



IN THE MATTER OF an application submitted by the New York City Department of Parks and Recreation pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 et seq. of the New York City Administrative Code for an amendment to the City Map involving:

- the elimination, discontinuance and closing of Exterior Street between the High Bridge and the Alexander Hamilton Bridge;
- the elimination, discontinuance and closing of West 171st Street between Exterior Street and the U.S. Pierhead and Bulkhead Line;
- the establishment of public park;
- the adjustment block dimensions and grades necessitated thereby;

including authorization for any acquisition or disposition of real property related thereto, in Community District 4, Borough of The Bronx, in accordance with Map No. 13144 dated June 24, 2019 and signed by the Borough President.

This application for an amendment to the City Map was filed by the New York City Department of Parks and Recreation (DPR) on June 18, 2019. The proposed City Map amendment would facilitate a 3.8-acre addition to Bridge Park in the Highbridge neighborhood of The Bronx, Community District 4.

BACKGROUND

The proposed City Map change application would demap an underutilized portion of Exterior Street bounded by the Alexander Hamilton Bridge and West 171st Street to the north, the High Bridge to the south, City-owned Lots 122, 132, and 159 of Block 2541 to the west, and the Major Deegan Expressway and Hudson Line of the Metro-North Railroad (MNR) to the east. The portion of West 171st Street to be eliminated runs in an east-west direction, parallel to the Alexander Hamilton Bridge and terminates at the Harlem River. Neither street serves as an access route for private property.

In 2011, Lots 122 and 159 were donated to the City of New York by the Trust for Public Land. Terms set forth in the donation prescribed that the City, in perpetuity, would only use the parcels as parkland. Subsequently, at the request of DPR in 2012, the Department of Citywide

Administrative Services (DCAS) approved its transfer to DPR. DCAS previously held jurisdiction of Lot 132 (immediately north of the donated parcels) and leased the site to a scaffolding supplier. Together with the donated parcels, it formed an assemblage of approximately 2.4 acres of waterfront property under DPR's jurisdiction.

The proposed City Map change would facilitate an expansion of Bridge Park by mapping the former street right-of-ways of West 171st Street and Exterior Street as parkland, thereby bringing the proposed parkland to a total of 3.82 acres. The proposed park would be situated adjacent to Bridge Park, which is mapped as parkland north of the Alexander Hamilton Bridge but is built as part of the park under it. Once completed, the proposed park and greenway would be integrated into Bridge Park.

Bridge Park is a 7.16-acre waterfront park under DPR jurisdiction. Renovations to the park occurred in 2015 and included a new 0.34-mile, multi-user greenway, seating, and landscaping, particularly as a buffer between the park and the MNR situated to the east of the park. Bridge Park is bounded by Roberto Clemente State Park and the River Park Residences to the north. The esplanade in Roberto Clemente State Park is currently under construction, but future plans include a one-mile greenway along the waterfront upon completion. The proposed mapping action would facilitate the expansion of an additional 0.24-miles to the multi-user greenway along the Harlem River.

Affected agencies and utilities were polled by email on July 25, 2019 regarding the proposed amendment to the City Map. No city agencies have expressed any objections to the proposal.

ENVIRONMENTAL REVIEW

This application (C 190508 MMX) was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 *et seq.* and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR Number is 18DPR007X. The lead agency is DPR.

After a study of the potential environmental impact of the proposed action, a Negative Declaration was issued on May 23, 2019.

UNIFORM LAND USE REVIEW

This application (C 190508 MMX) was certified as complete by the Department of City Planning on September 23, 2019 and was duly referred to Bronx Community Board 4 and the Bronx Borough President in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b).

Community Board Public Hearing

Community Board 4 held a public hearing on this application (C 190508 MMX) on October 7, 2019 and on October 22, 2019, by a vote of 31 in favor, none opposed, and none abstaining, the board adopted a resolution recommending approval of the application.

Borough President Recommendation

This application (C 190508 MMX) was considered by the Bronx Borough President, who, on November 29, 2019, issued a recommendation to approve the application.

City Planning Commission Public Hearing

On November 13, 2019 (Calendar No. 1), the City Planning Commission scheduled December 4, 2019, for a public hearing on this application (C 190508 MMX). The hearing was duly held on December 4, 2019 (Calendar No. 9). One speaker testified in favor of the application and none in opposition.

A representative of the applicant gave a presentation outlining the proposal, highlighting the addition of mapped parkland to Bridge Park and the community's need for additional greenspace.

There were no other speakers and the hearing was closed.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY REVIEW

This application (C 190508 MMX) was reviewed by the City Coastal Commission for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 30, 2013 and by the New York State Department of State on February 3, 2016, pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981, (New York State Executive Law, Section 910 *et seq.*) The designated WRP number is 18-103.

This action was determined to be consistent with the policies of the New York City WRP.

CONSIDERATION

The Commission believes that this amendment to the City Map (C 190508 MMX) is appropriate.

The Commission acknowledges that the demapped portions of Exterior Street and West 171st Street are underutilized and do not serve as an access route for any private property. These portions are primarily used for access to the Alexander Hamilton Bridge for maintenance purposes. Furthermore, the Commission highlights that, once the new park addition is constructed, an access corridor to the bridge will be provided.

The Commission also acknowledges that the City Map amendment will facilitate the addition of space to Bridge Park. This proposed City Map amendment will create a 3.82-acre expansion of Bridge Park and will provide additional needed greenspace for the community, a longstanding priority of Community Board 4.

RESOLUTION

Therefore, the City Planning Commission, deeming the proposed amendment to the City Map and any related acquisition or disposition of real property related thereto to be appropriate, adopts the following resolution:

RESOLVED, that the City Planning Commission finds that the action described herein will have no significant impact on the environment; and be it further

RESOLVED, that the City Planning Commission, acting as the City Coastal Commission, having reviewed the waterfront aspects of this action, finds that the actions will not substantially hinder the achievement of any WRP policy and hereby determines that this action is consistent with WRP policies; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 et seq. of the New York City Administrative Code, that based on the environmental determination and the consideration described in this report, the application (C 190508 MMX) for the amendment to the City Map involving:

- the elimination, discontinuance and closing of Exterior Street between the High Bridge and the Alexander Hamilton Bridge;
- the elimination, discontinuance and closing of West 171st Street between Exterior Street and the U.S. Pierhead and Bulkhead Line;
- the establishment of public park;
- the adjustment block dimensions and grades necessitated thereby;

including authorization for any acquisition or disposition of real property related thereto, in Community District 4, borough of the Bronx, in accordance with Map No. 13144 dated June 24, 2019 and signed by the Borough President is approved; and be it further

RESOLVED that, pursuant to Section 5-432 of the New York City Administrative Code, the City Planning Commission determines that “such closing or discontinuance will further the health, safety, pedestrian or vehicular circulation, housing, economic development or general welfare of the City”; and be it further

RESOLVED that, pursuant to Section 5-433 of the New York City Administrative Code, the City Planning Commission adopts the legally required number of counterparts of Map No. 13144 dated June 24, 2019 providing for the elimination, discontinuance and closing of Exterior Street between the High Bridge and the Alexander Hamilton Bridge and the elimination, discontinuance and

closing of West 171st Street between Exterior Street and the U.S. Pierhead and Bulkhead Line, said streets to be discontinued and closed being more particularly described as follows:

DISCONTINUANCE AND CLOSING OF A PORTION OF EXTERIOR STREET BETWEEN THE HIGH BRIDGE AND THE ALEXANDER HAMILTION BRIDGE AND THE DISCONTINUANCE AND CLOSING OF EAST 171ST STREET BETWEEN EXTERIOR STREET AND THE U.S. PIERHEAD AND BULKHEAD LINE

Starting at a point of tangency on the United States Pierhead and Bulkhead line, thence running 105.00 feet, along the United States Pierhead and Bulkhead Line, in a northerly direction, to the point or place of beginning;

1. Thence, running 128.93 feet, in an easterly direction, on a line that makes a deflection angle to the left of 99 degrees-11 minutes - 23 seconds, with the previous course, to a point on the westerly line of Exterior Street, discontinued and closed;
2. Thence running 653.51 feet, in a southerly direction, along said westerly line of Exterior Street, discontinued and closed, on a line which makes an exterior angle to the left , with the previous course of 84 degrees-00 minutes- 00 seconds; to a point of curvature;
3. Thence running 108.32 feet, in a southerly direction, on a curve to the right, which has a radius of 777.00 feet, and a central angle of 7 degrees-59 minutes-16 seconds, to a point of tangency;
4. Thence running 89.59 feet, in a southerly direction, on a tangent to said curve to a point of curvature;
5. Thence running 186.73 feet, in a southerly direction, on a curve to the left, which has a radius of 823.00feet, and a central angle of 13 degrees-00 minutes-00 seconds to a point;
6. Thence running 19.91 feet, in a southerly direction, on a tangent to said curve, to a point;
7. Thence running 3.0 feet, in a westerly direction, along a radial line, to a point on a curve;
8. Thence, running 26.70 feet, in a southerly direction, along a curve to the left with a radius of 1400.00 feet, and central angle of 1 degree-05 minutes-35 seconds to a point;
9. Thence running 40.90 feet in a northeasterly direction to a point on a curve;

10. Thence, running 18.58 feet, in a northwesterly direction, on a curve to the right with radius of 1400.00 and central angle of 1 degrees-05 minutes-35 seconds, to a point of tangency;
11. Thence, 19.91 feet in a northwesterly direction to a point of curvature;
12. Thence, 178.11 feet, in a northerly direction, on a curve to the right with a radius of 785.00 feet and central angle of 13 degrees-00 minutes-00 seconds, to a point of tangency;
13. Thence running 89.59 feet, in a northerly direction to a point of curvature;
14. Thence running 113.62 feet, in a northerly direction, on a curve to the right with a radius of 815.00 feet and a central angle of 7 degrees-59 minutes-16 seconds, to a point;
15. Thence running 2.0 feet, in an easterly direction, on a radial line, to a point;
16. Thence, running 718.05 feet, in a northerly direction, to a point;
17. Thence, running 165.75 feet in a westerly direction, on a line that makes an interior angle of 84 degrees-00 minutes-00 seconds with the previous course, to a point on the United States Pierhead and Bulkhead Line;
18. Thence running 60.78 feet, in a southerly direction, along the United States Pierhead and Bulkhead Line, to the Point or Place of beginning.

Said discontinued and closed contains an area of 47,472 square feet (1.08 acres), more or less.

RESOLVED that, pursuant to subdivision 1a of Section 5-433 of the New York City Administrative Code, public utility facilities within the subsurface of the streets cited herein which are to be discontinued and closed by this action, may be maintained in place or relocated within such subsurface by the public utility, so that such maintenance in place or relocation of such facilities is consistent with the proposed use of the closed portion or portions of such subsurface, and the requirements of other facilities located therein;

All such approvals being subject to the following conditions:

- a. The subject amendment to the City Map shall take effect on the day following the day on which certified counterparts of Map No. 13144 dated June 24, 2019 are filed with the appropriate agencies in accordance with Section 198 subsection c of the New York City Charter.

- b. The subject street to be discontinued and closed shall be discontinued and closed on the day following the day on which such maps adopted by this resolution shall be filed in the offices specified by law.

The above resolution (C 190508 MMX), duly adopted by the City Planning Commission on January 8, 2019 (Calendar No. 9), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

MARISA LAGO, *Chair*

KENNETH J. KNUCKLES, Esq., *Vice-Chairman*

**ALLEN P. CAPPELLI, Esq., ALFRED C. CERULLO, III, MICHELLE de la UZ,
JOSEPH I. DOUEK, HOPE KNIGHT, ANNA HAYES LEVIN,
LARISA ORTIZ, RAJ RAMPERSHAD**, *Commissioners*

Application #: **C 190508 MMX**

Project Name: **Bridge Park South Mapping**

CEQR Number: 18DPR007X

Borough(s): The Bronx

Community District Number(s): 4

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- Complete this form and return to the Department of City Planning by one of the following options:
 - EMAIL (recommended):** Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"
 - MAIL:** Calendar Information Office, City Planning Commission, Room 2E, 22 Reade Street, New York, NY 10007
 - FAX:** (212) 720-3356 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

IN THE MATTER OF an application submitted by the New York City Department of Parks and Recreation pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 *et seq.* of the New York City Administrative Code for an amendment to the City Map involving:

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- the adjustment block dimensions and grades necessitated thereby;

including authorization for any acquisition or disposition of real property related thereto, in Community District 4, borough of The Bronx, in accordance with Map No. 13144 dated June 24, 2019 and signed by the Borough President.

Applicant(s): NYC Department of Parks and Recreation 830 Fifth Avenue, Room 401 New York, NY 10065 212.360.3411		Applicant's Representative: Alyssa Cobb Konon NYC Department of Parks and Recreation 830 Fifth Avenue, Room 401 New York, NY 10065 212.360.3411	
Recommendation submitted by: Bronx Community Board 4			
Date of public hearing: 10-7-2019		Location: 1650 Grand Concourse (Bronx Care) Bronx, New York 10457	
Was a quorum present? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		<i>A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.</i>	
Date of Vote: 10-22-2019		Location: 1040 Grand Concourse (Bronx Museum) Bronx, New York 10456	
RECOMMENDATION			
<input checked="" type="checkbox"/> Approve		<input type="checkbox"/> Approve With Modifications/Conditions	
<input type="checkbox"/> Disapprove		<input type="checkbox"/> Disapprove With Modifications/Conditions	
Please attach any further explanation of the recommendation on additional sheets, as necessary.			
Voting			
# In Favor: 31		# Against: 0	
# Abstaining: 0		Total members appointed to the board: 41	
Name of CB/BB officer completing this form PAUL A. PHILPS		Title District Manager	Date 10-24-2019

**BOROUGH PRESIDENT
RECOMMENDATION**

**CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
Fax # (212)720-3356**

INSTRUCTIONS

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.
2. Send one copy with any attachments to the applicant's representative as indicated on the Notice of Certification.

APPLICATION # C 190508 MMX-Bridge Park South Mapping

DOCKET DESCRIPTION

PLEASE SEE ATTACHMENT FOR DOCKET DESCRIPTION

COMMUNITY BOARD NO. 4

BOROUGH: BRONX

RECOMMENDATION

- APPROVE**
- APPROVE WITH MODIFICATIONS/CONDITIONS (List below)**
- DISAPPROVE**

EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS (Attach additional sheets if necessary)

PLEASE SEE ATTACHMENT FOR BOROUGH PRESIDENT'S RECOMMENDATION


BOROUGH PRESIDENT


DATE

**BRONX BOROUGH PRESIDENT'S RECOMMENDATION
ULURP APPLICATION NO: C 190508 MMX
BRIDGE PARK SOUTH MAPPING**

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by the Department of Parks and Recreation, pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 *et seq.* of the New York City Administrative Code, for an amendment to the City Map involving:

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- The establishment of a public park;
- The adjustment-block dimensions and grades necessitated thereby;

Including authorization for any acquisition or disposition of real property related thereto, in Community District #4, Borough of The Bronx, in accordance with Map No. 13144 dated June 24, 2019 and signed by the Borough President.

BACKGROUND

Bridge Park is currently composed of 7.16 acres. It runs from Roberto Clemente State Park on the north to West 171st Street on the south. The Harlem River is to the park's west and the Metro North Railroad and portions of Exterior Street on the east. The Major Deegan Expressway is located immediately east of the Metro North right-of-way. Included in Bridge Park is a 0.34 mile greenway which runs parallel to the Harlem River. Additional amenities include bicycle racks, drinking fountains, landscaping, benches and lighting. Beyond the northern boundary of Bridge Park (which is owned by City of New York's Department of Parks and Recreation), an additional 1-mile of greenway construction within Roberto Clemente State Park (which is owned by the State of New York) will facilitate a seamless bicycle venue between the city owned and state owned properties. The paved area for bicycle and pedestrian purposes is no less than 15 feet wide. This width is required in order to provide emergency-vehicle access to Bridge Park.

Pedestrian access to Bridge Park is available on the north through Roberto Clemente State Park. Access from the south is via the Depot Place ramp where it intersects Sedgwick Avenue. Development of the surrounding community includes Metro North Railroad's Hudson Division right-of-way and the Major Deegan Expressway (Interstate 87) to the east. The Harlem River defines the western boundary. The Metro North Railroad full-service maintenance facility is situated south of Depot Place, occupying a multi-acre site running parallel with the Harlem River on the west and the Major Deegan Expressway to the east. This facility is strictly off-limits to all but those employed by the railroad, thereby establishing a "hard barrier" against any access to the Harlem River south of Depot Place.

Residential development is found on Sedgwick Avenue and is typified by low and mid-rise residences. River Park Towers, a residential complex composed of two high-rise buildings, is located at the southern end of Roberto Clemente State Park. These two buildings are the only residences located to the west of what is the Harlem River Greenway within Roberto Clemente State Park.

Additional development includes the Highbridge Green School. Located on West 167th Street, this elementary school is approximately three blocks east of Sedgwick Avenue/Depot Place. Two homeless facilities located in privately owned motels (The Red Carpet Inn and The Stadium Motel). They are located within a 50 foot distance from the intersection of Sedgwick Avenue and Depot Place.

The New York City Police Department (NYPD) operates a strategic operations center in the former headquarters for the 44th Precinct building. The presence of this facility requires the parking of NYPD vehicles on both Depot Place and Sedgwick Avenue, including on pedestrian right-of-ways. No retail activity or access to bus or subway service is available within approximately one mile of the proposed extension to Bridge Park. The Hudson Division of Metro North Railroad offers access at University Heights and at the East 153rd-Yankee stations. These stations are approximately ½ mile from the proposed extension of Bridge Park. Pending the reconstruction of the Highbridge steps connecting Sedgwick Avenue to Highbridge Park, access to the Highbridge will be available. No reconstruction is taking place at this time and consequently this step street remains closed.

ENVIRONMENTAL REVIEW AND ULURP CERTIFICATION

This application has been reviewed pursuant to SEQR and CEQR and received a Negative Declaration. This application was certified as complete by the New York City Planning Commission on September 23, 2019.

BRONX COMMUNITY BOARD PUBLIC HEARING

Bronx Community District #4 held a public hearing on this application on October 7, 2019. A unanimous vote recommending approval of this application was, 31 in favor, zero opposed and zero abstaining.

BOROUGH PRESIDENT'S PUBLIC HEARING

A public hearing was convened by the Bronx Borough President on November 14, 2019. Representatives of the applicant were present and spoke in favor of this application. There being no other speakers present, the hearing was closed.

BRONX BOROUGH PRESIDENT'S RECOMMENDATION

In FY 2018, my administration allocated \$1.7 million for construction of the Greenway located south of West 171st Street and up to the High Bridge. Given my continued support of this project, I favor approval of this application. Additionally, I have allocated \$3 million to facilitate construction of the Highbridge Park step-street which will connect Sedgwick Avenue to the historic Highbridge.

The full build-out of Bridge Park and its inclusion of the Harlem River Greenway, will provide thousands of residents of the Highbridge community in the West Bronx with much-needed open space. The fact remains that a vast majority of mapped parkland in Community District #4 is situated east of Jerome Avenue. This is further complicated as the hilly topography of Highbridge discourages easy access to those parks. Therefore, to ensure a comprehensive planning process, there must be consideration for this phase of construction to create some form of attraction that would facilitate and entice visitors and cyclists to the greenway. Many years ago, Starr Whitehouse Associates proposed a plan featuring a variety of options and amenities, including a boat dock, and perhaps even a dining venue. Given the close proximity of the Highbridge Green School, I ask that we consider these and other possible ideas that will make it an inviting venue for all members of the community. I also anticipate that when Bridge Park is complete, it will augment the many recreational offerings found at Roberto Clemente State Park. I make this point mindful of the fact that for residents in Bronx Community District #5, where the state park is located, the ratio of mapped, city-owned park space is 5,000 residents per one-acre of open space.

A related challenge is advancing the reconstruction of the step-street connecting Sedgwick Avenue to the Highbridge, which as previously noted, I am subsidizing. The reconstruction of this historic step-street was initially proposed under the Bloomberg Administration over ten years ago. To date, the project is still out for bid. Accelerating the completion of the step-street is crucial for access to Bridge Park, in lieu of a future full-length buildout of the Harlem River Greenway.

While considering this application, I would be remiss if I did not take the opportunity to comment on numerous unresolved challenges and propose opportunities for their resolution and the overall betterment of the community. The most significant of these includes the reconstruction of the Depot Place ramp, which flies over the Major Deegan Expressway from Sedgwick Avenue. Improving access to the Harlem River Greenway from Depot Place has long been sought by my office and numerous community organizations, most notably the Harlem River Working Group. Although this may not be directly related to the proposed mapping being considered by this application, it is a vital and pertinent objective that aligns with the Parks Department efforts to generally improve connectivity and access. As currently planned, New York City's Department of Transportation will commence the reconstruction of Depot Place in (2021). My proposed, auxiliary recommendations include:

- a. Inclusion of a bicycle-pedestrian ramp or stairway to be constructed on the north side of the Depot Place ramp, connecting it to the Harlem River Greenway.

Given that Depot Place does already allow for vehicular passage and is therefore ADA compliant, this new addition need not to be ADA compliant.

- b. The breakdown of safe, pedestrian access and vehicular movement along Sedgwick Avenue and on the Depot Place ramp. This is caused by the parking of many New York Police Department vehicles within walking distance of the department's Strategic Response Group on Sedgwick Avenue. This fact demonstrates a critical shortage of off-street parking facilities for these vehicles as well as the private cars owned by police department personnel. Furthermore, as these parked cars hamper pedestrian sidewalk access, unnecessary vehicular congestion on Sedgwick Avenue sometimes occurs.
- c. Traffic congestion on the Major Deegan Expressway. This chronic condition invites motorists to use Sedgwick Avenue as a viable alternative. This fact further compounds the safety concerns of those who are walking on Sedgwick Avenue, or who in the future would be walking or biking to Bridge Park and the Harlem River Greenway. By way of improving traffic flow and the safety of cyclists and pedestrians, the city's Department of Transportation should consider making Sedgwick Avenue one-way, the actual direction being determined by the outcome of this study. This would allow for the creation of a dedicated bike lane. Likewise, a traffic signal at the intersection of Depot Place at Sedgwick Avenue should also be studied.
- d. The close proximity of the Highbridge Green School located on West 167th Street to the newly mapped Bridge Park offers students a unique opportunity to be part of the park's planning process. It also means that upon completion, these young people will feel a direct link to this park and thereby become some of the park's most outspoken and proactive caretakers.
- e. Metro North Railroad's Harlem River maintenance facility. There is a substantial amount of vacant and/or underused land belonging to the City of New York, (roughly over one acre), apparent on this site. I would also propose that the railroad work with the both the Departments of Transportation and Parks to determine how the Harlem River Greenway might extend south of the High Bridge. Only by so doing will an uninterrupted greenway along the Harlem River be possible.

I urgently recommend that these matters be immediately considered and that they be part of any holistic, finalized plan that is related to the reconstruction of the Depot Place ramp. The simple fact is, conditions today are dangerous and therefore unsustainable, meaning they must be remedied.

Across the City of New York, access to the waterways that define our town are being planned and constructed. While I am aware of the challenges that we face in The Bronx, I am also confident that with everyone at the table - most notably those stakeholders who have jurisdiction

of or own sites along the Harlem River, Bridge Park and the Harlem River Greenway – this will be a most successful endeavor.

I recommend approval of this application.