



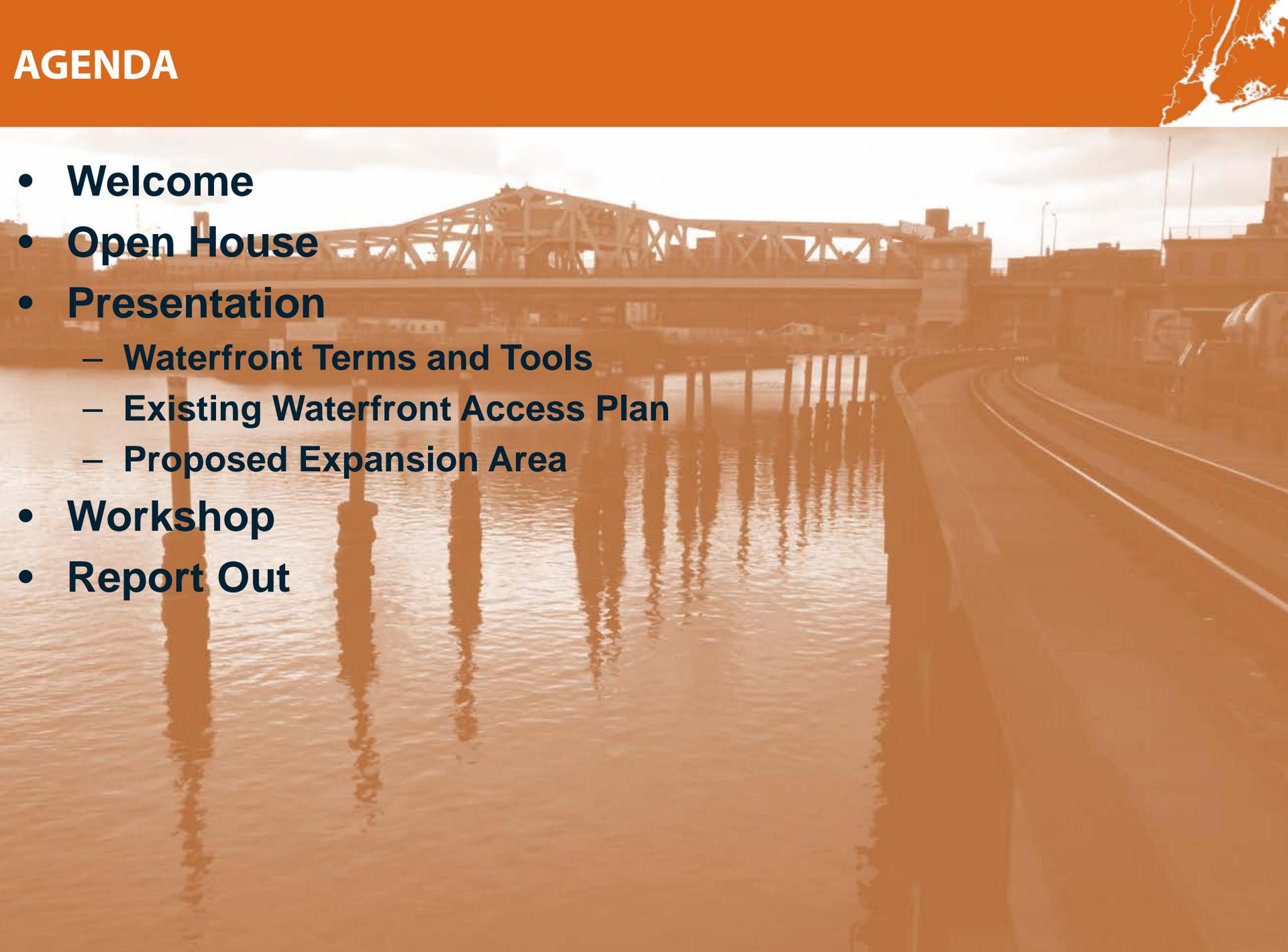
PLANNING WATERFRONT ACCESS

Public Informational Meeting and Workshop

May 19, 2016



AGENDA

- **Welcome**
 - **Open House**
 - **Presentation**
 - **Waterfront Terms and Tools**
 - **Existing Waterfront Access Plan**
 - **Proposed Expansion Area**
 - **Workshop**
 - **Report Out**
- 

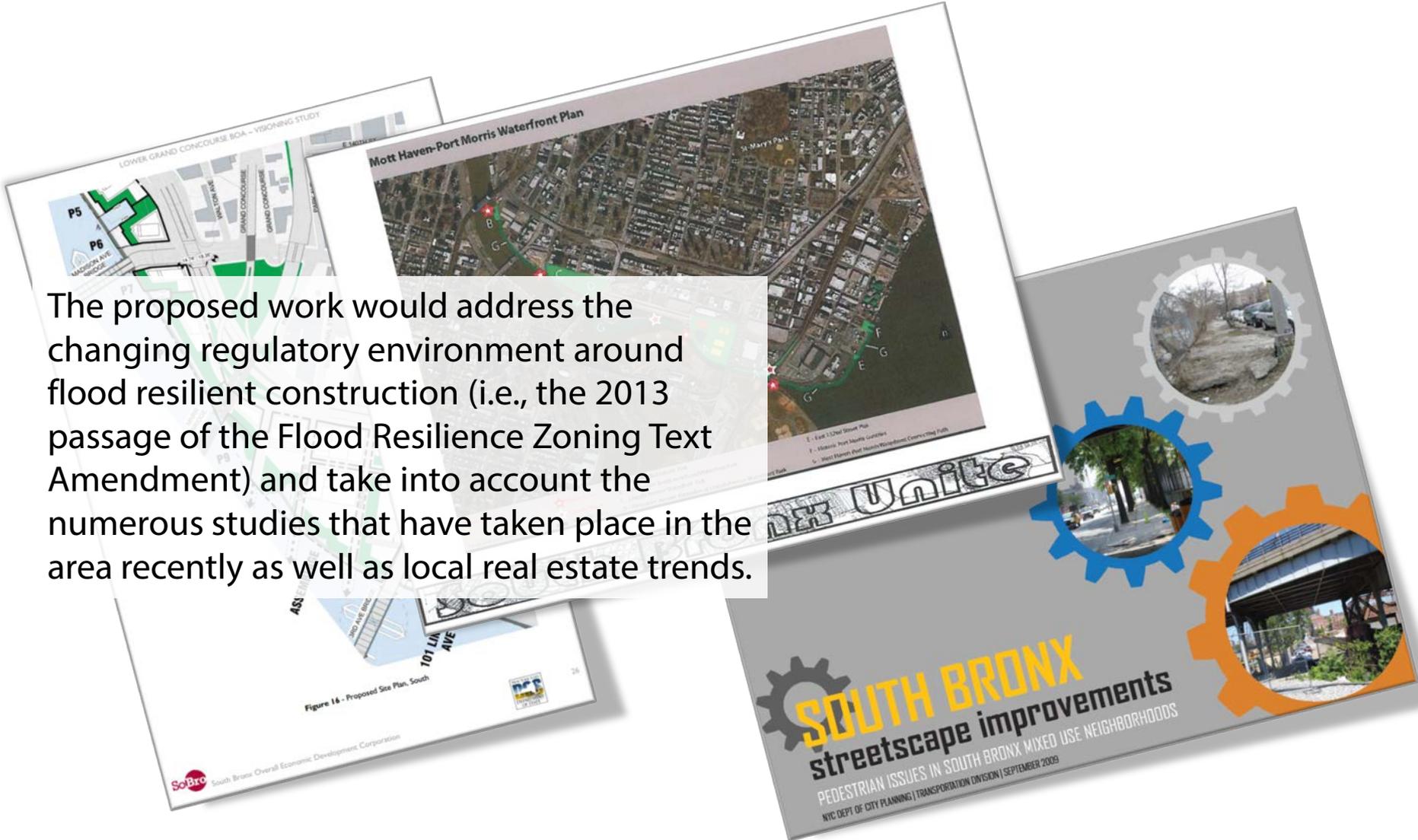
Harlem River Waterfront – Locator Map



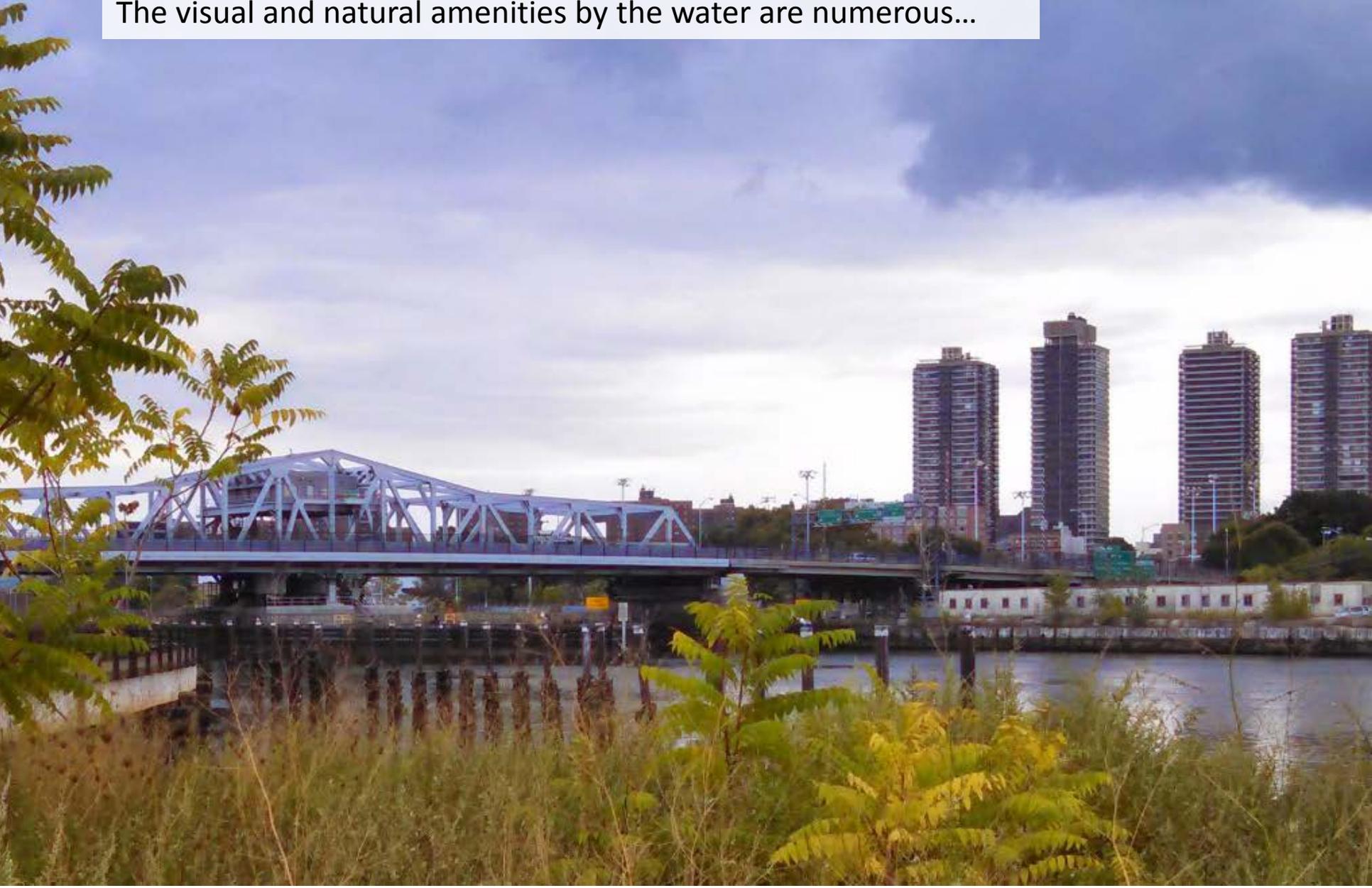
To support the continued growth and resiliency of the South Bronx, the Department of City Planning (DCP) proposes to amend the Special Harlem River Waterfront District and waterfront access plan to incorporate appropriate resiliency measures and plan for appropriate waterfront access to the south. This work will be done in tandem with the city's \$200 million infrastructure analysis and investment which will be conducted under the direction of New York City Economic Development Corporation (NYCEDC).

Plans and Visions

The proposed work would address the changing regulatory environment around flood resilient construction (i.e., the 2013 passage of the Flood Resilience Zoning Text Amendment) and take into account the numerous studies that have taken place in the area recently as well as local real estate trends.



The visual and natural amenities by the water are numerous...



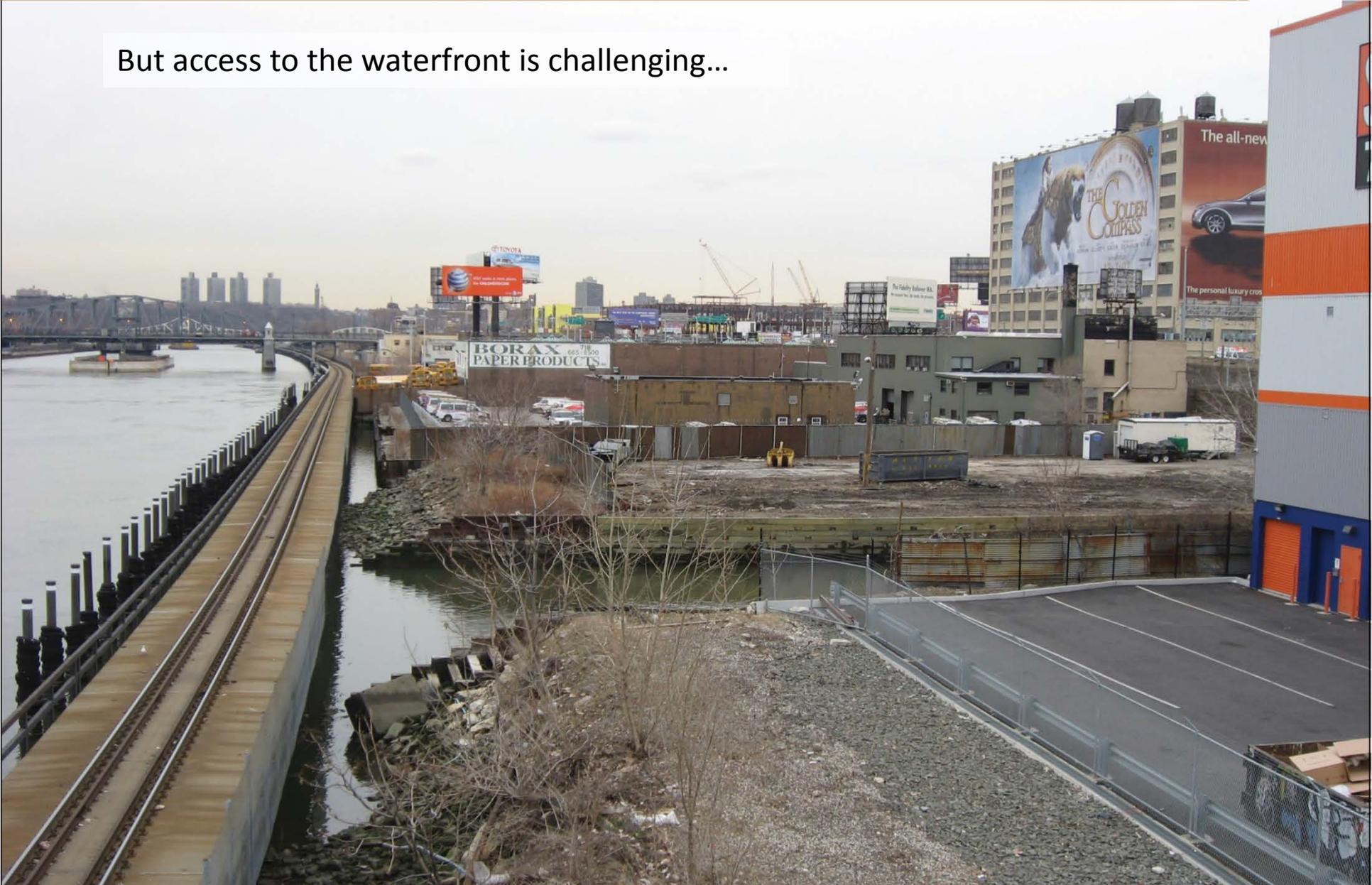






Access To The Waterfront

But access to the waterfront is challenging...



Existing Waterfront Regulations

DCP Tools

That's why a Waterfront Access Plan (WAP)
was created for this area in 2009...



Special Regulations Applying in the Waterfront Area

And these are the requirements that apply across the whole city...

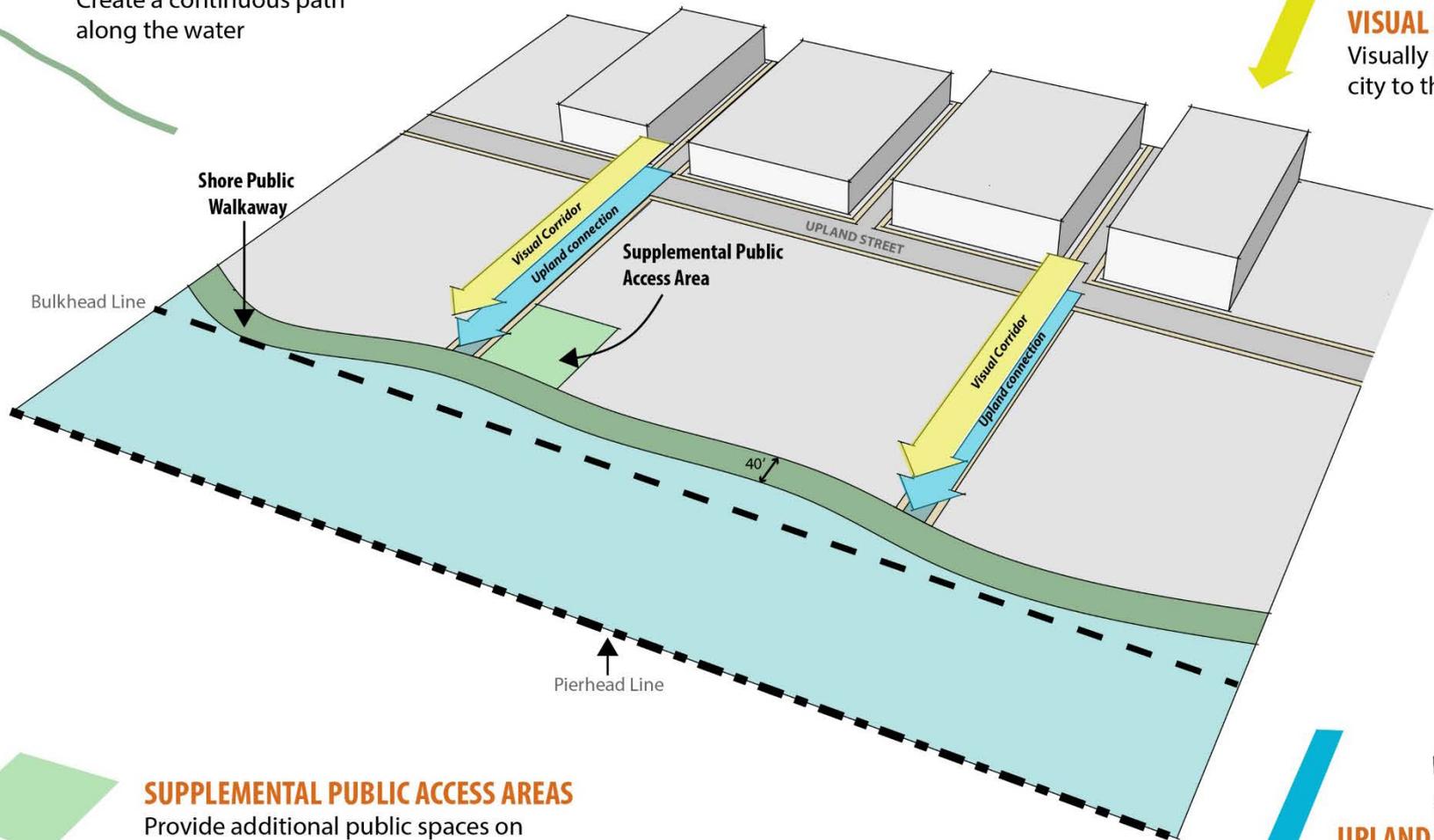
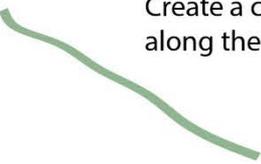
SHORE PUBLIC WALKWAY
Create a continuous path along the water

VISUAL CORRIDORS
Visually connect the city to the water

Shore Public Walkway
Bulkhead Line
Supplemental Public Access Area
UPLAND STREET
Visual Corridor
Upland connection

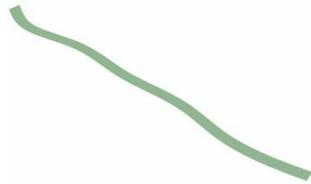
UPLAND CONNECTIONS
Connect the city to the water

SUPPLEMENTAL PUBLIC ACCESS AREAS
Provide additional public spaces on the waterfront



Special Regulations Applying in the Waterfront Area

Key Terms



**SHORE PUBLIC
WALKWAYS**

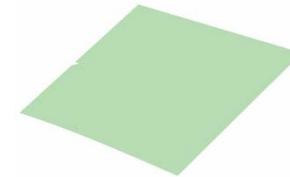


**VISUAL
CORRIDORS**

Symbols



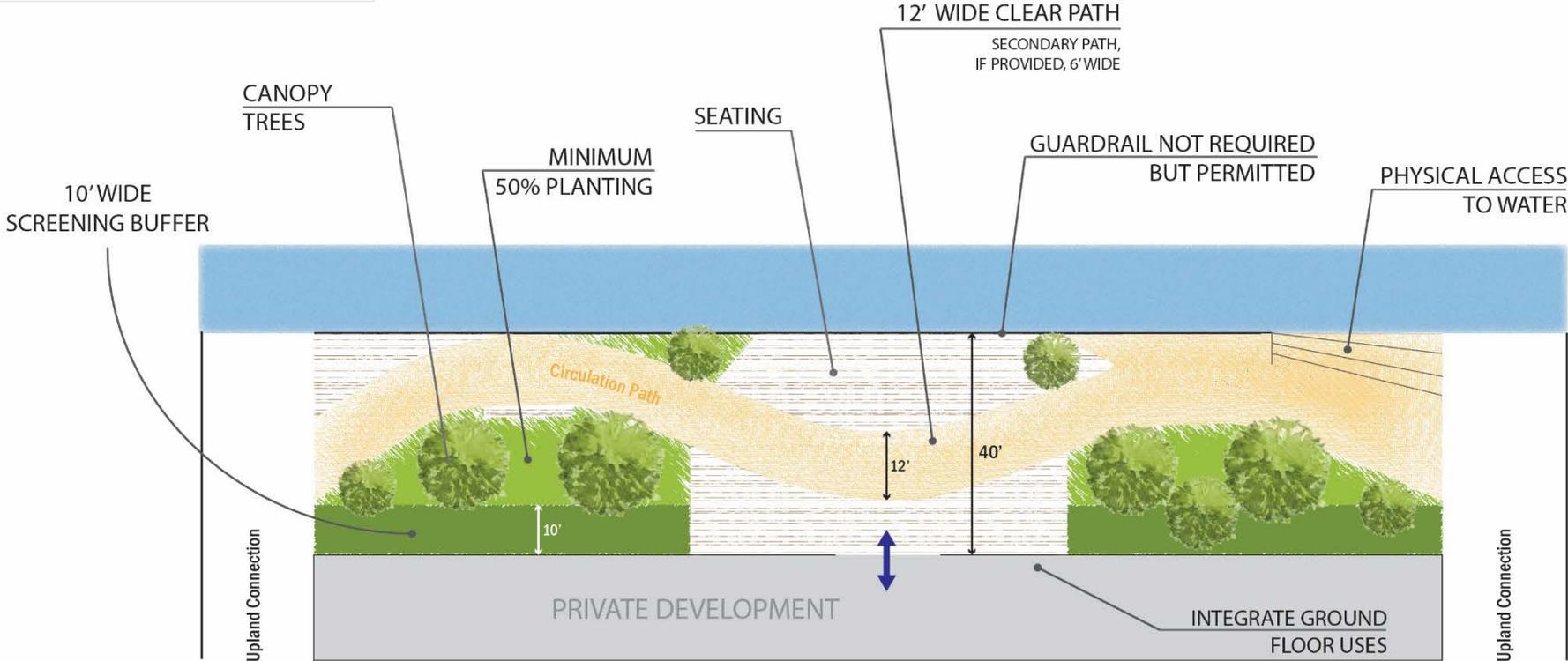
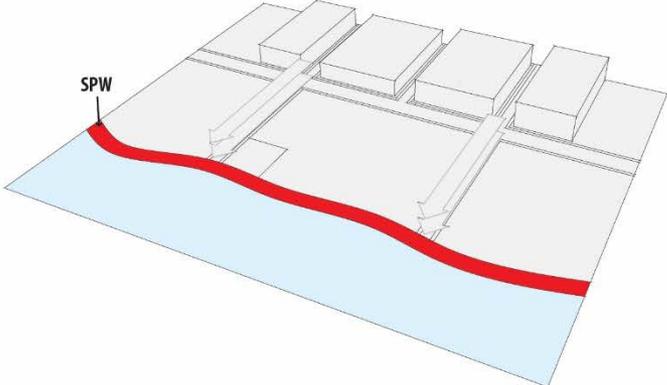
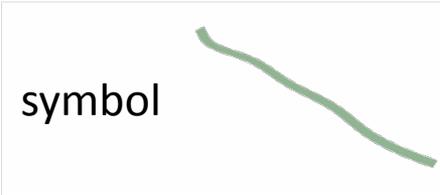
**UPLAND
CONNECTIONS**



**SUPPLEMENTAL
PUBLIC ACCESS AREAS**

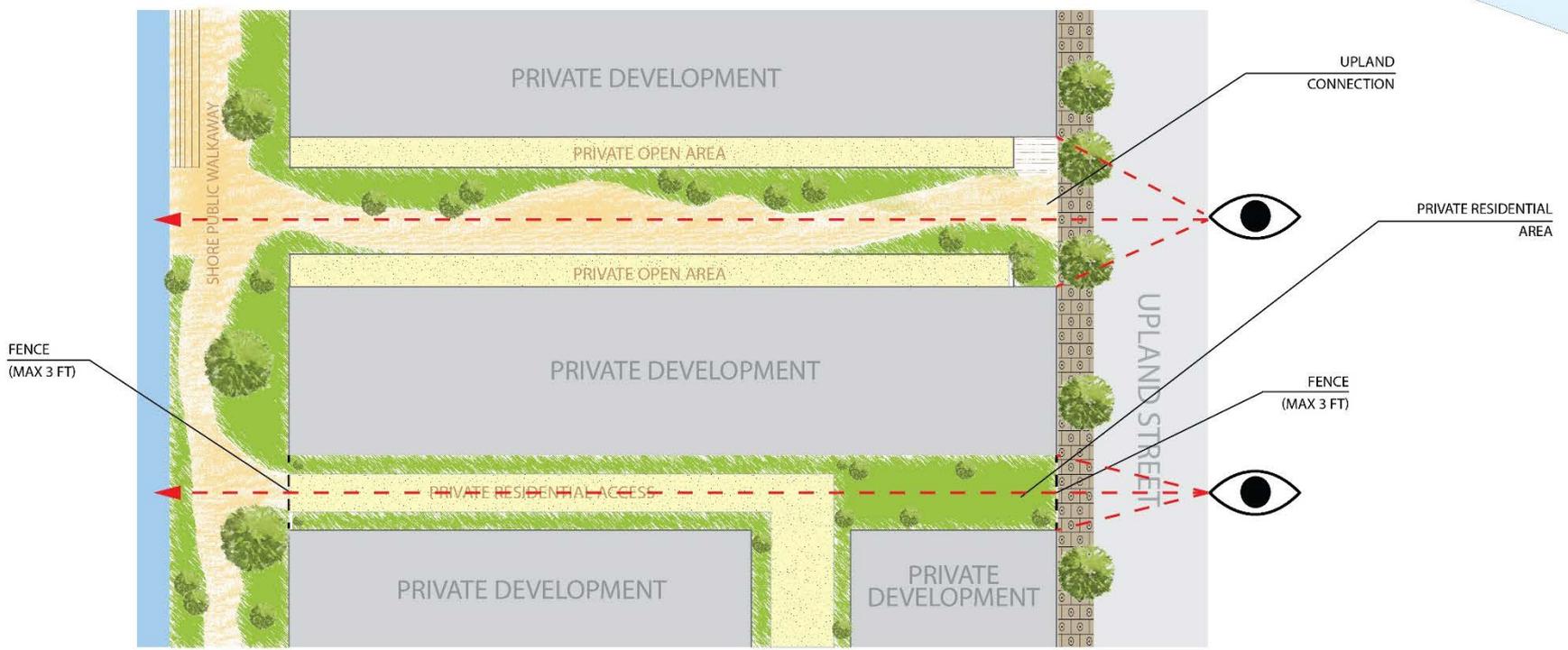
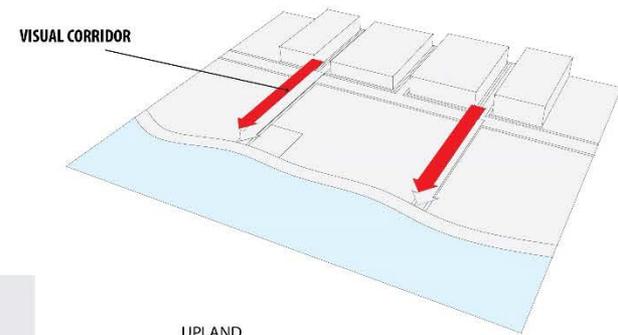
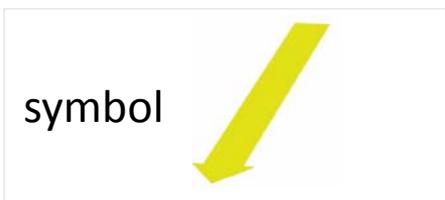
SPW - Shore Public Walkaway

Linear public access area running alongside the shore or water edges



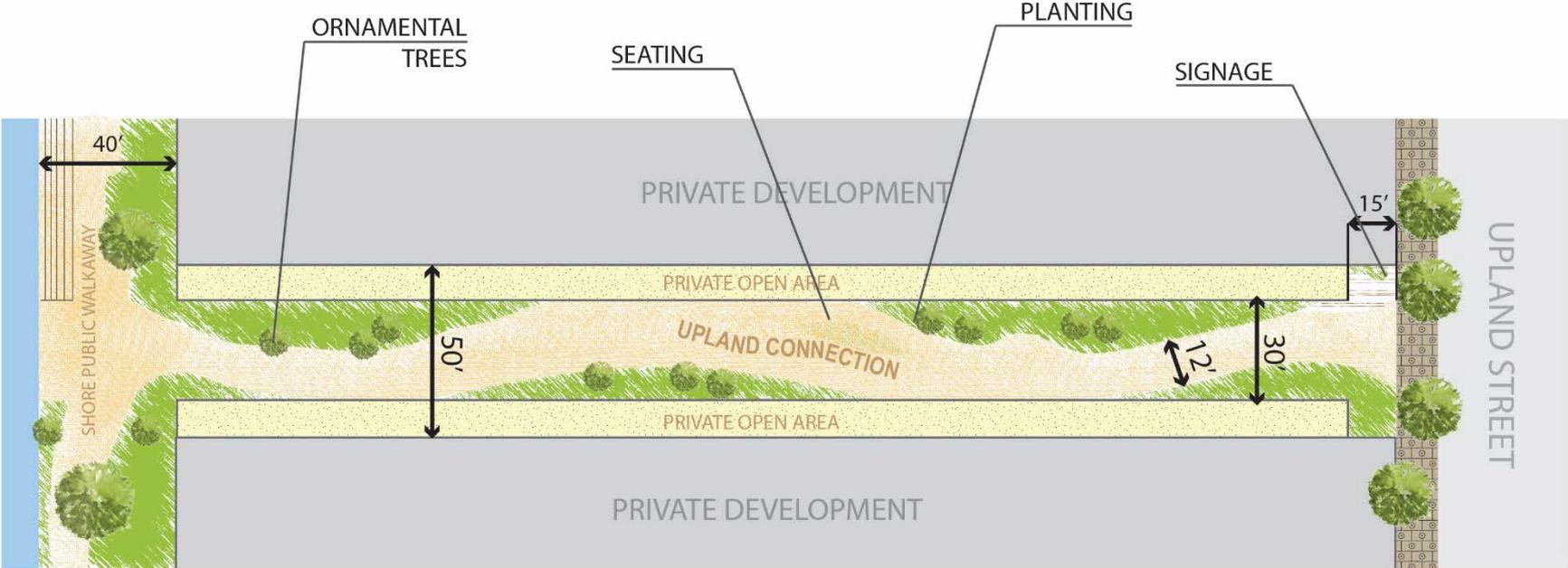
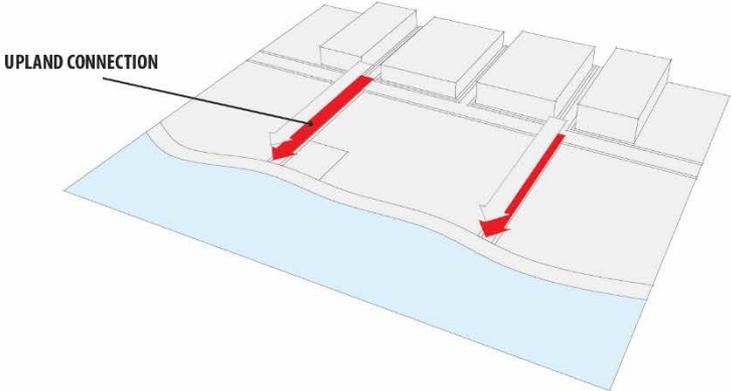
Visual corridors

Open areas that provide an unobstructed view from upland streets to the water



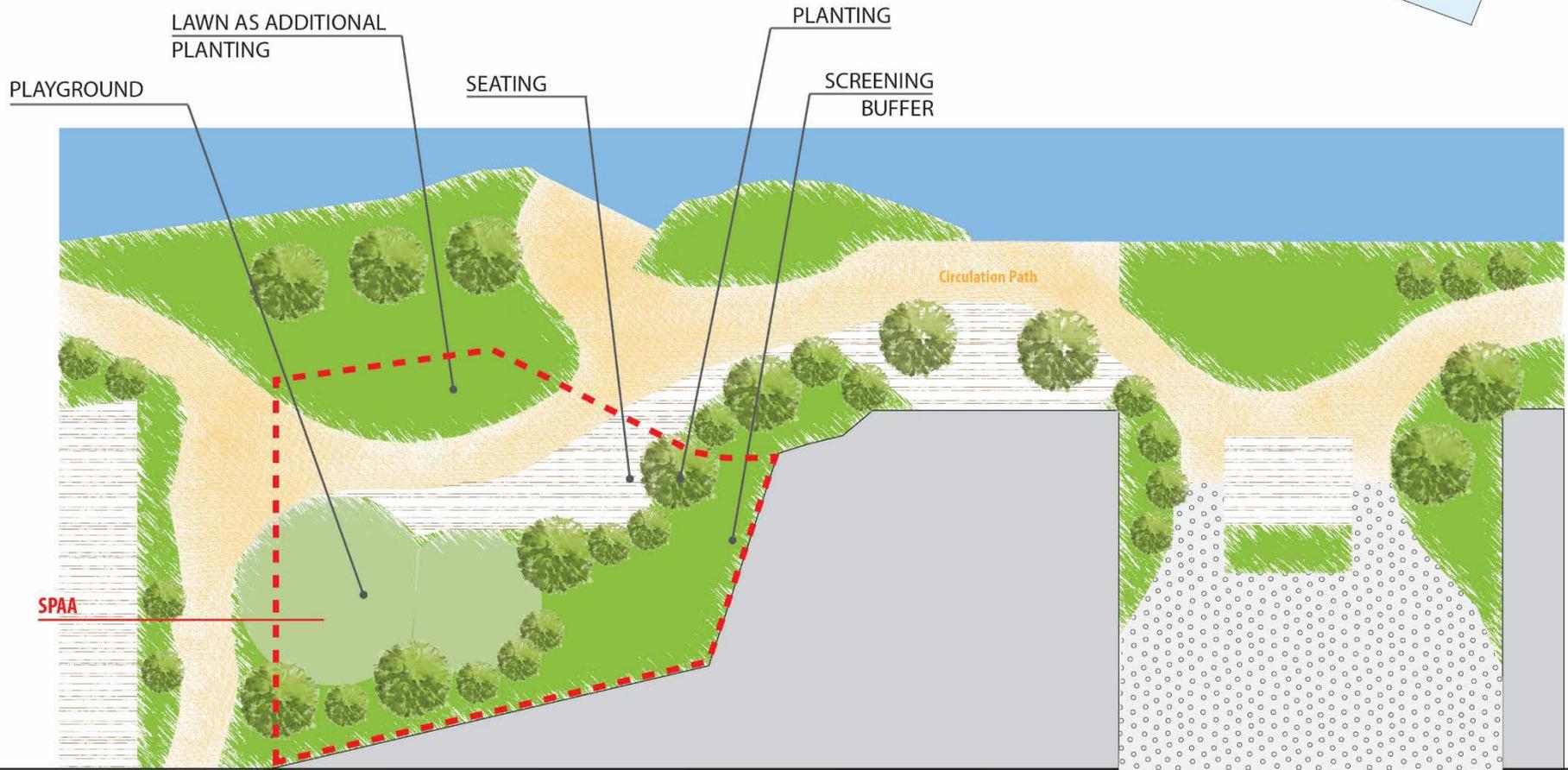
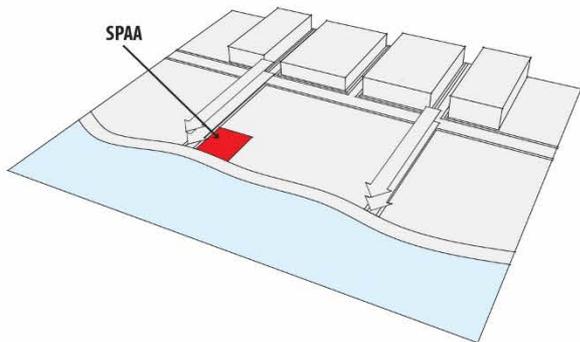
Upland Connection

Pedestrian walkway providing access to the shore public walkway



Supplemental Public Access Area

Additional public space necessary to meet minimum waterfront requirements.



Harlem River Waterfront – Locator Map



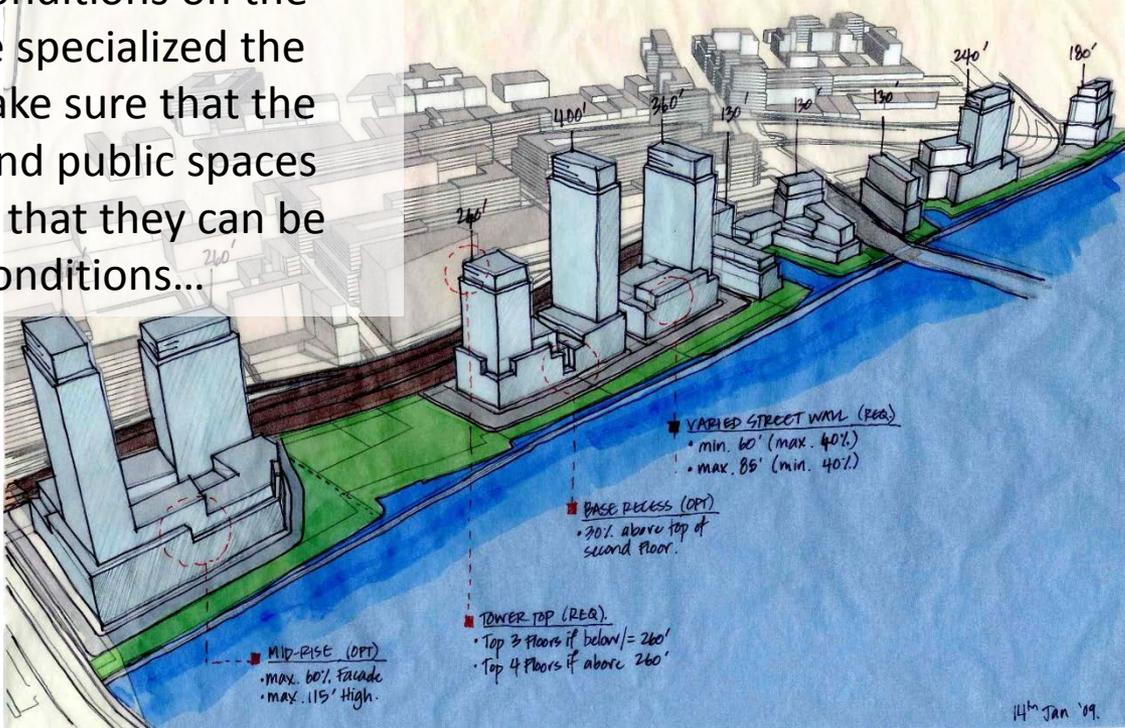
Bronx
Community
District 1

SHRWD - Special Harlem River Waterfront District

- Provide publicly accessible waterfront open space
- Provide vehicular and pedestrian access
- Maintain pedestrian scale, activity; ensure pedestrian safety
- Maintain upland views and connections

There are unique conditions on the Harlem River, so we specialized the requirements to make sure that the kinds of buildings and public spaces we get are the best that they can be and address local conditions...

Special District rules shape the buildings



Waterfront Access Plan

Special conditions called for the creation of a **Waterfront Access Plan** to customize the waterfront requirements

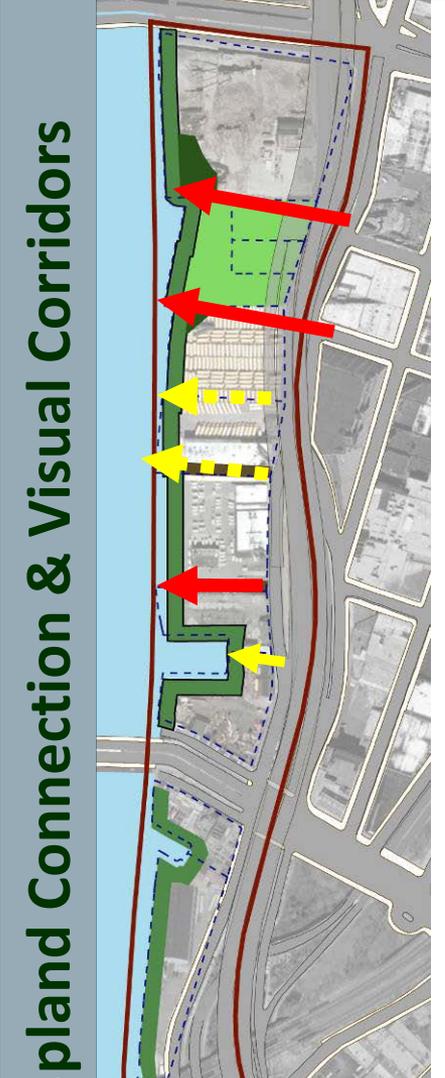
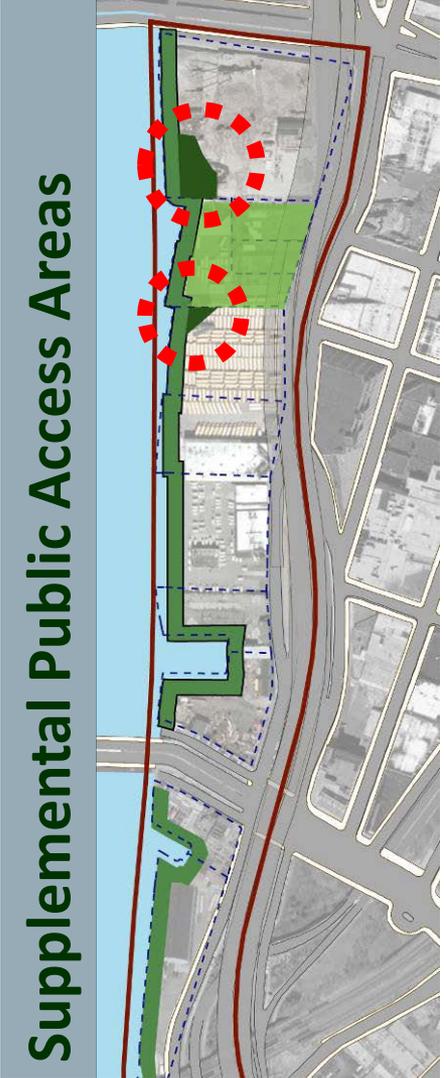
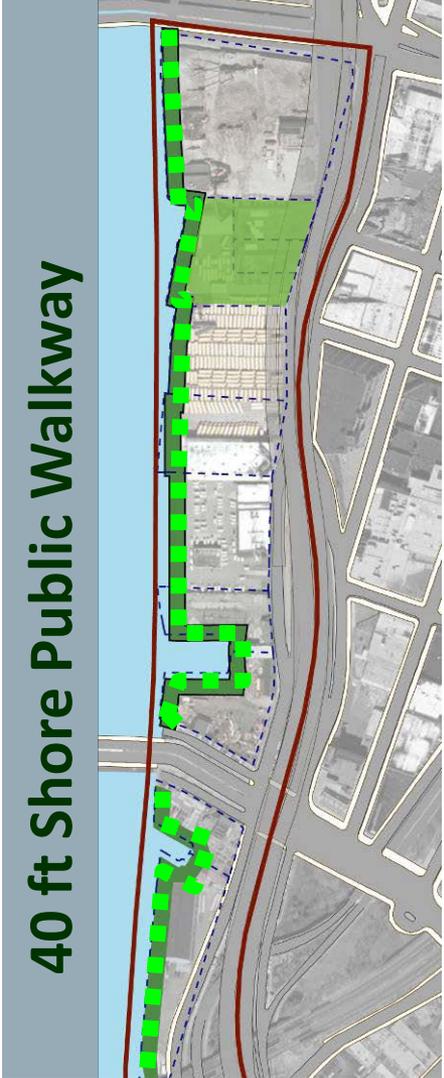


There are limited points of access from upland streets to the waterfront under the Deegan Expressway



144th Street – Access under the Deegan Expressway

Waterfront Access Plan



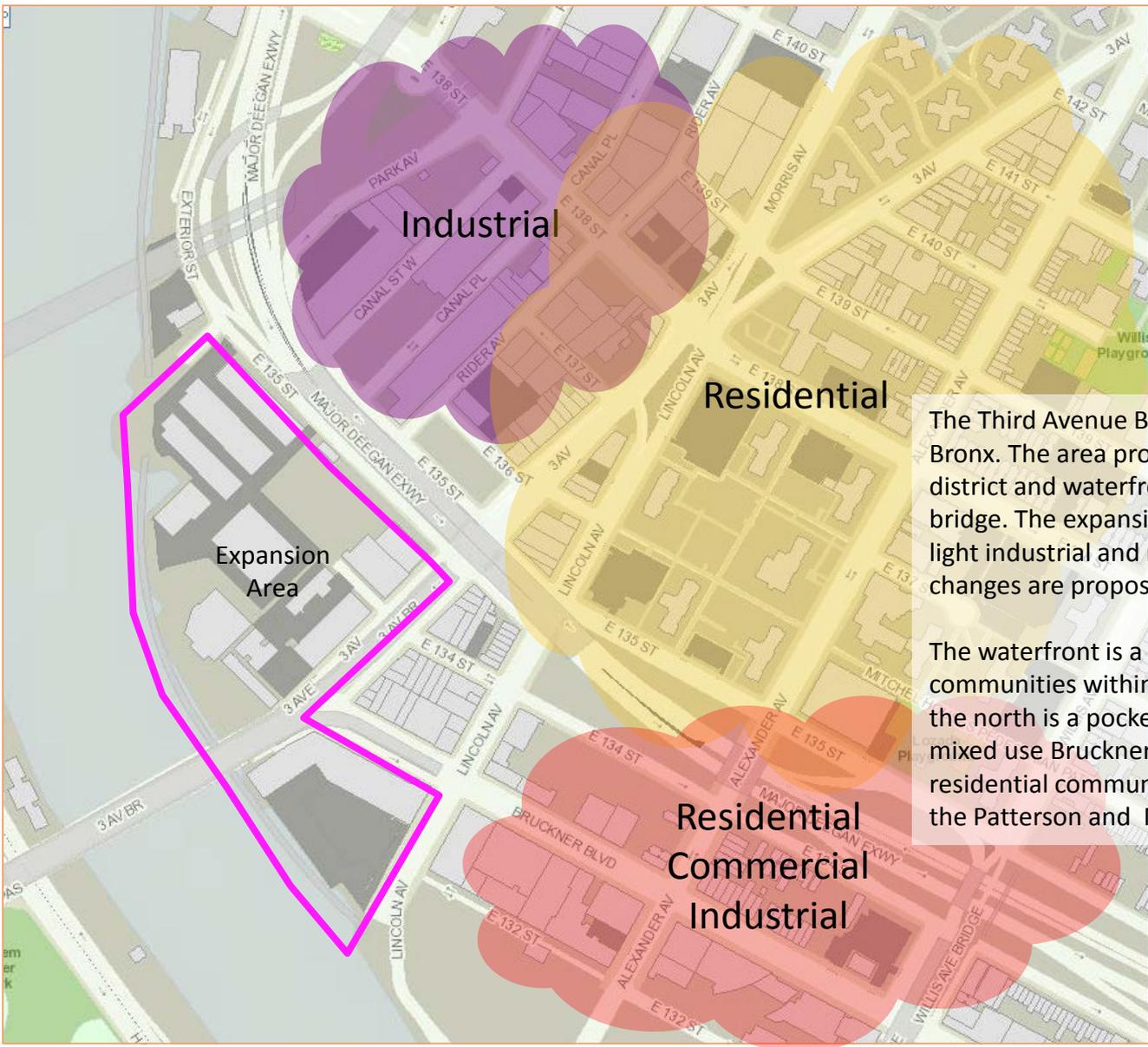
The waterfront access tools area mapped in the existing Special District like this...

Waterfront Access Plan



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Expansion Area: Surrounding Neighborhoods

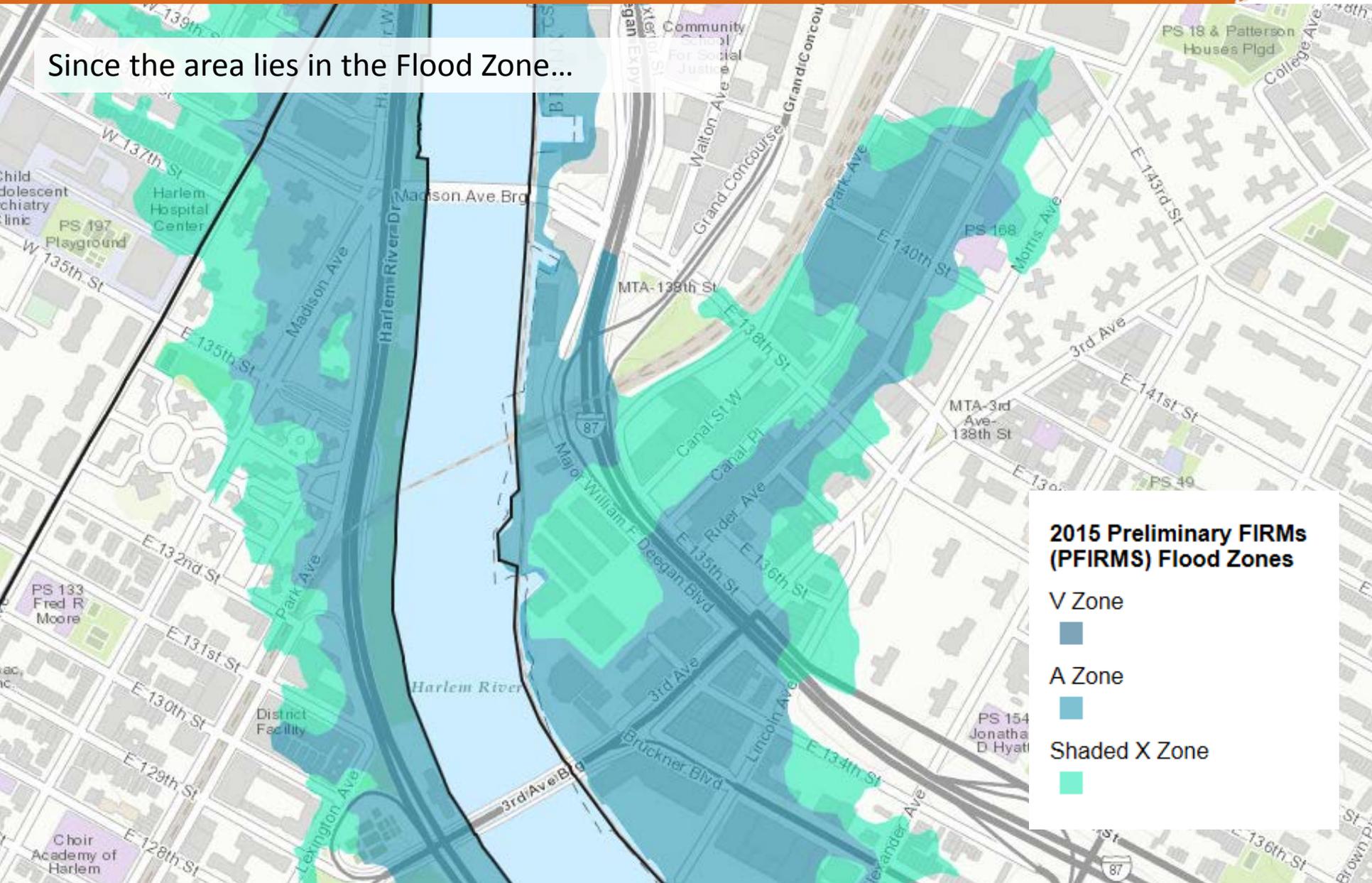


The Third Avenue Bridge is a major gateway to the South Bronx. The area proposed for expansion of the special district and waterfront access plan lies adjacent to the bridge. The expansion area was rezoned in 2005 to permit light industrial and residential – mixed use (M1-3/R8). No changes are proposed to the zoning.

The waterfront is a precious resource for a variety of communities within walking distance to the waterfront. To the north is a pocket of industrial uses and to the east is mixed use Bruckner Boulevard. To the northeast is a residential community, including two NYCHA developments, the Patterson and Mitchel Houses.

Flood Zones

Since the area lies in the Flood Zone...

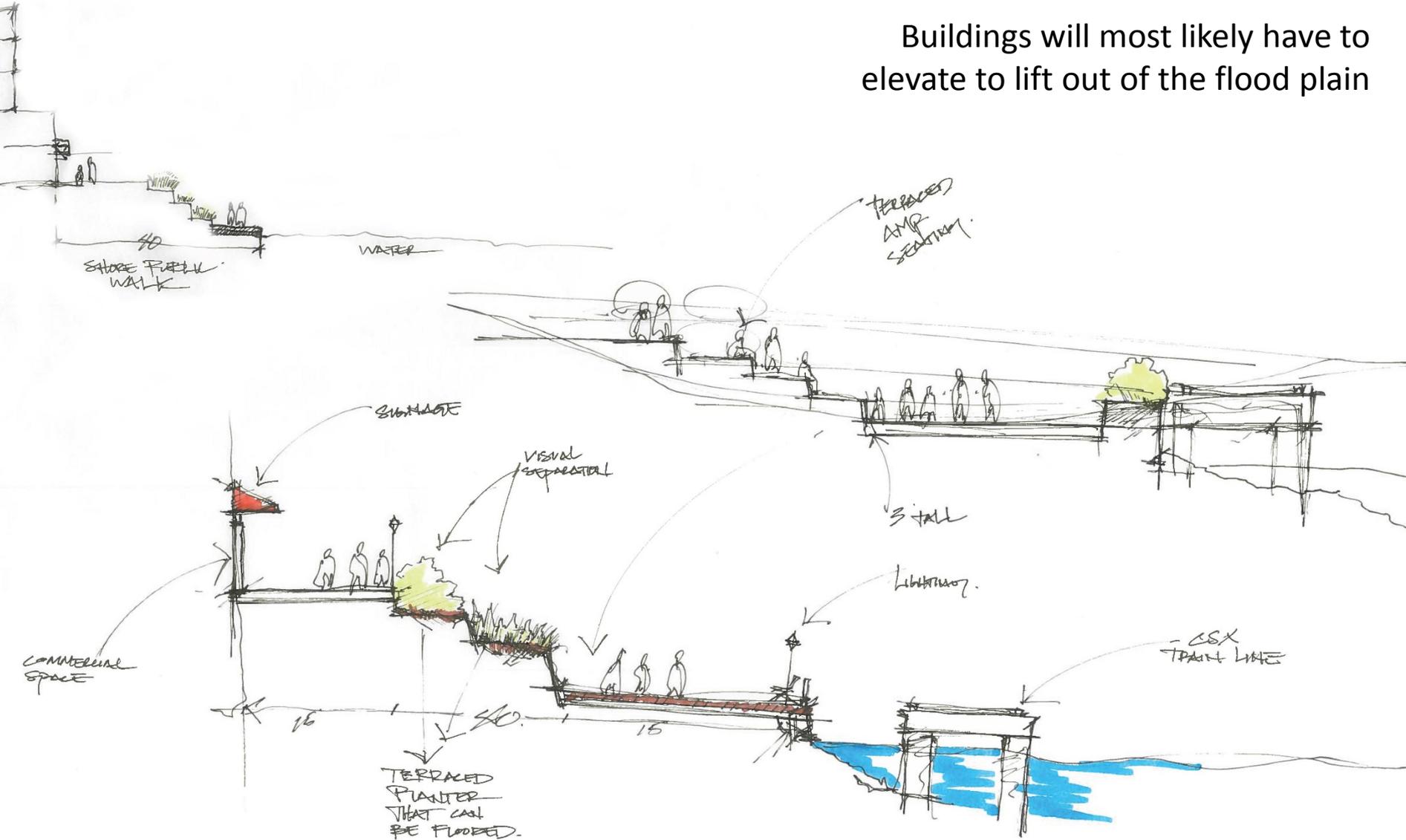


2015 Preliminary FIRMs (PFIRMs) Flood Zones

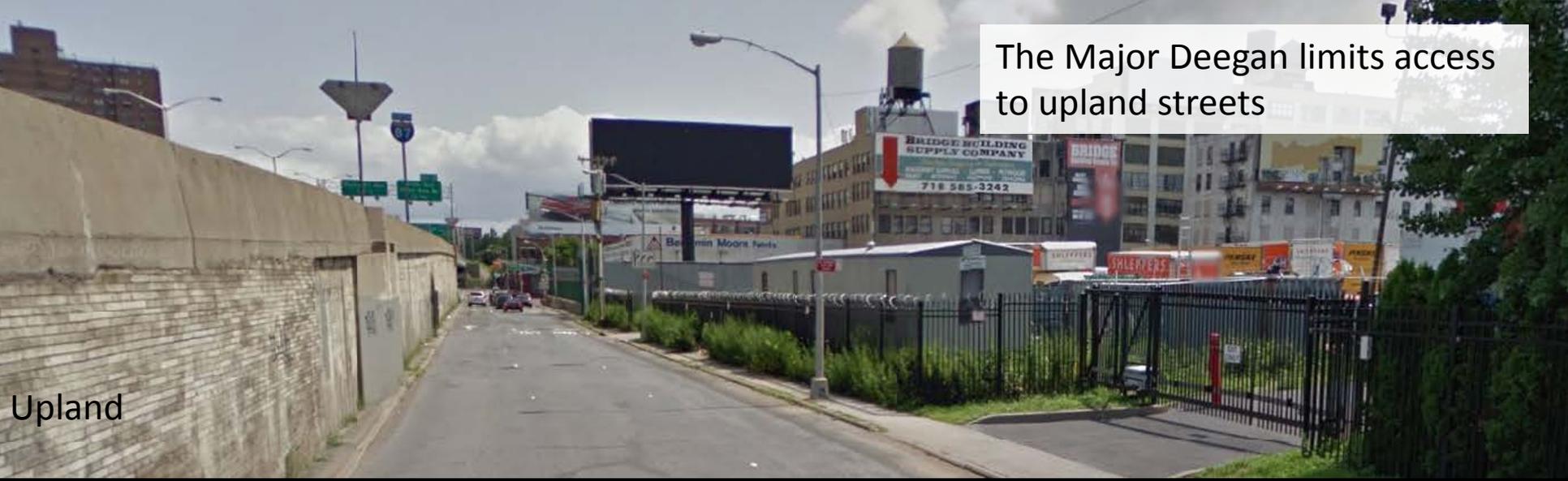
- V Zone
- A Zone
- Shaded X Zone

Design for Flood Resiliency

Buildings will most likely have to elevate to lift out of the flood plain



Expansion Area Challenges



The Major Deegan limits access to upland streets

Upland

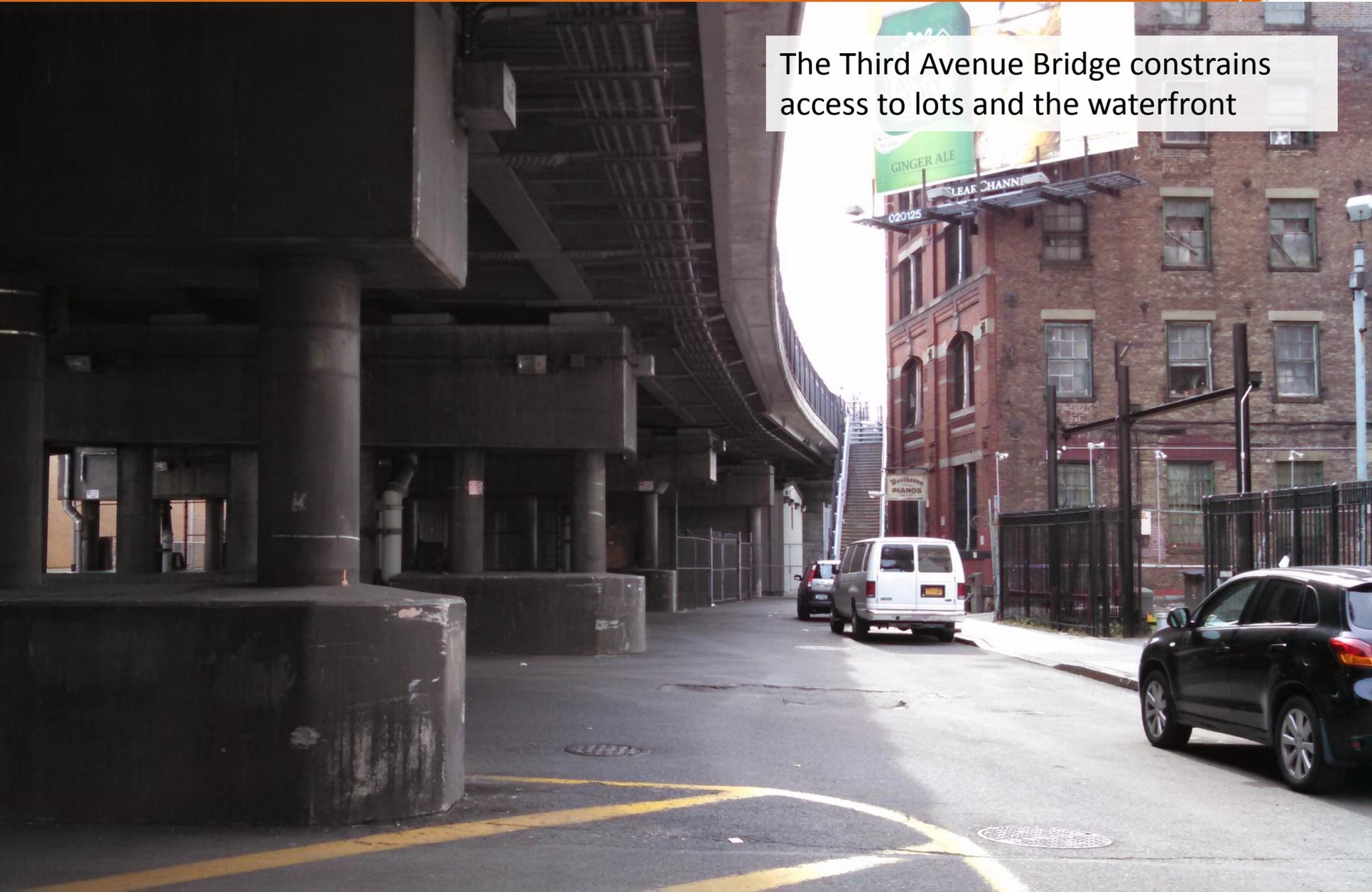


The rail line sits just off shore and limits physical and visual access to the water.

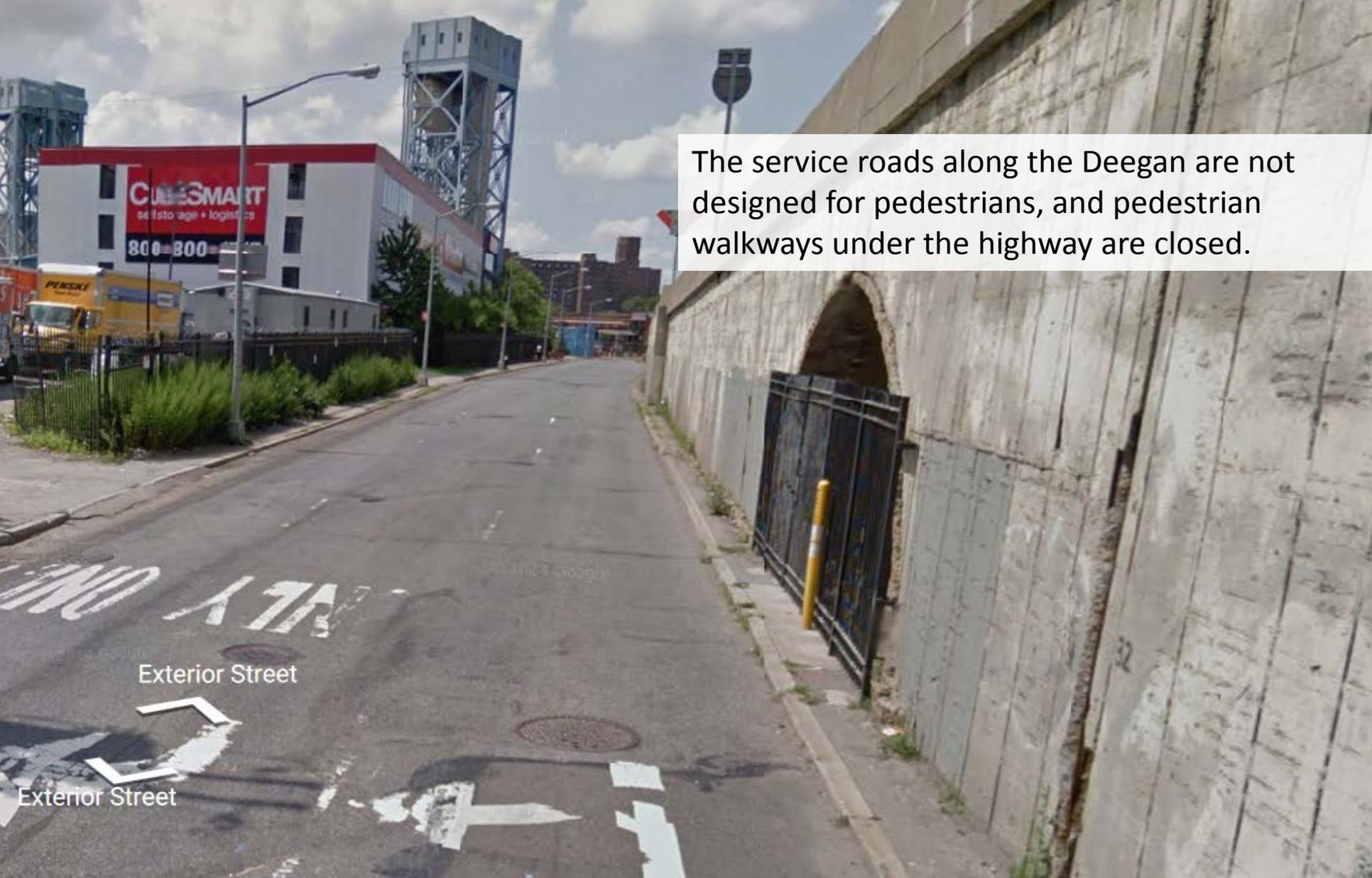
Waterside

Expansion Area Challenges

The Third Avenue Bridge constrains access to lots and the waterfront



Expansion Area Challenges



The service roads along the Deegan are not designed for pedestrians, and pedestrian walkways under the highway are closed.

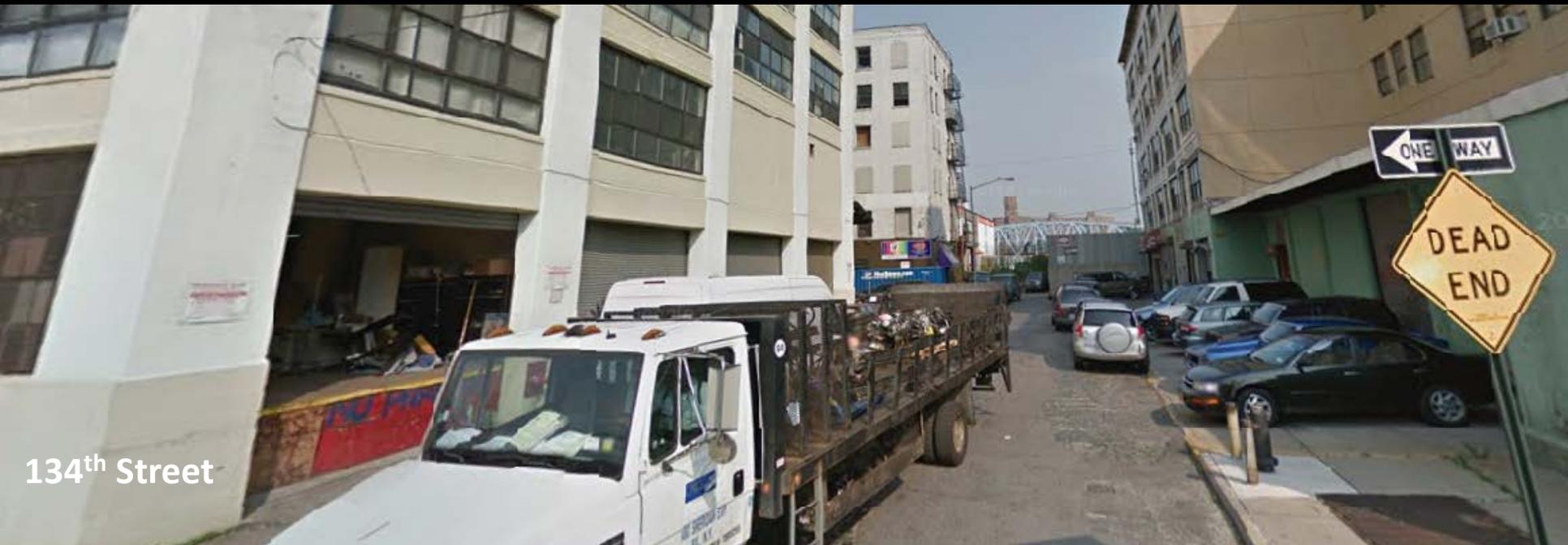
Exterior Street

Exterior Street

Expansion Area Challenges



Park Ave

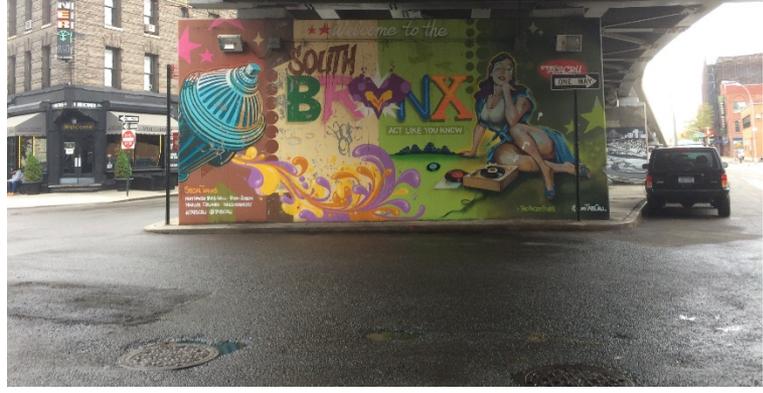


134th Street

Expansion Area Existing Development



There have been a number of conversions to residential and commercial near Bruckner Boulevard and interest in developing housing on the waterfront



ACTIVITY - Steps

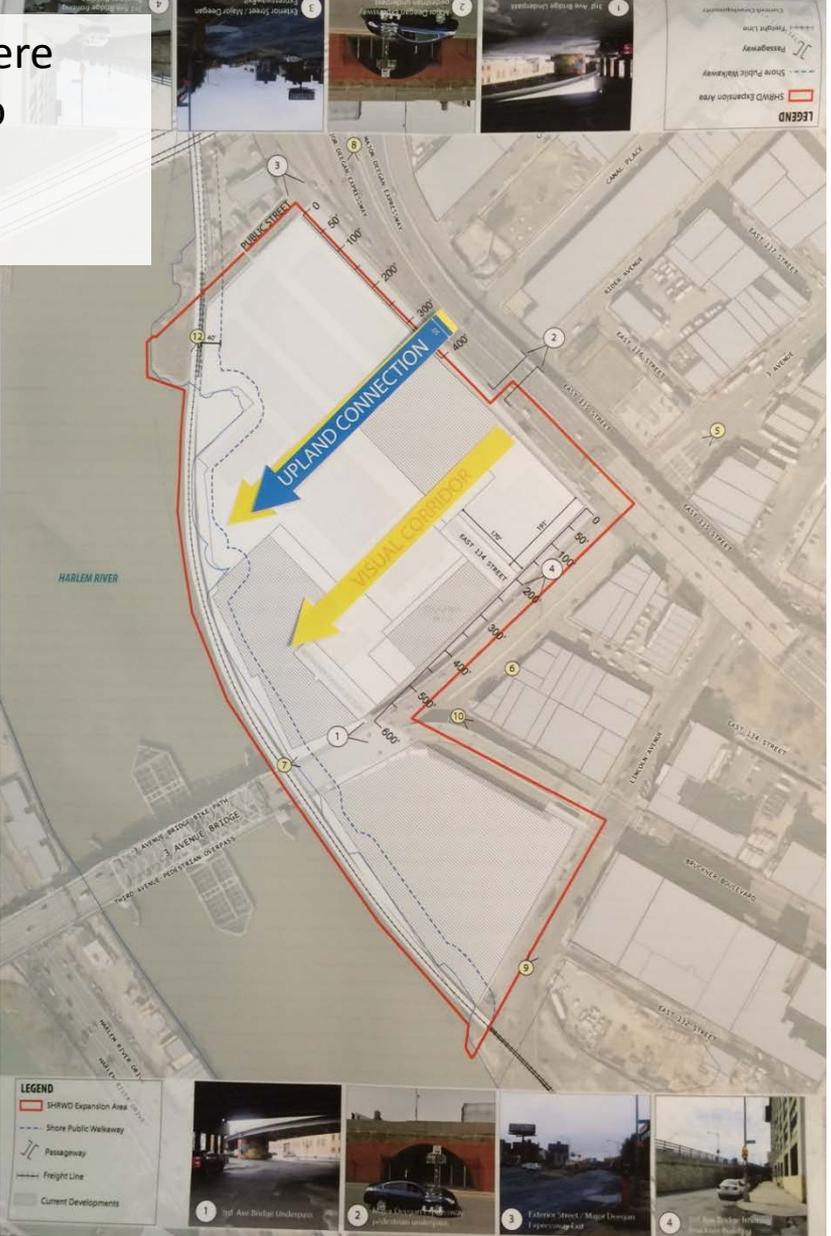
After we discussed the constraints and opportunities of the waterfront area, the workshop participants undertook an exercise to plan for waterfront access ...

The participants were divided into three tables. Each one of the tables went through the following steps:



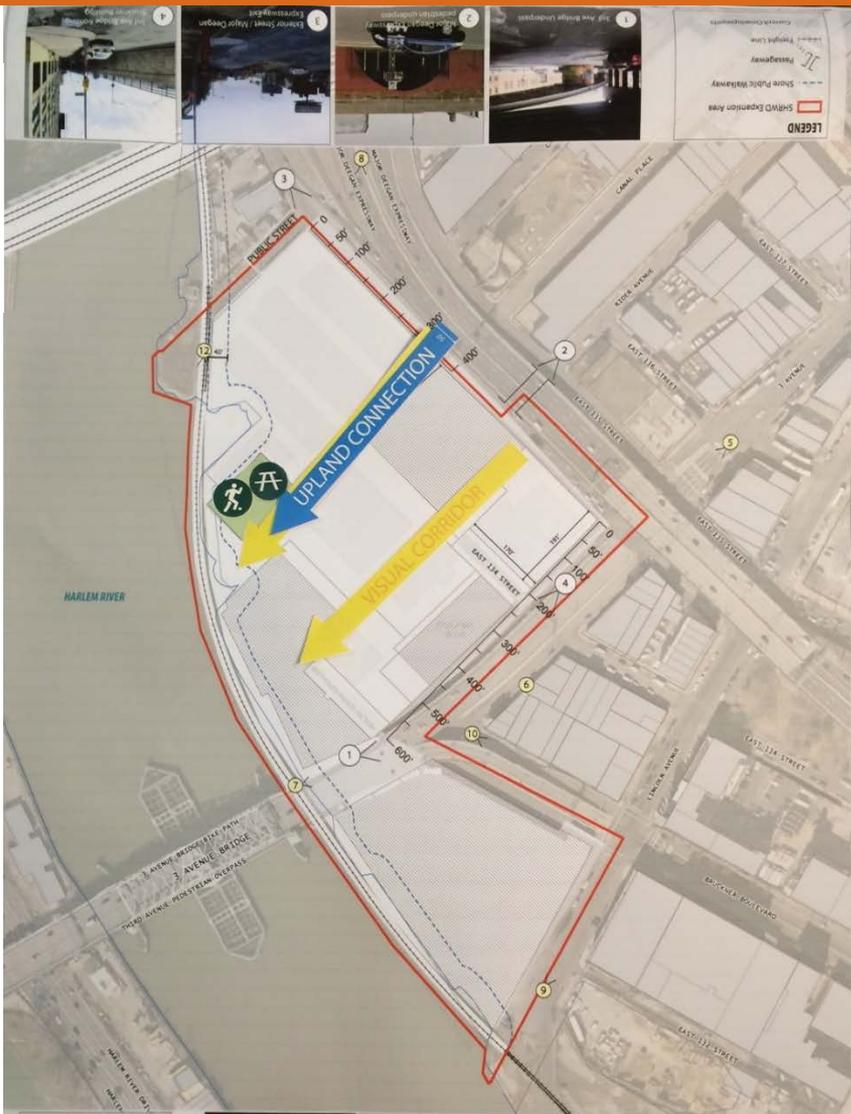
2 – PLACE UPLAND CONNECTIONS

Second, we discussed where pedestrian connections to upland streets are most important



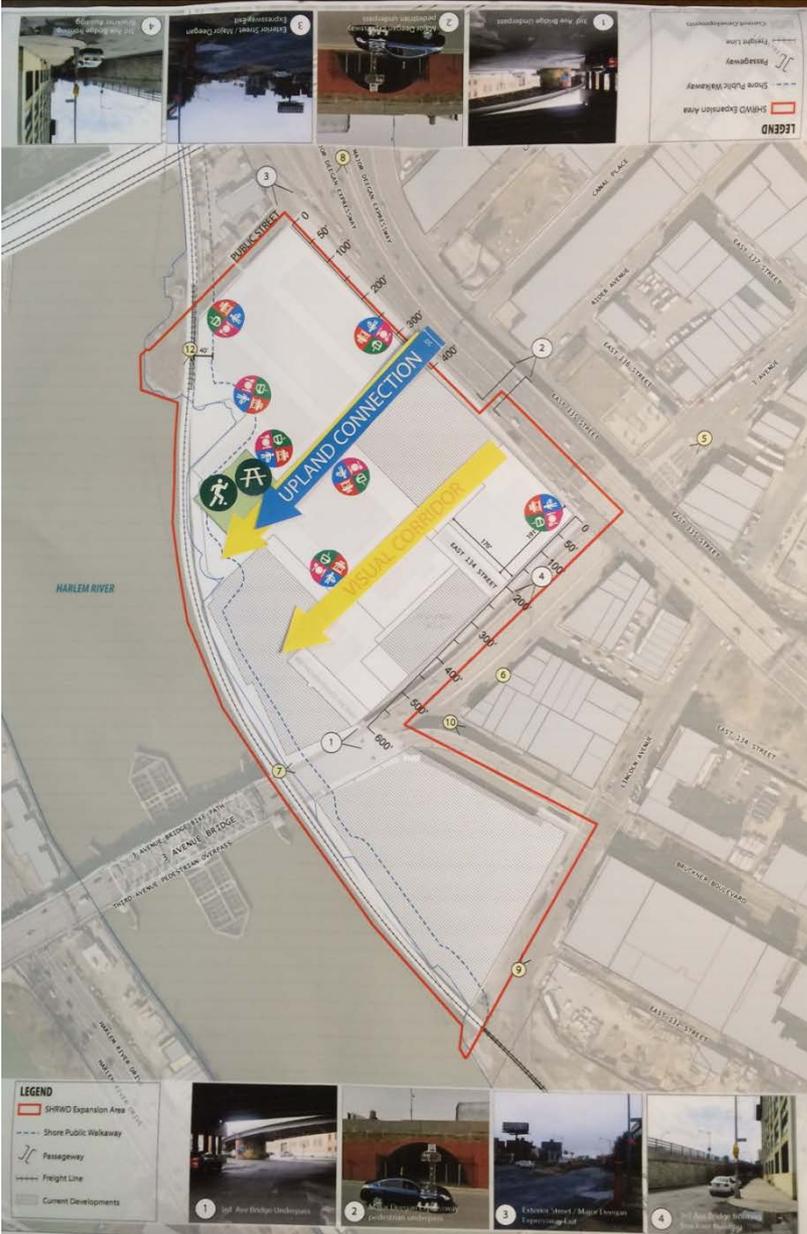
4- PLACE SUPPLEMENTAL PUBLIC ACCESS AREA (USES)

We also discussed the quality of open space and uses – active or passive



5 - PLACE ACTIVE GROUND FLOORS

We considered where we would like to see active uses such as stores and restaurants



6 – PLACE HEIGHT AND ARTICULATION OF BUILDINGS

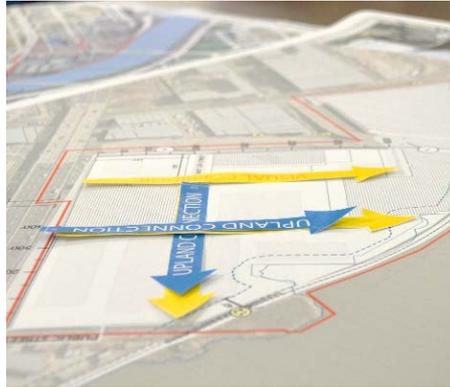
Finally we discussed building heights – where should taller and shorter buildings be located to complement the open spaces and surrounding neighborhood



WORKSHOP OUTPUT

And this is what we heard...

Table 1



Reopen pedestrian passageway to activate Exterior Street, allowing access from stations and surrounding neighborhoods

Table 2



Increase access from the bridge, improve street safety and being able to enjoy the view from a quiet spot

Table 3



Improve access from NYCHA properties and provide an experience for getting to the water

1 & 2
PLACE VISUAL CORRIDORS
and
UPLAND CONNECTIONS

3, 4 & 5
PLACE SUPPLEMENTAL
PUBLIC ACCESS AREA
(SPAA), related uses
and
ACTIVE GROUND FLOORS



SPAA as a welcoming area on the edge of Exterior Street with playground and seating areas. Activate the edges to bring people in.



Use SPAA to increase the upland connection width or place it next to the inlet. Activate the mid-block, 3rd Ave, and provide cafes next to the water.

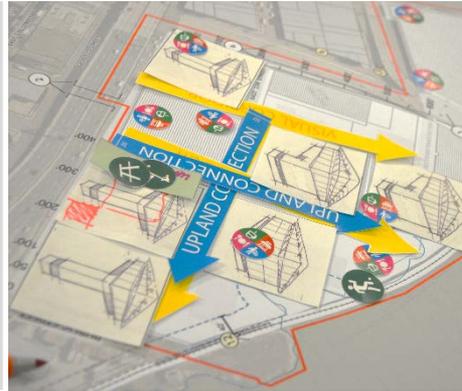


Retail should not be placed on the water to provide quietness in the area. Incentivize smaller businesses. SPAA for families and recreation.

WORKSHOP OUTPUT

6 HEIGHT AND ARTICULATION OF BUILDINGS

Table 1



Building height mainly next to highway and bridges, not too high towards the water. Avoid shadows on the SPAA by using medium heights.

Table 2



Mid-height buildings next to the water, lower density next to SPAA, and more height next to the Deegan Expressway.

Table 3



Building height towards the water. Create transition between different heights.

Sketches



WORKSHOP OUTPUT

Table 1



Final end result for each table

Promote access from the surroundings through active uses and SPAA on the edges. Concentrate height along the major infrastructures. Provide a more quiet Shore Public Walkway.

Table 2



Increase the connections from the surroundings. Provide active uses as well as SPAA next to the inlet. Preserve the Shore Public Walkway as a quiet space. Concentrate height along the major infrastructures.

Table 3



Access to area as an experience to reach the water. Ensure access from NYCHA properties. SPW and SPAA mainly for recreational uses. Active uses along upland connections. Provide transitions in height from inland to the water.