

Undeveloped Parkland

BCEQ Harlem River BOA Step 2

April 16, 2015



aka Pier 5



Karen Argenti, Community Advocate
Co-Chair of the Water Committee of the
Bronx Council for Environmental Quality (BCEQ),
Member, Harlem River Working Group

<http://www.bceq.org/>
http://www.bceq.org/projects_and_research/

BCEQ Harlem River BOA Step 2

The uniqueness of our BOA is in working with nature and our environmental assets together to create a waterfront park linked to the upland by:

1. **Restoring wetlands and natural shoreline** to improve the river for fishing and swimming
2. **Using bioremediation** as an effective long-term, low-cost strategy for cleaning waterfront sites
3. Using landscaping and **green infrastructure to capture stormwater**, reduce combined sewer overflows to the river and clean waterfront sites
4. Using transportation infrastructure to **create bold new access** across the barriers to the waterfront
5. Combining all of the above tools to stitch the waterfront to the upland – visually, functionally, and economically – by **extending the waterfront park**, the transportation infrastructure, and their economic vitality into the adjacent communities.



The Location



CB 4 Harlem River Initiative

<http://www.nyc.gov/html/bxcb4/downloads/pdf/District-Needs-2016main.pdf>

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.
- Add access by extending the 161st Street pedestrian bridge to the waterfront.



CB 4 Harlem River Initiative <http://www.nyc.gov/html/bxcb4/downloads/pdf/District-Needs-2016main.pdf>

Neighborhood Connections • Add bikeshare stations at key transit stops in upland areas both as a mode of transportation to the waterfront and as a way to enjoy the Greenway. • Add signage and wayfinding to key streets leading to the river. Make sure that all future transportation projects, such as planned improvements to University Bridge, increase people's ability to bring boats and bicycles to the water.

Programming • Engage public interest in use of the river and the Greenway through creative programming. • Add vending and retail options along the river in the form of carts, concession stands, and locally-owned and operated restaurants. • Create opportunities along the river to educate and celebrate the culture of the Bronx through the creation of a "moving museum" that runs on rail, or a "science barge" that moves up and down the river. • Encourage the City of New York and Bronx cultural institutions to sponsor arts and botanical events, and temporary sculpture installations.



THE FIRST EIS http://www.nyc.gov/html/oec/html/ceqr/project_gateway_center.shtml

Gateway Center at Bronx Terminal Market

On the western side of Exterior Street, the Proposed Project would include a public park and waterfront esplanade totaling approximately 2 acres, and a 2-story approximately 260,934 gsf building with 141,771 gsf of retail and 372 parking spaces at the ground floor (Retail Building G).



GATEWAY CENTER AT BRONX TERMINAL MARKET

Rendering of Proposed Project from Harlem River
Figure S-3



THE SECOND EIS <http://www.nycgovparks.org/park-features/future-parks/yankee-stadium-redevelopment>

Mill Pond Park

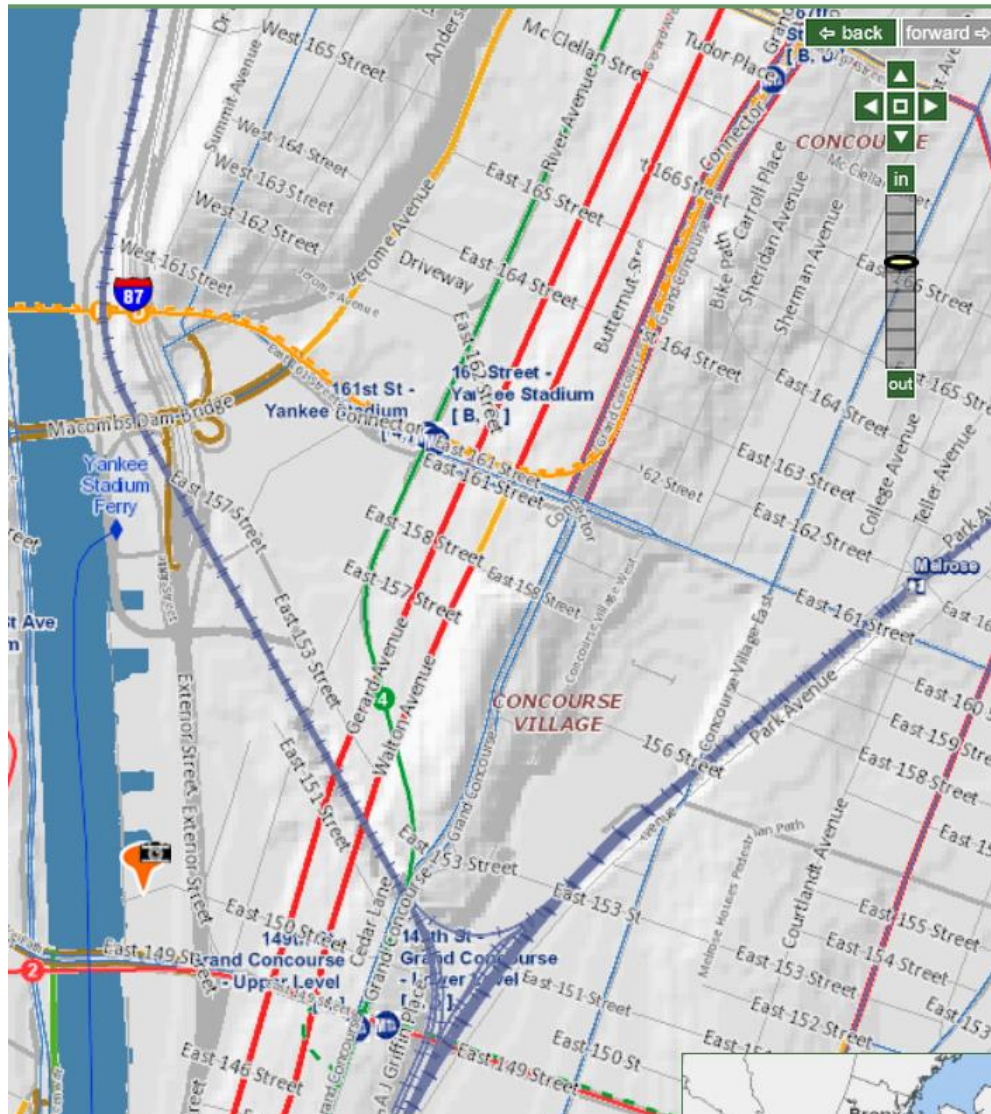
Formerly a vacant and decaying industrial site, this space has been transformed into a new 10-acre park, the first significant park on the Bronx bank of the Harlem River in decades. The park opened to the public in the Fall of 2009. It features 16 tennis courts (12 beneath a bubble during the winter), an outdoor classroom, beach area, picnic / barbeque area, water features, a large sunken lawn space, sitting / viewing platforms, historical & way-finding signage, landscaping, and an esplanade that unites the entire site.



Artist's rendering of Mill Pond Park



Traffic, Transit and Bike Routes (NYC DOT mapping)



Legend Location Report (10) Site Search Comm

layer label Turn map layers on & off by clicking in the checkboxes?

Transit, Roads, Reference Features [Show All](#) [Hide All](#)

☒ Roads, ferries, commuter rail, neighborhood names

☐ Roads

☐ Major Roads

☐ Interstate Highways

☐ Tunnels

☐ Neighborhood/Town Labels

☐ County Boundaries

☐ Ferry

☐ Commuter Rail

☒ NYC subway routes and stations

☒ NYC bus routes

☒ NYC bike routes

☒ Greenway / Multi-use

☒ On-street striped lane

☒ On-street signed route

☒ Striped & Signed

☒ Striped w/ Auto Free Hours

☒ Link

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CB 4 TRANSPORTATION: <http://www.nyc.gov/html/bxcb4/downloads/pdf/District-Needs-2016main.pdf>

153rd Street Bridge: We continue to voice our concerns about traffic conditions in our District and so we continue to advocate for the development of the East 153rd Street Bridge. While we understand the project remains in the projected capital plan we stand firm in our support for the bridge development, which we believe would ease traffic congestion along 149th and 161st Streets, as well as alleviate some of the congestion on local streets in the neighborhood.

Transportation and traffic are of particular importance to us since aside from being the "Capitol District" of this County; Community District Four is also the geographic center of the metropolitan region. The residents of this community district long ago voiced their anxieties and concerns about today's traffic conditions. No one listened then, and the situation has grown evermore harrowing each day. Consequently, this community is calling for clarity on a traffic reconfiguration plan for the "Court Corridor". The City needs to place permanent traffic control agents at said "Corridor" area for traffic relief assistance.

Parking The Community Board has long advocated for measures that allow for making parking easier while reducing congestion and improving safety. We again inquire about the permit parking initiative (149th Street to 161st street from the Grand Concourse to River Avenue). The hardship that many residents and neighboring businesses endure due to stadium events would be eased with the advent of said initiative.

Selected areas of concern:

- Dedicated allocation (Separate and apart from our District resurfacing needs) for resurfacing of the Grand Concourse. (149th Street to 174th) The Grand Concourse is a major thoroughfare not only in our district but the Borough.
- Repair slope at 161st Street and Gerard Avenue and the removal of redbrick. We have asked for this to no avail.
- In addition to Structural improvements Increase maintenance (clean up) of District Four underpasses 161st Street, 167th, 170th and Cross Bronx Expressway.



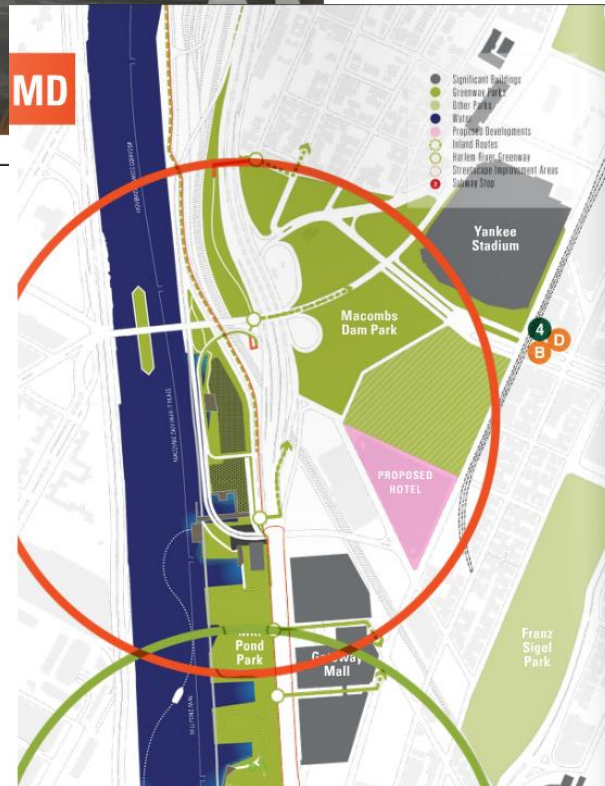
MD EXTERIOR STREET LIGHTING

Exterior Street is transformed from an unwelcoming thoroughway into a vibrant transitional space by engaging local artists to draw on the wall's history through painting, signs, and colorful new netting underneath the Major Deegan Expressway.



Bronx: Meet Your Waterfront Plan

<http://issuu.com/bronx-studio/docs/bronx-waterfront-plan>



OVERVIEW

Midway along the Harlem River is a collection of citywide and regional amenities: Yankee Stadium, the Gateway Center, and Mill Pond Park. Yankee Stadium is the Bronx's most popular visitor attraction, with upwards of 50,000 people attending each game. Even though the Gateway Center and Mill Pond Park are more local attractions, the park's covered tennis courts are frequented by high schools and university teams from around New York City.

BECAUSE THIS AREA ALREADY HAS SO MANY VISITORS, IT IS A PERFECT ANCHOR FROM WHICH TO EXPAND RECREATION ALONG THE WATERFRONT.

Existing surface lots can be easily reconfigured to create appealing areas for tailgating while reducing impervious surfaces.

The Yankee Stadium reconstruction recently brought many changes to the area between 149th and 161st Streets, including several new parking garages, a new Metro North station at 153rd Street, and ferry access between Lower Manhattan

and Mill Pond Park. These developments have made it much easier for visitors to get to and from the stadium and reduced demand for parking.

Few remaining surface parking lots are still popular for game day tailgating. Just north of Mill Pond Park is a lot on New York City Parks and Recreation land that is tucked beneath a tangle of on- and off-ramps for the Major Deegan Expressway. In our proposal the lot is activated year-round as the Macombs Dam Park-IT Place - part parking lot, part marketplace, and part park.

Along with this design the routes between the lot and nearby destinations are simplified and redesigned. New paths are already being established between the ferry, train station, and stadium. All of these routes are ready for more permanent and inviting designs.



VACUUM'S VIEW



MD EXTERIOR STREET

Exterior Street, below the Major Deegan Expressway, connects the Gateway Center with Mill Pond Park. Gateway Center mall opened in 2009 and includes several big-box retailers with a few smaller stores and restaurants. The shopping center is oriented around a central court and completely turns its back on Exterior Street, and by extension on Mill Pond Park and the Harlem River. As Exterior Street is the only way to access Mill Pond Park, it is important that it is a bright and inviting street.

BY ADDING LIGHTING, IMPROVED SIGNAGE, AND NEW PEDESTRIAN AMENITIES, EXTERIOR STREET FEELS LIKE A VIBRANT AND IMPORTANT PUBLIC SPACE RATHER THE BY-PRODUCT OF OTHER INFRASTRUCTURE.

The underside of the Major Deegan Expressway is covered in black fabric that prevents pigeons from nesting below the highway. The material is functional, but not beautiful. Local artists



Local artists brighten Exterior Street with colorful designs for the nooting under the highway.



Lighting, greenery, and murals will make the path between Mill Pond Park and the Metro North Station more pleasant.

MD A SLIVER OF PARK

There are few places to cross the Major Deegan Expressway. One rare pedestrian-only crossing exists at Hill Street. This connects to a drive of parkland sunk between the highway and rail lines. An existing path passes through this space, but it is unlit and poorly maintained.

ADDING A MORE INVITING PATH WOULD IMPROVE CONNECTIVITY AROUND THE ENTIRE NEIGHBORHOOD.

A well-maintained multi-use path allows pedestrians and joggers to travel north and south without



Thick plantings great visitors stopping off at the Hill Street Pedestrian Bridge into the linear park between the Major Deegan Expressway and MTA rail yard.



This sliver of parkland is treated with the same materials as Mill Pond Park: red asphalt paving, scattered benches, and modern lighting.

MANAGING MAJOR DEEGAN EXPRESSWAY STORMWATER

The Major Deegan Expressway generates high volumes of stormwater. At present, all the water is funneled off the highway, down thick pipes, and across the Exterior Street sidewalk to storm drains. From there it mixes with the sewer system and enters the river through CSOs along the river edge. The highway collects so much water that when it rains, the sidewalk below becomes impassible. Several pilot projects on Pier 5 will help manage the vast quantities of stormwater coming from the highway.

RAIN BARRELS

Large, monumental rain barrels will collect and store water from the highway, and in the process filter out debris and impurities. To create a sense of

place, the rain barrels could be decorated by local artists or be redecorated regularly by an artist-in-residence.

COMFORT STATION AND SPRAY PARK

The water collected in the barrels will then pass through further purification and be recycled in a comfort station and spray park in the center of Pier 5. A municipal water hookup will supply additional water during high demand periods.

Most importantly, the spray park will serve young families of the West Bronx and East Harlem every summer. There are many children in these neighborhoods and the nearest pool is more than 20 blocks north, on the Manhattan side of the

High Bridge. A spray park will be a great addition to the other park features and the additional comfort station will not add strain to the existing restrooms in Mill Pond Park.

POCKET WETLAND

The property south of the 199th Street Bridge is currently a recycling center for building materials. Although it is a private business, the land is owned by the City. The Major Deegan lies in the property and makes it unsuitable for most types of development. However, it is an ideal opportunity for additional park space and an innovative environmental pilot program.

Creating a wetland on this six acre parcel will not only address the area's environmental challenges,

but will also introduce a new type of outdoor environment to the borough. There are precedents for wetland water filtration systems, and for urban pocket wetlands, but the two have rarely been combined. This pocket wetland on the Harlem River will filter stormwater runoff from the Major Deegan during rainy periods and could filter river water during drier times of the year. The natural landscape will attract migratory birds and visitors will be able to observe them from a bird blind at the center of the site. A system of boardwalks, a river walk, and interpretive signage throughout the wetland will make the park accessible for all ages and fitness levels and connect to the Harlem River Greenway. In winter the shallow streams through the wetland will be great for ice skating.

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

80

PIER FIVE

81



(left) Stormwater is collected from the Major Deegan Expressway, filtered and cleaned, and then used in a spray park and comfort station. These features will make Pier 5 a summer destination.

(right) The Bronx Recycling Center is replaced by a stormwater treating wetland. Visitors can enjoy the natural landscape view, birdwatching in the summer and ice skating in the winter.



PIER FIVE

85



MD MACOMBS DAM BRIDGE

The pedestrian crossing on the Bronx side of the Macombs Dam Bridge currently necessitates three separate crossings to get across two lanes of traffic. Each crossing requires the pedestrian to wait for a signal, so that the entire experience can take minutes for what ought to take less than thirty seconds. The construction of a pedestrian ramp provides a safe, direct, and highly visible method

for residents and visitors to travel north and south across Macombs Dam Bridge.

TAKING ADVANTAGE OF AN EXISTING BUT INCOMPLETE SIDEWALK, THE RAMP ALLOWS PEDESTRIANS AND CYCLISTS TO AVOID THE COMPLICATED AND DANGEROUS INTERSECTION ON MACOMBS DAM BRIDGE.



The dangerous Macombs Dam Bridge crossing is improved by adding a pedestrian and bicycle underpass below the bridge.

MD.3 The Greenway continues into the Macombs Dam Park-IT Place that activates a parking lot that is empty most days of the year.

PARK-IT PLACE

The Harlem River Greenway passes from the proposed Macombs Dam Bridge Underpass through the Macombs Dam Park-IT Place and on to Mill Pond Park. The parking lot is currently an all-or-nothing place, either full of tailgaters or completely empty. Most of the year, it is the latter. The Park-IT Place aims to rectify that by creating

a multipurpose space, enjoyable year-round for all types of visitors.

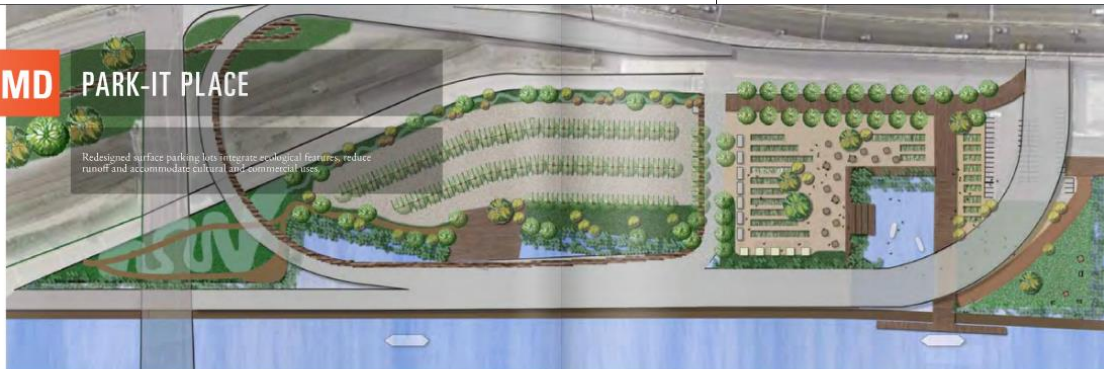
CREATING AN EXCITING EVERYDAY FOOD EXPERIENCE WILL ATTRACT VISITORS TO STAY AROUND ENJOY THE WATERFRONT.



BRUNDT L&A

MD PARK-IT PLACE

Redesigned surface parking lots integrate ecological features, reduce runoff and accommodate cultural and commercial uses.



The Macombs Dam Park-IT Place incorporates a diverse program on a complex site. Right now it is a blank slate, a more-or-less empty expanse of asphalt. Four aspects of the project combine to make this a unique place unlike any other in the Bronx or the city.

POCKET WETLAND

At the northern edge of site, under the entrance ramp from the Deegan into the lot, a pocket wetland replaces parking spaces. The space here was difficult to navigate and the least desirable parking spots in this lot. The pocket wetland serves to clean the rain water that collects in the

parking lot before releasing it into the Harlem River. Not only is total impervious surface area reduced, but all stormwater can then be managed on-site. A network of walking trails will also make this a pleasant recreational space.

PARKING LOT

Park-IT Place offers a great setting for tailgating with ample space to maneuver and set up equipment. Users could be charged a premium to participate in game day festivities, but the rest of the time – when the site would otherwise sit empty – the neighborhood can use it for short-term recreation.



FOOD TRUCK COURT

The marketplace aspect of the project takes the form of a food truck court. Currently, the routes between transit and the stadium encourage visitors to eat at the game. Not only is this costly, but transit users are also discouraged from visiting the waterfront and participating in tailgating. The food truck court provides options for those who are not grilling themselves to join in the tailgating experience. A patio area with ample seating and pleasant plantings encourage visitors to enjoy

the river. On the 284 days of the year when the Yankees aren't playing at home, this can still be an active place. Mill Pond Park and the Gateway Center are even closer than the stadium and there are limited options for food in the area.

BOATING

There are no places to get on the water at Mill Pond Park. By enclosing the inlet with a net, bumper or paddle boats could be brought in for the enjoyment of children and adults alike.

MD IMPROVING CIRCULATION



MD.1 Harlem River Greenway Connection
MD.2 Highbridge Yards Corridor
MD.3 Macombs Dam Pedestrian Ramp

MD.4 Park-IT Place
MD.5 Exterior Street Improvements
MD.6 Connection to Metro North Station

CURRENT CIRCULATION PATTERNS AROUND THE MACOMBS DAM BRIDGE ARE COMPLICATED AND UNINTUITIVE FOR PEDESTRIANS AND DRIVERS ALIKE. WHAT FEW PEDESTRIAN AMENITIES EXIST ARE TREATED AS AN AFTERTHOUGHT.

Through a series of targeted improvements, this tangle of abandoned paths can become part of a larger greenway. In our proposal, the visual lan-

guage of Mill Pond Park is extended between the 161st St. Pedestrian Bridge and the 153rd Street Metro North Station. Most of the route needs only simple material changes and improved lighting and maintenance to be an attractive path. The next few pages detail the points at which investment will yield the greatest return. Any of improvements would make a difference if implemented individually, but taken together they will have a huge impact on the walkability and safety of the area.



Existing circulation is confusing and favors vehicles over pedestrians.



Pedestrians have to cross three times to travel north or south along Sodgwick Avenue at the intersection with the Macombs Dam Bridge.

A Sense of Place with the Hint of Commerce

Waterfront parks
to open soon



Highbridge connecting boroughs parks ... Old Putnam and Old Croton Aqueduct trails ... people Tourists

