

The Public Trust Document

**Pier 5 Parkland aka
Lower Concourse North:**

Recent Studies of Pier 5 Parkland

DOCUMENTS

**Submitted by Karen Argenti, Secretary on behalf of the
Bronx Council for Environmental Quality**

Bronx Waterfront Vision



Ruben Diaz Jr.
Bronx Borough President

February 2011

Introduction

Objectives for the Bronx Waterfront:

- Establish and Improve Public Access
- Protect our Natural Resources

- Upgrade Existing Parkland
- Identify Future Park Sites

The Harlem River

- Community Districts Profile
- Recent Park Development
- Potential Sites for Public Access

Harlem River



Harlem River: Future Sites for Public Access

- Park Avenue Street End
- Lower Grand Concourse Rezoning Park Site at E. 144th Street
- Pier 5*
- Highbridge Yards Public Easement
- New Tabernacle Baptist Church Parcels*
- DCAS Scaffolding Parcel*
- Fordham Landing Parcel
- DCAS Parcel North of University Heights Bridge*



Pier Five, 4.4 acres

Challenge: Identify Funding for Park Development

The City of New York
Bronx Community Board Four
"The Capitol District"

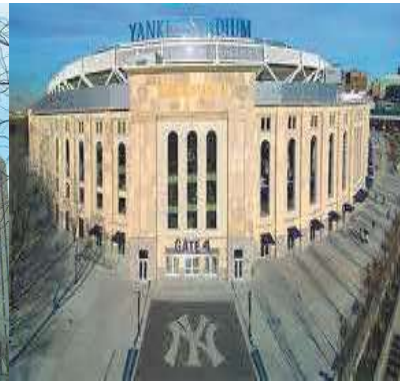
DISTRICT NEEDS STATEMENT, FY' 2016



Bronx Museum of the Arts



Mario Merola Building



Yankee Stadium



The Highbridge



Lorelei Fountain-Joyce Kilmer Park

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Borough President

Ms. Kathleen Saunders
Board Chair

Mr. José Rodriguez
District Manager

existing buildings. The Cromwell-Jerome Community contains sites that would be ideal for housing and encourage the reuse of underutilized lots and parking garages.

Connect the Ogden Avenue and the Cromwell-Jerome Community :Local residents and workers in the neighborhoods surrounding Cromwell-Jerome frequently walk from West 170th Street to reach the IRT #4 train stop at East 170th Street and Jerome Avenue to travel to work and a myriad other destinations served by the #4 train. Revitalization of the Cromwell-Jerome area would make for a livelier and potentially safer connection to surrounding communities.

Provide a new community Park:The Cromwell-Jerome area contains one small park at the intersection of Inwood Avenue and Goble Place; however the park is surrounded by garages, a medical center and an SRO Transitional Facility making it unattractive for use by residents residing in proximity. The acquisition of vacant land near East 170th Street and development of new park space would provide a refreshing new amenity for the community, and improve the overall physical appearance of the Valley.

The physical appearance of a neighborhood has a significant impact on an individual's perception of his or her community, feelings of civic pride, and overall quality of life, all which directly correlate with whether or not residents support revitalization efforts and new neighborhood investment. The Cromwell-Jerome area would benefit greatly from aesthetic improvements such as new street trees, street lights, and street furniture, trash receptacles, upgraded property line fences and graffiti removal. These seemingly minor additions can significantly affect the local residential and business communities in the Cromwell-Jerome area, offering a sense of hope, ownership and participation in the revitalization of the area.

Potential Development Projects:DCP to study the area directly east of the Gateway Center for rezoning. The area is prime for a more robust mixed-used development. The Office of the Borough President believes and we concur that reviewing this area would preserve existing structures and fill important zoning gaps to enhance further renewal of the Lower Concourse.

Rezoning along Jerome Avenue from 167th street to 174th Street:DCP to conduct a study of existing business to determine a potential rezoning and redevelopment of the area. This area too, is overburdened by auto-related uses-auto chop shops, glass repair shops whose operations frequently spill over into the public street. Most of these enterprises have seen little or no investment or clean-up in decades

Harlem River Initiative

Restoration

- Ensure clean water by employing proven grey infrastructure technologies, and expanding the use of green infrastructure for storm water retention and treatment.
- Transform elevated portions of the Major Deegan Expressway into green infrastructure to capture storm water. Transform the street-level into a lively social space with lighting and public art.

- **Remediate and build a park at Pier 5,** showcasing BMPs for storm water management on former brownfields, and restore wetlands.
- Wherever possible, restore the natural waterfront edge to rebuild the river ecosystem. Specific sites where this restoration could be accomplished include: Spuyten Duyvil, Roberto Clemente State Park, Depot Place Park, Mill Pond Park, Pier 5, and the river edge at the Harlem River Railyards.

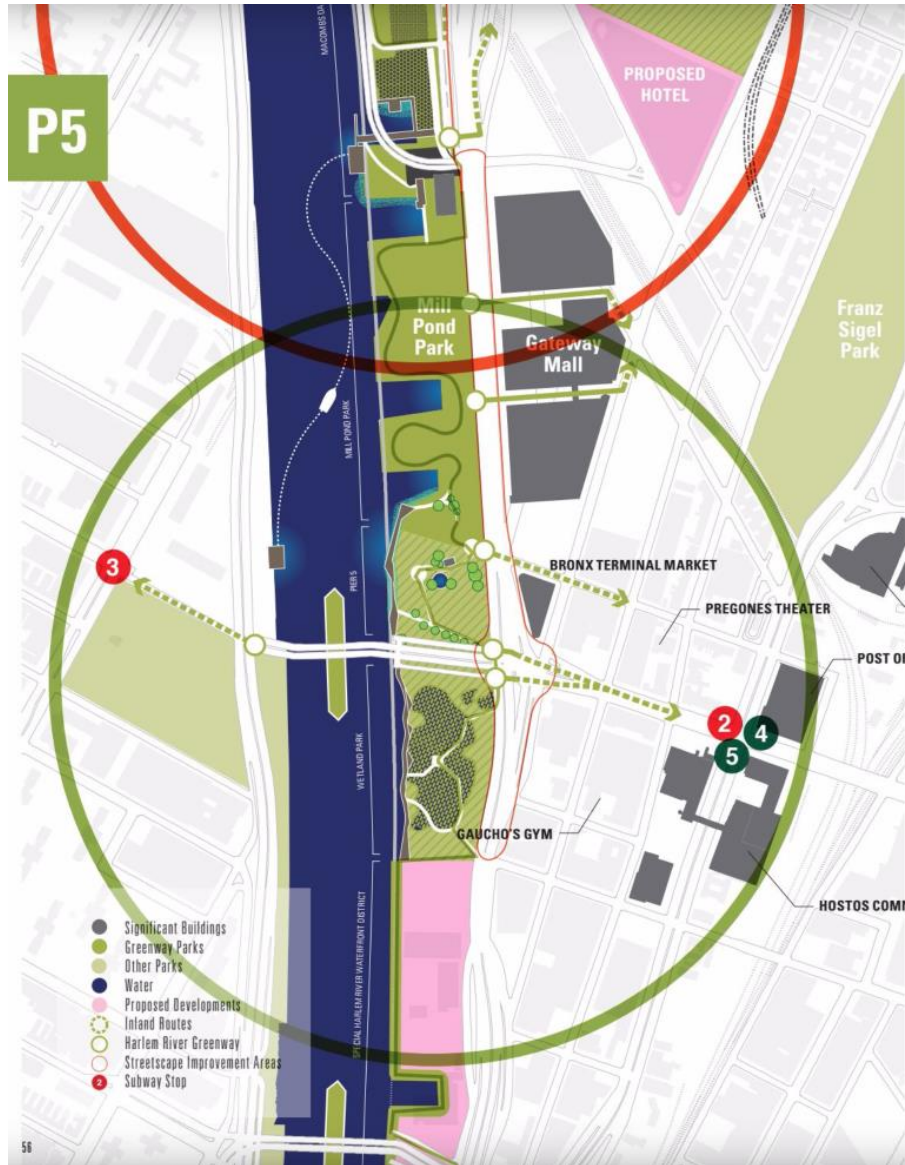
Access

- **Create new waterfront public open space** by converting street ends into vest pocket parks that combine access, boat launches, and water transport hubs. Encourage boating on the river by adding capacity for boat launching and storage. Prioritize locations in close proximity to underserved areas.
- Reclaim for public use the waterfront park property currently used by the Yankees for parking.
- Provide access to the river from various points along the Harlem River Yards.
- Change how people utilize and think about the river by transforming it into a “water trail,” where water buses or ferries transport patrons to Yankee Stadium on game days and Bronx residents from place to place along the river.



Greenway

- **Build the greenway along the water, where feasible.** This might result in a tow path or decked waterfront platform in areas made inaccessible by rail line or other obstructions.



OVERVIEW

PIER 5 IS AN EMPTY LOT JUST SOUTH OF MILL POND PARK. IT IS OWNED BY THE CITY AND HAS ALREADY BEEN IDENTIFIED AS A FUTURE DEVELOPMENT SITE.

Originally included in the plans for Mill Pond Park, Pier 5 was eliminated from the project when remediation costs rose higher than expected. The belated development of this site offers the city an opportunity to extend the park while creating a different type of visitor experience. In this way Pier 5 becomes part of the Harlem River Greenway and part of a continuum of park spaces ranging from highly programmed at Mill Pond Park to a very natural in a reconstructed wetland just south of the 149th St. Bridge, on the site of the Bronx Recycling Center.

To improve the river's water quality, Combined Sewer Outflow (CSO) event mitigation strategies are incorporated throughout the Pier 5 and Bronx Recycling Center designs. The Bronx experiences up to seventy CSO events a year, dumping sewage and contaminated stormwater into the Harlem River and other waterways. Highway runoff exacerbates CSO problems and the Major Deegan Expressway's runoff flows directly into the combined sewer system and the Harlem River. On Pier 5 some highway runoff will be collected, filtered, and used on-site. On the other side of the bridge, the wetland will naturally filter larger quantities of water before releasing it to the river.

Mill Pond Park currently ends abruptly at Pier 5 because the site's soil contamination was too costly to remediate during the park's construction. A single crane remains on the site as a remnant of the property's industrial past. An incremental remediation and redevelopment scheme is proposed for Pier 5.



(MID) The Bronx Recycling Center is on city-owned property and could more easily be acquired for redevelopment than privately owned sites.



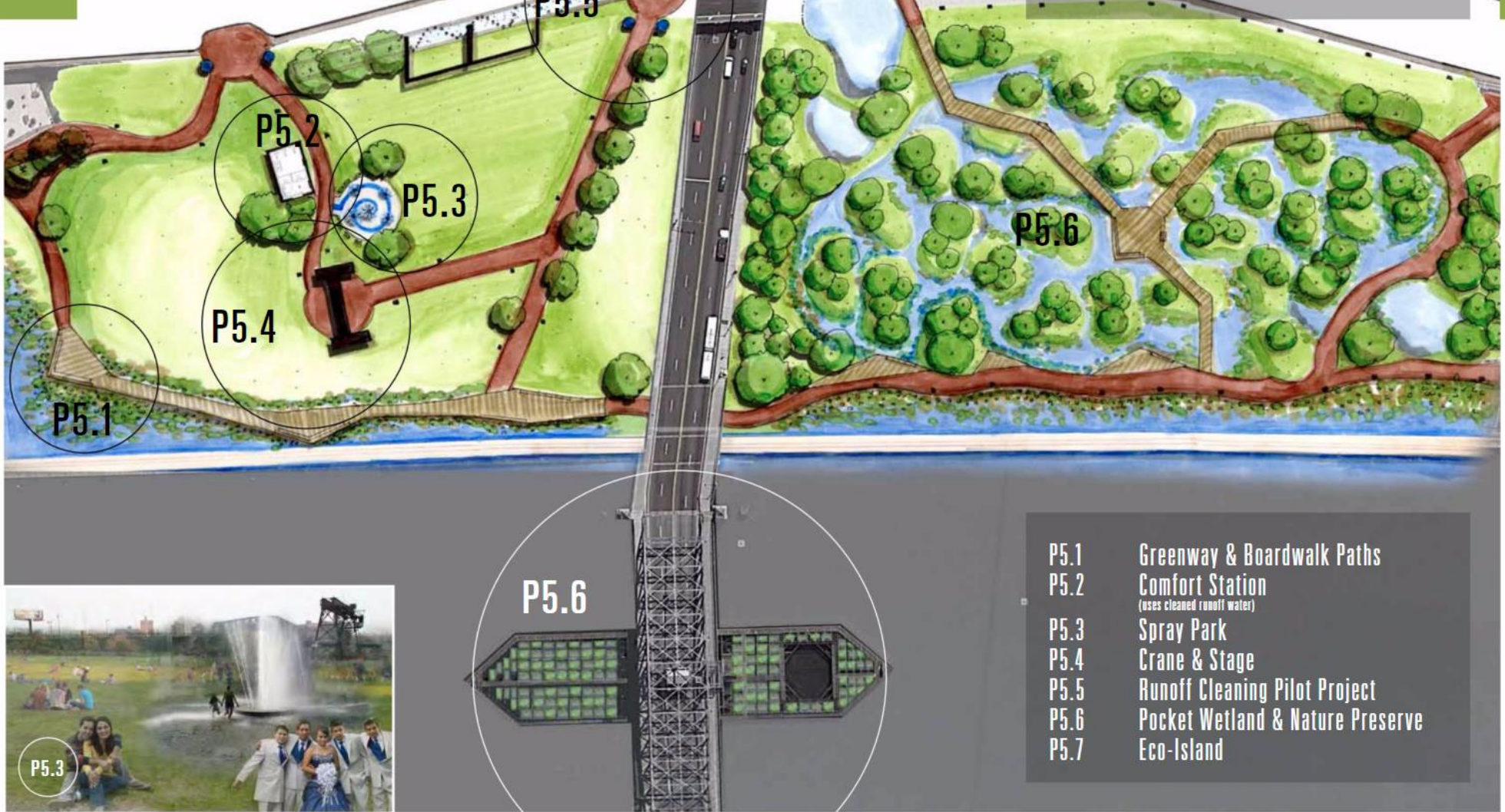
(FAR RIGHT) Stormwater runoff from the Major Deegan flows out of these large pipes and across the sidewalk to the city sewer drains.



PIER FIVE

P5

PROJECT ELEMENTS



- P5.1 Greenway & Boardwalk Paths
- P5.2 Comfort Station
(uses cleaned runoff water)
- P5.3 Spray Park
- P5.4 Crane & Stage
- P5.5 Runoff Cleaning Pilot Project
- P5.6 Pocket Wetland & Nature Preserve
- P5.7 Eco-Island

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