new riverfront commercial space will increase safety by providing more “eyes on the street.” Developers would find this a more attractive project because the pedestrian use of the park will increase the commercial value of the property.

Procedure: Pursuant to Sections 200 and 201 of the New York City Charter, zoning amendments can be initiated by a taxpayer, community board, borough board, a borough president, the Land Use Committee of the City Council, the City Planning Commission (CPC), or the Mayor. Zoning map amendments

may be adopted only after public review by the affected community board(s), borough president(s), the CPC and the City Council pursuant to the provisions of the Uniform Land Use Review Procedure and other provisions.

Neighborhood Change: Adjoining the study site and the neighboring residential community, on the northern side of Fordham Road at Cedar Avenue, a C8-3 heavy commercial district bridges the commercial uses of Fordham Road with the manufacturing uses of the waterfront site.

The two parcels are currently being used as a storage facility, a Dallas BBQ restaurant and a night club. Dallas BBQ is a viable business that provides a service to the community and enhances street life along Fordham Road. However, the storage space located at 245 West Fordham Road may no longer fit into the future context of the neighborhood. A rezoning is justified for several reasons. The parcel is located along a key access point that connects the community to the waterfront. It has the potential to serve as a commercial hub for the future direction of the community. And given changes in neighborhood character, C8-3 heavy commercial zoning no longer fits into the context of the surrounding area.

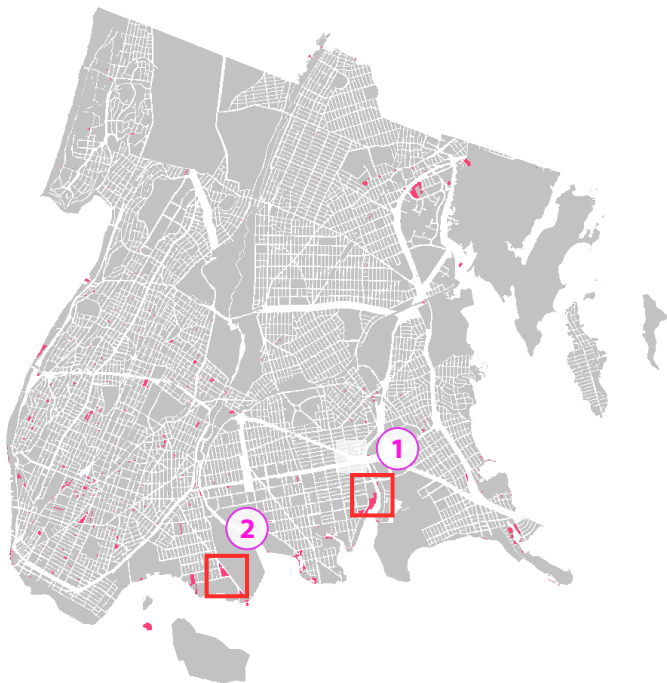
This plan recommends the storage facility on West Fordham Road be rezoned for

mixed-use ground floor commercial use with residential above. This will allow Dallas BBQ to remain at its current location, while helping to extract current uses and deter future ones that are not compatible with the surrounding area as it develops.

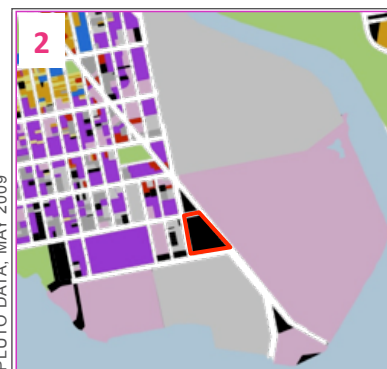
2. The South End and Central Parcels: The Land Swap Strategy

Another option for developing the LaSala parcel is through use of a land swap. The great advantage of this plan is that before development takes place on the site, current uses are relocated to other suitable locations. The first of these uses is the milk truck distribution center which regularly delivers milk to three boroughs. The milk truck company employs about

150 workers from all parts of the city. After considering the city's land inventory and the special needs of this business, the studio identified two possible parcels for relocation. Both are vacant, city-owned, and larger than the LaSala Site. The first parcel is 4.7 acres with a zoning code of M2-1. The second parcel, however, is preferable. It is located in the South Bronx with industrial and transportation uses nearby, and is owned by the Department of Business. This site is located close to the Bruckner Expressway, as well as the Hunts Point Food Market, thereby providing ready access to major transportation routes.



Site 1 (left):
NYC Owned
Zoned M2-1
4.7 acres



Site 2 (left):
Industrial
Business Zone
Zoned M3-1
5.4 acres

Once the business is relocated, the last step in the process would involve trading the LaSala site, with its significant obstacles to development, for a plot of similar size with fewer impediments to building. The undevelopable plot would then be turned over to the Parks Department for development into a park while the LaSala family would develop the upland plot for residential use, a goal it could not achieve at its waterfront location.

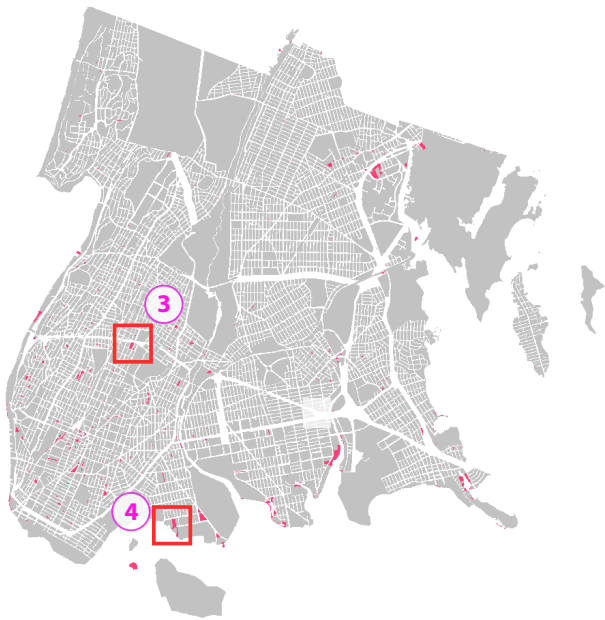
The studio has identified just such a parcel next to McCracken Hall at Bronx Community College (BCC). It is zoned R5 residential, but is currently being used as a parking lot by the school. Although it is somewhat smaller



Above: Aerial map of the La Sala site and the Bronx Community College site as a potential land-swap.

than the LaSala Site, it still has a higher land value by nature of its location and the fact that it is ready to build. It is currently owned by the New York State Dormitory Authority and it is located within Community Board 7. BCC would like to sell the site for its value or build a dormitory on part of the land. If the parcel were to be swapped with LaSala, all parties could achieve their goals, including Community Board 7. Though agreement from several parties would be required for such a plan to move forward, it certainly is worthy of exploration.

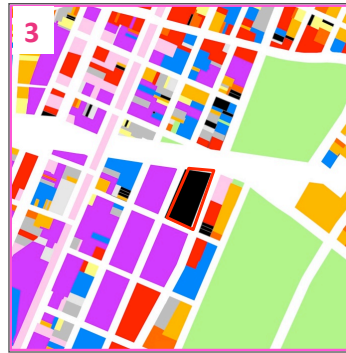
In addition to the LaSala site, there are a few central parcels in the study area which are currently occupied by private and active businesses. These include self-storage, scaffolding and cement companies that could also be relocated using the land swap strategy. These businesses are not water-dependent and so such a move could be beneficial to the business owners by relocating them to more suitable locations. For each of these businesses, the studio has analyzed potential sites on city-owned, vacant land that are similarly sized, and are located near major transportation corridors. After these companies have been relocated, their old parcels could be opened to the public as parkland, further increasing community access to the waterfront.



With its relocation of current uses to city-owned land elsewhere in the Borough, the land swap plan has the greatest potential to result in park development on the waterfront. This plan has the additional positive side effect of developing vacant land elsewhere in the Bronx.

3. The North End: Pursuing Vacant Parcels

At the northern end of the site, the Metropolitan Transit Authority (MTA) owns several parcels that are currently vacant. They are partially accessible at the site's northeast corner via Exterior Street. However, the street terminates just before the existing rail lines as they turn west, following the river. There is some evidence that an at-grade crossing connected this site to nearby neighborhoods before the Major Deegan Expressway was constructed, but today such a crossing does not exist, and the riverfront is no longer accessible from the north.



Site 3 (left):
For Bronx Self-Storage
NYC Owned
Zoned M1-4
2.502 acres



Site 3 (right):
For Cement Works &
Scaffolding sites
Dept. of Environmental
Zoned M3-1
4.08 acres

Conversations with the MTA have revealed that the agency is open to disposing of these northern parcels. This presents an excellent opportunity to create an additional access point to the site and connect the riverfront to northern neighborhoods. This new access would allow for a continuous riverfront from north to south, facilitating activities such as walking, running and cycling.

On the portion of MTA land just east of the tracks sits a historic brick transformer house built by the Hudson River Railroad in 1907. The necessity for transformer houses has long since passed, and the building has been allowed to deteriorate; it is currently abandoned and in poor condition. The MTA has expressed interest in disposing of the building or even the entire parcel. The studio sees great potential for adaptive



Left: Abandoned historic transformer house on the MTA property (1907).

re-use of this grand brick building as a resource for the developing waterfront.

The building is suitable for many potential uses. It is large and easily accessible and would be an excellent space for an indoor marketplace, artists' studios, a restaurant, small manufacturing shops or a number of community facility uses, such as a library. Re-use of the transformer house must relate to the rest of the riverfront and take into consideration the community's desire for a continuous riverfront park. We recommend that the MTA analyze the feasibility of adapting the structure and put out an RFP for plans for potential reuse.

While CB7 would like to see the entire site become a park, we realize that this may not be a realistic option and there must be strategies for compromise. One possible scenario for how this site can realistically move forward is through a rezoning of the central and northern parcels from manufacturing to residential

or mixed use, in line with the provisions of the city's current Comprehensive Waterfront Plan. As discussed above, regarding rezoning of the LaSala site, this plan requires mixed-use residential and commercial owners to provide waterfront access to the public when it is feasible. Contextual mixed-use development is a viable option on the north end, but it must be built with an easement for a public esplanade along the water.

As redevelopment occurs on the northern end of the riverfront, we recommend a study of the feasibility for an at-grade track crossing. Connecting the MTA parcels to the surrounding community would create an additional access point for any redevelopment project on the site.

These scenarios are just a few of many possibilities for the northern end of the site, and both have significant strengths and weaknesses. The potential migration of jobs out of the neighborhood is a considerable drawback that must be carefully considered

by the Community Board and the City as plans move forward. Benefits include financing generated from residential or mixed-use development which would pay for riverfront amenities. Residential redevelopment may be interspersed with various additional uses such as event spaces, children’s playgrounds, cafes, greenmarkets and a bike or running path—all mechanisms that will reconnect the community to the river.

on the 1 subway line. A north end entrance could be used by residents of new development in that vicinity and also act as a connection for a potential riverfront esplanade. The establishment of an esplanade or greenway running the length of the CD7 riverfront would further increase connectivity and the site’s potential as a recreational resource. This greenway would connect from Roberto

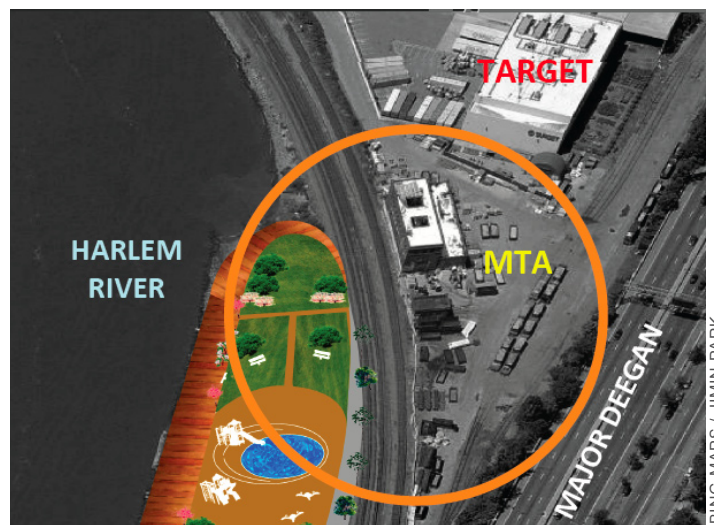
Planning for Access

Improving Access to the Site

Integrating the riverfront with the neighborhoods that surround it is an integral component in planning redevelopment. The single access point that exists today is insufficient for the needs of a revitalized waterfront, and creating new points of access is the only way to tie this area back into the surrounding urban fabric. The studio has determined two key locations at which additional entrances can best be provided, one at the north end of the site and one at its midpoint. At the north end, an at-grade pedestrian crossing across the Metro North tracks, near the current Target site is a logical and feasible solution. This would provide direct access to the riverfront from points north, including the Marble Hill station



SOURCE: CENTRUY GROUP



BING MAPS / JIMIN PARK

Top: Example of at-grade crossing over rail tracks
Above: Possible location for at-grade crossing.

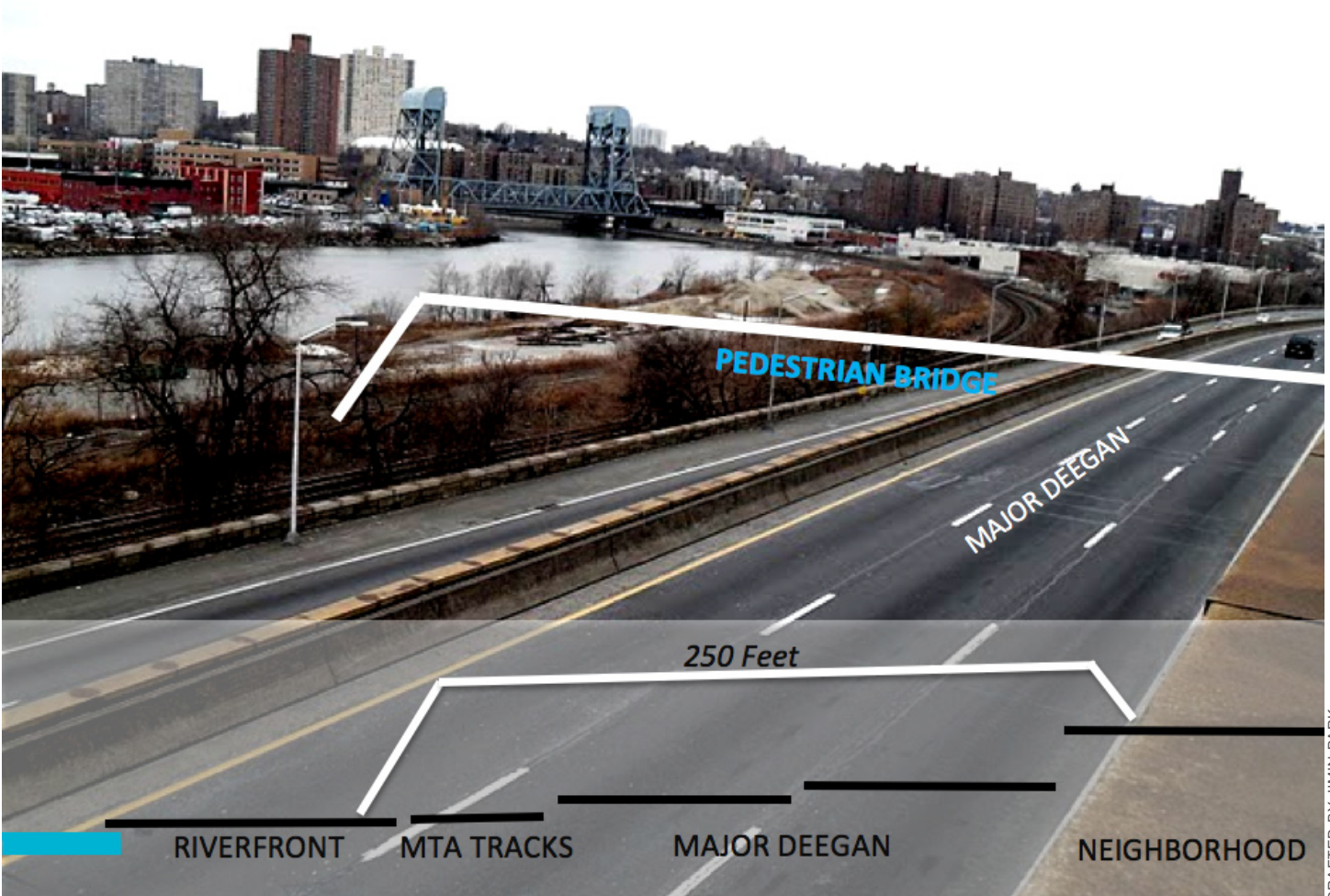


BING MAPS / JIMIN PARK

Above: Suggested location for a pedestrian bridge over the Major Deegan and Metro-North tracks.

Below: Depiction of how the pedestrian bridge could connect the site to upland areas.

Clemente State Park at the southern end of the CD7 riverfront and extend northward to connect with the Putnam Trailway. At the midpoint of the site, a pedestrian bridge could provide direct access to the riverfront over the Major Deegan expressway and the rail lines. At the point where Bailey and Heath Avenues meet, the upland neighborhoods are very close to the riverfront and a relatively short pedestrian bridge could easily cross both the expressway and the tracks and bring the waterfront that much closer to the people of CD7.



DRAFTED BY JIMIN PARK

Decking the Major Deegan The Major Deegan is the single largest obstacle to full connectivity between development on the CD7 riverfront and the wider community. It is also the most formidable. We place this recommendation last in the proposal because it is the most difficult and expensive, and perhaps the least feasible. However, similar ideas are being considered in other cities such as Los Angeles and Philadelphia. Moreover, proposals to deck portions of the Major Deegan in CD8 have been under consideration since 2006 by DOT and are supported by Mayor Bloomberg. A deck over the expressway would allow for new local street connections, and the deck itself could be used for parkland, residential development, or any number of other uses. What is important is that decking would seamlessly tie the waterfront into the surrounding community.

Despite the immense cost of decking, such projects are seen as boons not only to neighborhood connectivity, but also to economic development, which could help pay for construction. Decking is the longest term vision for the site that this plan will propose, and if implemented would fully integrate the entire CD7 riverfront into the surrounding community.

A long-term planning vision and capital investment for overcoming the obstacles

of the Major Deegan Expressway is an indispensable part of a master plan for access and redevelopment of this waterfront, and for the future of the entire borough of the Bronx.



Above: Map showing locations along the Major Deegan where decking is already proposed by DOT (outlined in black), and future potential decking sites over the Expressway along the study site (outlined in orange).

CONCLUSION

This studio was tasked with the creation of a plan that would turn an isolated, underutilized waterfront site that provides no access for the public into a vibrant community asset. There is a unique opportunity on the CD7 riverfront to create a meaningful place for the community and serve as a new focal point for the neighborhoods that surround it. The Community Board and the Parks Department are ready to move plans forward. The time is now to begin work on this development. Through the plan described in this document, such a dream can be made reality, and the people of CD7 can truly reclaim this riverfront.

Implementation

Riverfront Redevelopment Task Force

Fundamental to the planning and implementation of any and all of the proposals outlined above is the establishment of a community and interagency working group composed of the Community Board, local stakeholders and organizations, and all relevant government agencies. The group would be tasked with taking the recommendations of this plan and combining them with ideas from the community and other stakeholders, and then using all of this to put into action the steps required to achieve redevelopment of the waterfront.

Such a task force would necessarily include the following members, as well as any others deemed appropriate:

- The Bronx Borough President, Bronx Department of City Planning, and Community Board 7
- Community and neighborhood organizations, civic groups, and local schools
- Local business representatives, including Target, Dallas BBQ and others
- NYC Department of Parks and Recreation
- NYC and NYS Departments of Transportation
- NYC and NYS Departments of Environmental Protection
- MTA
- Bronx Council on Environmental Quality
- Bronx Community College and Fordham University

A primary function of this task force would be to advocate for the community's needs on the city and borough-wide level, and to coordinate all activities related to waterfront development. The task force, acting as the community's representative, would attend all relevant community and city meetings and address stakeholder concerns.

Tax Increment Financing Tax Increment Financing (TIF) is a tool to

help finance construction of municipal improvements, and may be useful in developing the CD7 waterfront. TIF financing involves the following steps: (1) a city sells bonds to the public, which are TIF bonds, (2) the bond proceeds are used by the city to make an improvement in a specified district, and (3) the city then uses the increase in real property taxes in that district, which are expected to occur because of the improvement, to repay the bonds. TIFs are different than general obligation bonds issued by a city, which are backed by the “full faith and credit” of that city, in that TIF bonds are backed only by tax increases in the district where improvements were made [7].

Legal Basis New York General Municipal Law section 970 enacted in 1984 allows for TIF financing to be used as a way to address blight. Section 970-c(a) defines a “blighted area” as “an area within a municipality in which one or more of the following conditions exist: “(i) a predominance of buildings and structures which are deteriorated or unfit or unsafe for use or occupancy; or (ii) a predominance of economically unproductive lands, buildings or structures, the redevelopment of which is needed to prevent further deterioration which would jeopardize the economic well being of the people.” The study area may fall under category (ii) since it is “unproductive land,” but it may be harder

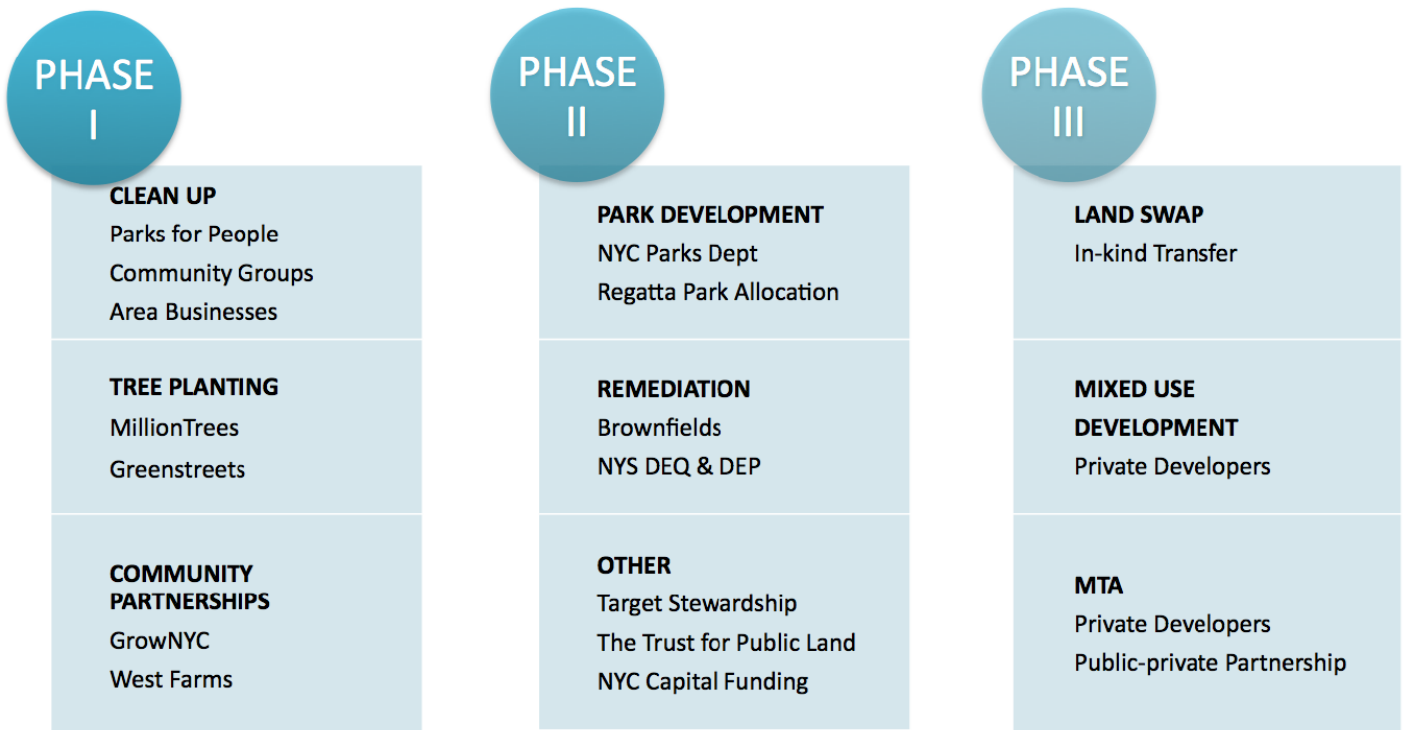
to argue that redevelopment is needed “to prevent further deterioration” of the site.

Precedents TIFs can help pay for the construction of infrastructure, park improvements and brownfield cleanup costs. The TIF financing technique has not been used in New York City to date, but it has been employed elsewhere in the country. Atlanta has used it to develop a greenway. Chicago has used TIFs to renovate several theatres and expand the University of Illinois. In Washington, DC, TIFs were used to finance the International Spy Museum and the Gallery Place Project. In Los Angeles, TIFs were used to renovate the Los Angeles Central Library and expand the Convention Center. Fremont, California will be using TIF financing to pay for the construction of a Bay Area Rapid Transit station [8].

Other Potential Funding Sources and Partners

The studio has identified some potential funding sources and stakeholders for each phase of our plan. While these are not the only options available, we wanted to present some practical suggestions. As mentioned previously in this report, Million Trees and GrowNYC can be contacted to help implement phase I. The Parks Department is a necessary connection to move forward on

Regatta Park in phase II, and phase III will necessitate a lot of further dialogue between current landowners, potential developers, city agencies and the Inter-agency riverfront task force.



Above is a phased chart with some potential funding sources and stakeholders for each component or stage for each phase.

APPENDIX

Appendix A: Detailed History of the Site

A large portion of the study site is located in the neighborhood of University Heights, which got its name when New York University purchased its original 18-acre site there in 1891 [9]. Prior to the University, the first non-Native American holding of the property was by John Archer, who was granted the land by Governor Francis Lovelace and settled there in 1671, naming the land Fordham Manor. University Heights was part of a larger area encompassing the adjacent neighborhoods of Spuyten Duyvil, Fordham Manor and Kingsbridge which was a major stage during the American Revolution, offering strategic locations for both sides. The intrusion of the war activity on what had been bucolic, sparsely populated land wreaked havoc on the area, and decimated many of the farms there. On the site of the NYU campus was British occupied Fort Number 8, one of eight forts strategically placed in the area. Fort Independence Park and Old Fort Park, currently located on the northern and southern ends of the Jerome Park Reservoir, are in the approximate locations of two of the original forts [10].

In 1874, the Bronx became an Annexed District of New York City, designated as the 23rd and 24th Wards. The streets near the

Harlem River were laid out to continue the Manhattan street grid. By the mid 1880s, the street grid was being set, and the Parks Department was responsible for upgrading the quality of streets and installing sewerage lines as part of “what the City...is doing to make it a suitable and pleasant place of residence [11].” It was not until 1898 that the Bronx was chartered as a Borough [12].

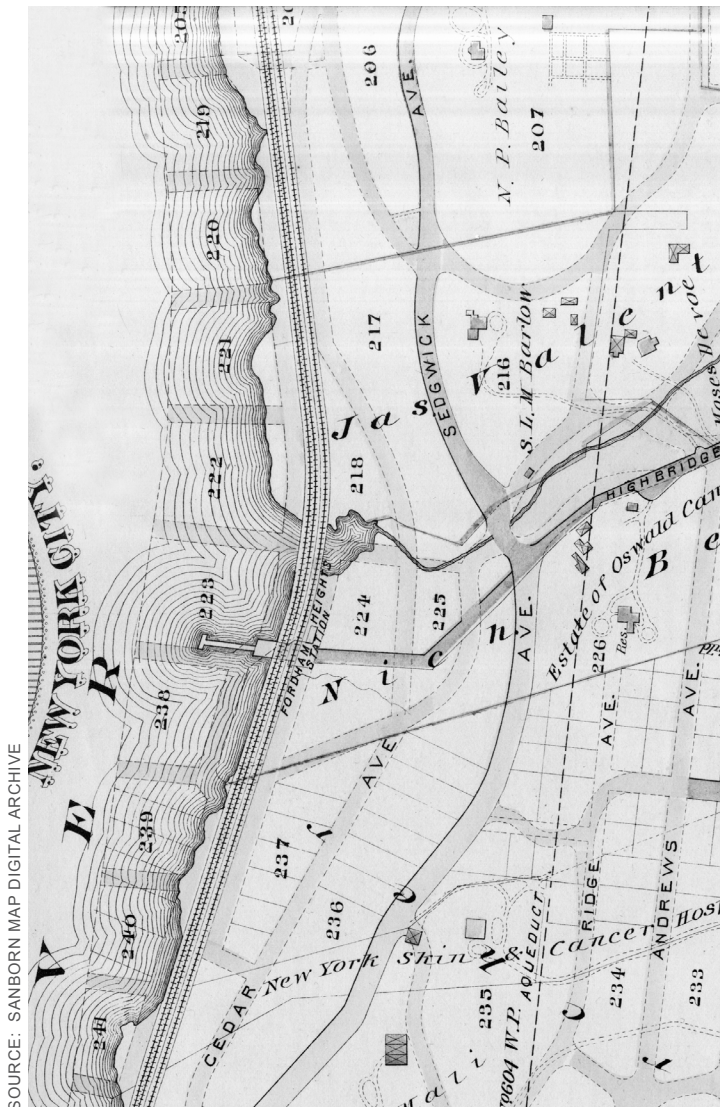
a. Connectivity: Transportation plays a decisive role in the use, construction and history of the study site. The New York Central Railroad Hudson Line was constructed in 1872, linking the Harlem Line in the South Bronx to the Hudson Railroad Line at Spuyten Duyvil to the north. The Hudson Line was famously named the Water Level Route because its tracks were laid alongside the shore closely hugging the waterline of the Harlem River.

West Fordham Road (then Highbridge Road) met the Harlem River at the Fordham Heights Station (today known as the University Heights Station). An 1885 Sanborn Map of the area shows nothing west of the tracks but the shallow water of the Harlem River, evidence that the study site did not yet exist. The Sanborn maps also indicate that aside from Highbridge Road and Sedgwick Avenue, few paved thoroughfares were open by that time, and few buildings stood nearby. At this point, the waterline of the

study site was still accessible to the public, as no major transportation thoroughfares impeded access, but it was not the same waterline we see today. The Putnam Line opened in 1881 and shared three stops with the Hudson Line, including the University Heights station. That line was incorporated

into the New York Central and Hudson River Railroad system in 1894, and would eventually be abandoned and become part of the “Rails to Trails” program, which turns old train routes into paths for runners and bikers.

These rail lines provided much-needed connectivity for residents, workers and industry, directly impacting the population growth of areas along the way. At the same time, these lines literally laid the tracks for the study site to be isolated from the public realm of use, establishing themselves as a permanent boundary to public access, which would be further compounded by the construction of the Major Deegan decades later. Connectivity between the University Heights and the Inwood section of Manhattan was cemented by the Parks Department in 1881 with the construction of a wooden footbridge across the Harlem River. The bridge had a draw span of 32 feet and bottom chords which were only four feet above the water [13]. Since the river was not considered navigable above Sherman Creek, the bridge was not considered an obstacle to ships. It was not until dredging of the river began in 1895 that the footbridge was removed. Though plans for either a new swing or lift bridge were presented for the 207th Street location, the City was reluctant to spend the money. Fortunately, in 1903, the construction of a new dual-deck swing span to replace that



SOURCE: SANBORN MAP DIGITAL ARCHIVE

Above: Sanborn map from 1885. On the left side is the Harlem River with the Hudson Railroad lines hugging the shoreline along the study site.



PHOTO: EMILIE EVANS



NYPL DIGITAL PHOTOGRAPHY ARCHIVE

Above left: Con Ed cable building (c 1910); **Above right:** Historic photograph from 1926 looking north and taken from the switchback entrance to the site. Con Ed gas tank (1910) can be seen on the right.

of the 1895 Broadway Bridge just up river from the study site created an opportunity for reuse of the span. New piers were constructed on the site of the old wooden footbridge, and in June 1906 the old Broadway Bridge span was floated down the river to its new home, becoming the University Heights Bridge. It opened to traffic in January 1908 and trolley service began in 1910 [14] [15].

b. Uses: Three historic buildings remain on the site, bearing testament to its former life. A 1907 brick transformer house and a small signal station to its south are still extant today at the diverging point of the Hudson Line and the old Putnam Line. They serve as historic reminders of early electrification systems in the development of the New York Central and Hudson River Railroad. The third structure, a small brick building constructed on an

awkward peninsula of fill, is labeled Cable No. 1 and belongs to the NY Edison Co., part of Consolidated Gas Company, or Con Edison as we know it today [16]. As far as we can document, these buildings comprise the original built environment of the study site, and though their original uses have become obsolete, they represent the beginning of utilization of the land to serve the growing industries of transportation and utilities.

Also built in 1910 was a 217-foot tall Con Edison gas tank, situated immediately adjacent to the east of the rail lines on the study site. The steel-constructed tank could hold ten million cubic feet of gas at capacity. The tank itself was also situated immediately adjacent to, if not on top of, what appears on old land use maps to have been a tributary of the Harlem River, which ran under Sedgwick Avenue and

Devoe Park. Con Edison's tank is a prominent figure in historic photographs of the area.

Additionally, historic land use maps show us that by the 1940s the enlargement of solid land along the study site edges had extended its usability to include tennis courts on what is now the Bronx Self Storage site. These likely were related to the University Heights Tennis club on other side of tracks. These courts still appear as late as 1969 on land use maps.

c. Major Deegan Expressway: Robert Moses began the first part of the Major Deegan in 1935, linking the Triborough Bridge and the Grand Concourse, in response to the growing traffic problem in and around New York City, as well as a desire for increased connectivity between extant transit corridors.

However, the majority of the Major Deegan Expressway construction took place between 1950-1956, when the 8.5-mile highway opened, coinciding with the New York State Thruway completion. To provide views of the Harlem River to drivers, the northbound and southbound lanes of the expressway in the area around University Heights were constructed at different levels. Interestingly, in order to construct the portion of the Major Deegan alongside the study site, Moses needed to demolish the long-standing Con Edison gas tank. In Robert A. Caro's *The*

Power Broker, the author describes his take on Moses' tactics to obtain the land:

At one location near Fordham Road, for example, the path of the Major Deegan Expressway was blocked by both a housing development being built by the Equitable Life Assurance Society and a 217-foot-tall Con Edison gas storage tank. Negotiations were stalled - until a luncheon. By dessert, in a complicated land exchange, Equitable had been served up even more land for its development, Con Ed had agreed to "rearrange its distribution facilities" to "eliminate the necessity of the tank," and Moses was savoring the taste not only of the necessary right-of-way but of sufficient additional land adjoining it to create a park and playground for the residents of the Equitable development [17].

While the Major Deegan has become a vital artery in the movement of traffic through the Bronx, its creation further isolated the study site. By creating a chasm that further separated the activity of the surrounding area from the waterfront, the expressway exacerbated the already limited usability and accessibility of the site. The nearby exits combined with the heavy use of West Fordham Road and the University Heights Bridge compounds the traffic problem of the area, which makes pedestrian crossing down the switchback access road dangerous.

Appendix B: Survey

Harlem Riverfront Survey: Community District 7

How frequently do you go to a park in the course of a year?

- Once a month Once a week Daily For special Occasions Only when it's warm
 I don't go to parks ___ times a year (1, 2, 5) Other: _____

What is the closest park to your residence? _____

How long does it take you to walk to the park that is closest to you? _____

What other parks do you go to regularly?**

- 1) _____
2) _____
3) _____

What do you like most about them?

- 1) _____
2) _____
3) _____

** If you don't know the name of the park, write the street or crossstreets.

How do you get to the parks you frequent?

- Subway Drive alone Drive with others Walk Bike Taxi
 Bus Other (please explain): _____

What are all the activities you like to do in parks? (check all that apply)

- Run/exercise Walk the dog Music Events Relax/Read
 Barbecue/picnic Play a sport (which one?) _____ Skateboard or rollerblade
 Play with kids Other: _____

Are there things missing from your local parks that you would like to see? (check all that apply)

- Playground Soccer field Baseball field Benches/seating areas Dog run
 Event space/amphitheater Picnic Tables Other (Please explain) _____
-
-

Below is an image of the Harlem Riverfront in Community District 7:



Do you walk or commute near this site?

- Yes No

If yes, is it to use:

- | | | |
|--|--|--|
| <input type="checkbox"/> The University Heights Bridge | <input type="checkbox"/> Metro North Railroad | <input type="checkbox"/> Bx12 |
| <input type="checkbox"/> Subway 1 train in Manhattan | <input type="checkbox"/> Subway A train in Manhattan | <input type="checkbox"/> Bx12 Select Service |
| <input type="checkbox"/> Major Deegan Expressway | <input type="checkbox"/> Other: _____ | |

If you could get to the waterfront (pictured above), what would you most like to do?

- | | | | | | |
|--|---------------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|------------------------------|
| <input type="checkbox"/> Sunbathe | <input type="checkbox"/> Play in sand | <input type="checkbox"/> Swim | <input type="checkbox"/> Boat | <input type="checkbox"/> Fish | <input type="checkbox"/> Sit |
| <input type="checkbox"/> Look at the water | <input type="checkbox"/> Read | <input type="checkbox"/> Play a sport | <input type="checkbox"/> Picnic/eat | <input type="checkbox"/> Don't care | |

What would you like to see on the site? In answering, please consider what assets you think would be beneficial to you and the community. (Rank 1 through 5, with 1 being the most favorable)

- | | | | | |
|----------------------|-----------------------------|-----------------------|----------------|--------------|
| ___ Soccer Field | ___ Baseball field | ___ Farmers market | ___ Apartments | ___ Dog park |
| ___ Community center | ___ Playground for children | ___ Bike/running path | | |
| ___ Other: _____ | | | | |

Please use this space to write any additional thoughts, suggestions or ideas for what you would like to see on a waterfront park:

Some Information About You: All information given is confidential and will only be used for this study.

Please check the option that best describes you:

- | | | | |
|---|---------------------------------------|---|---|
| <input type="checkbox"/> White/non Hispanic | <input type="checkbox"/> Dominican | <input type="checkbox"/> African | <input type="checkbox"/> Asian/Pacific Islander |
| <input type="checkbox"/> African-American | <input type="checkbox"/> Puerto Rican | <input type="checkbox"/> Other Latino _____ | |

Do you have children? Yes (how many) _____ No

How old are they?

- 1.
- 2.
- 3.

What is your age? _____

Where do you work?

- | | | | |
|---|------------------------------------|---------------------------------|-----------------------------------|
| <input type="checkbox"/> Bronx | <input type="checkbox"/> Manhattan | <input type="checkbox"/> Queens | <input type="checkbox"/> Brooklyn |
| <input type="checkbox"/> Elsewhere (please specify, eg Westchester, Long Island): _____ | | | |

How do you get to work?

- | | | | | | | |
|-------------------------------|------------------------------|-------------------------------------|---------------------------------|-------------------------------|--------------------------------------|--------------------------------------|
| <input type="checkbox"/> Walk | <input type="checkbox"/> Bus | <input type="checkbox"/> Automobile | <input type="checkbox"/> Subway | <input type="checkbox"/> Bike | <input type="checkbox"/> Metro-North | <input type="checkbox"/> Other _____ |
|-------------------------------|------------------------------|-------------------------------------|---------------------------------|-------------------------------|--------------------------------------|--------------------------------------|

Where do you live? (cross-streets are sufficient) _____

- | | | | |
|----------------------|--|---|---|
| Income range: | <input type="checkbox"/> Less than \$30,000 | <input type="checkbox"/> \$30,000 to \$50,000 | <input type="checkbox"/> \$50,000 to \$75,000 |
| | <input type="checkbox"/> \$75,000 to \$100,000 | <input type="checkbox"/> More than \$100,000 | |

Thank you for your time!

CITATIONS

- [1] The Croton Water Filtration Plant Project. Final Supplemental EIS. Web. <<http://www.nyc.gov/html/dep/pdf/croton/7-12resources.pdf>>.
- [2] DCP, 2010; Furman Center, 2010.
- [3] DCP, 2008; Furman Center, 2010.
- [4] DCP, 2008.
- [5] Furman Center, 2010.
- [6] EIS D. University Heights Bridge Area, pp. 91-102.
- [7] NYC Ind. Budget Office, Learning from Experience: A Primer on Tax Increment Financing, Fiscal Brief Sept. 2002, appearing in <http://www.ibo.nyc.ny.us/iboreports/TIF-Sept2002.pdf>
- [8] Casella, Sam. Tax Increment Financing: A Tool for Rebuilding New York. Jan. 2002, appearing in http://nynv.aiga.org/pdfs/NYNV_TaxIncrementFinancing.pdf
- [9] WPA Guide pg 522
- [10] Final Supp EIS for the croton Water Treatment Plant at the Harlem River Site. Sect 7.12.2.1 Historical Background, p 2-3
- [11] ABOVE THE HARLEM RIVER. New York Times (1857-1922); Apr 29, 1883
- [12] EIS, p 2-3
- [13]“University Heights Bridge.” New York Area Roads, Crossings and Exits. Web. <<http://www.nycroads.com/crossings/university-heights/>>.
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