

Tibbetts Brook Daylighting Project

Tibbetts Advisory Group Meeting #5

April 24, 2023



NYC Parks

Agenda

- **Project Status and Updates**
 - Van Cortlandt Lake Restoration (Phase 1) Update
 - Full Daylighting Design (Phase 2) Updates & Key Considerations since December 2022
 - CSX Acquisition Update
 - Metro North Easement – ULURP Update
- **NYC DOT Bronx Harlem River Greenway Update**
- **Field Trip Logistics – April 27th**
- **Questions**

Stakeholder Engagement

- **Past Tibbetts Meetings**

- Dec 15, 2021: CB8 Meeting
- Mar 10, 2022: Kick-off Meeting with Tibbetts Advisory Group (TAG)
- Apr 19, 2022: TAG Meeting on Conceptual Design
- Apr 21, 2022: TAG Site Visit to VCP and along CSX corridor
- May 25, 2022: CB8 Meeting
- Jul 11, 2022: PDC Conceptual Review Meeting open to public
- Oct 17, 2022: TAG #3
- Nov 9, 2022: DCAS Public Hearing on CSX Acquisition
- Dec 14, 2022: TAG #4 Advanced Conceptual Design

- **Upcoming Spring/Summer Meetings**

- Apr 27, 2023: TAG Site Visit to CSX Corridor
- May 2 or 10, 2023 (TBD): CB7 Committee Update - MTA ULURP
- May 24, 2023: CB8 Meeting
- Aug 14, 2023: PDC Preliminary Design



Project Overview



- **TAG Meeting #5 (Overall project update)**
April 2023
- **Community Board 8 Meeting**
May 2023
- **Preliminary PDC Meeting**
Summer 2023



Estimated Timeline

- Phase I Lake Restoration Construction Bid: Summer 2023
- Phase 2 Daylighting Design Completion: Winter 2023
- Phase 2 Daylighting Construction: Winter 2025*

* Dates are driven by Consent Order commitments

Current Status and Updates for Lake Restoration

- Removal of nearly 1 acre of *phragmites* and other invasive shoreline vegetation
- Removal of water chestnut within the pond
- Permits Submitted to NYSDEC (pending) and USACE (approved!)
- Contractor Selected – Steven Dubner Landscaping, Inc.
- Work Scheduled to begin Summer 2023
- Total Cost: \$1.5M

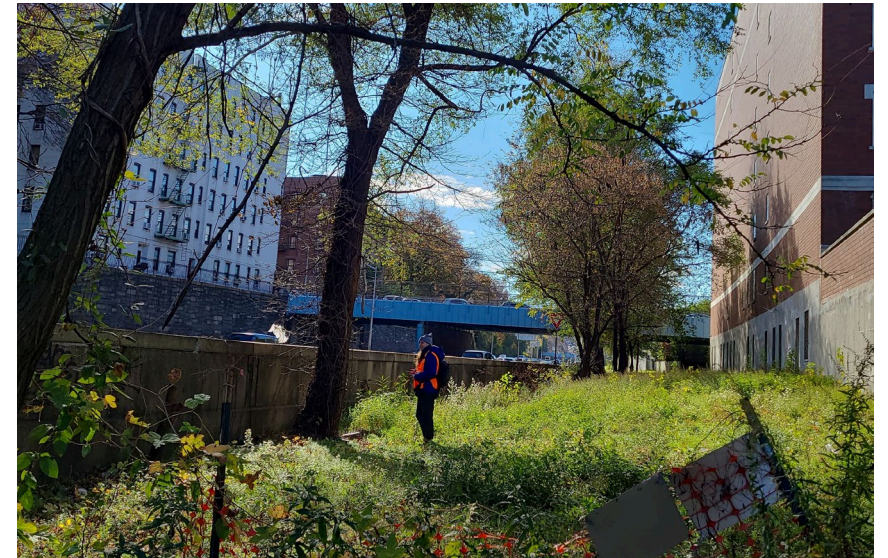


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Current Status for Daylighting

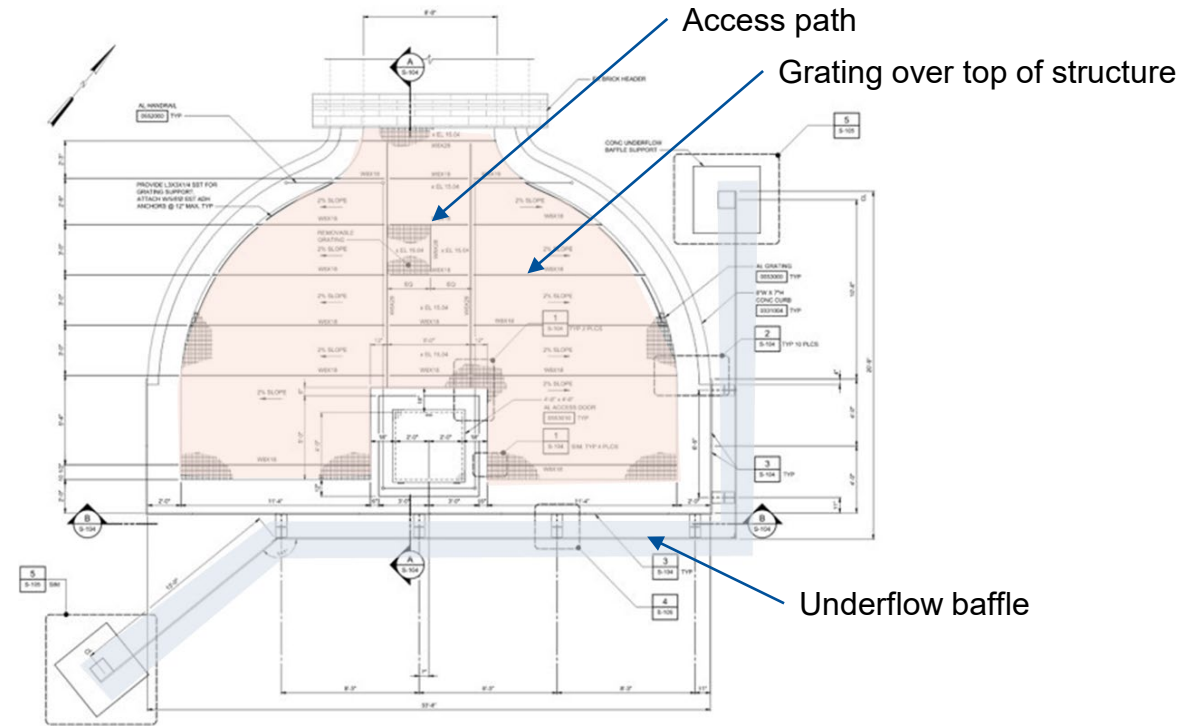
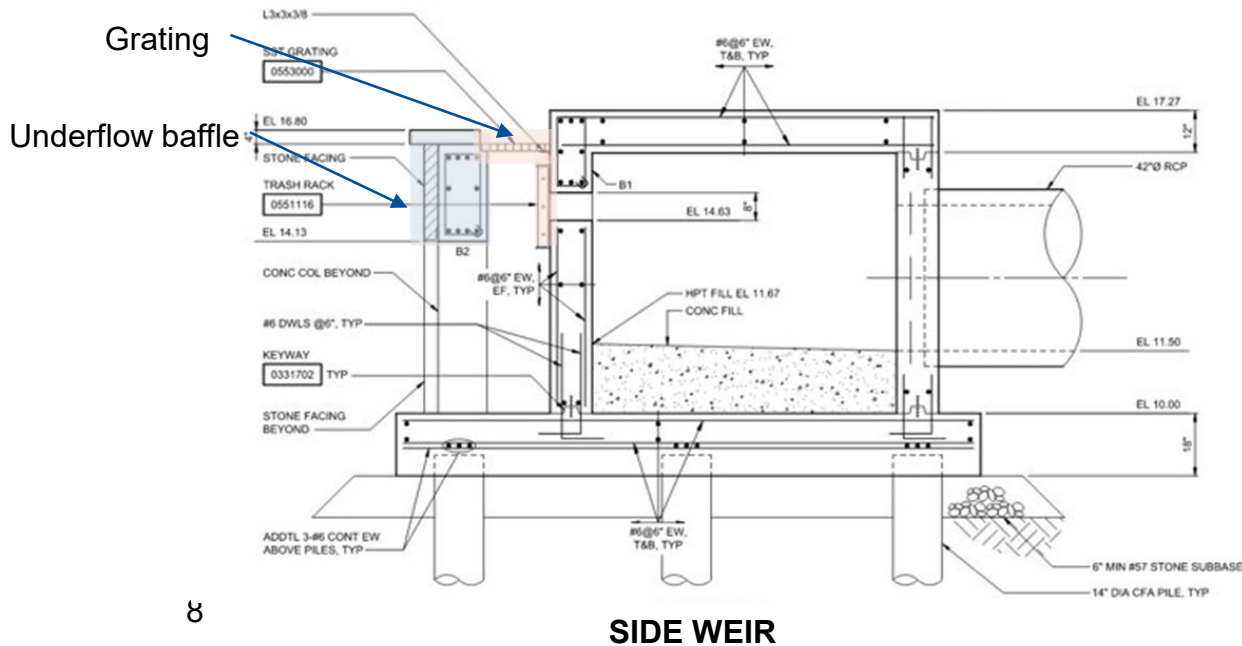
- ✓ Initiate coordination with State DOT
- ✓ Initiate coordination with City DOT lighting
- ✓ Coordinate with DOT Bikes Unit
- ✓ Approval of Jerome Park Reservoir (JPR) Blow-off Connection concept by DEC
- ✓ Completed tree survey for CSX corridor
- ✓ Prepare Advanced Conceptual Design
- ✓ Presented to TAG in December 2022



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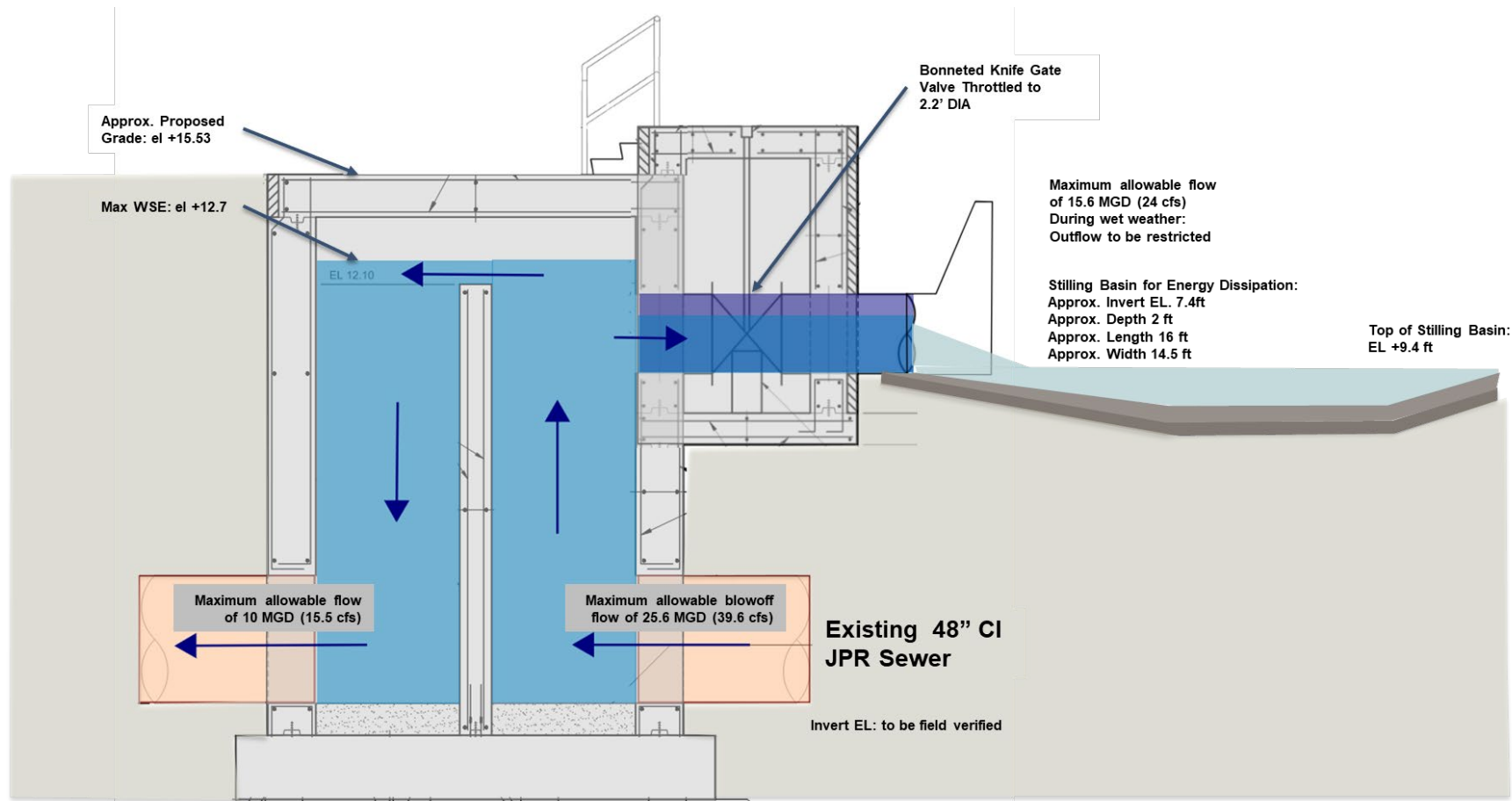
Current Status for Daylighting

- ✓ Coordination of designs for weir structures in VCP with maintenance teams



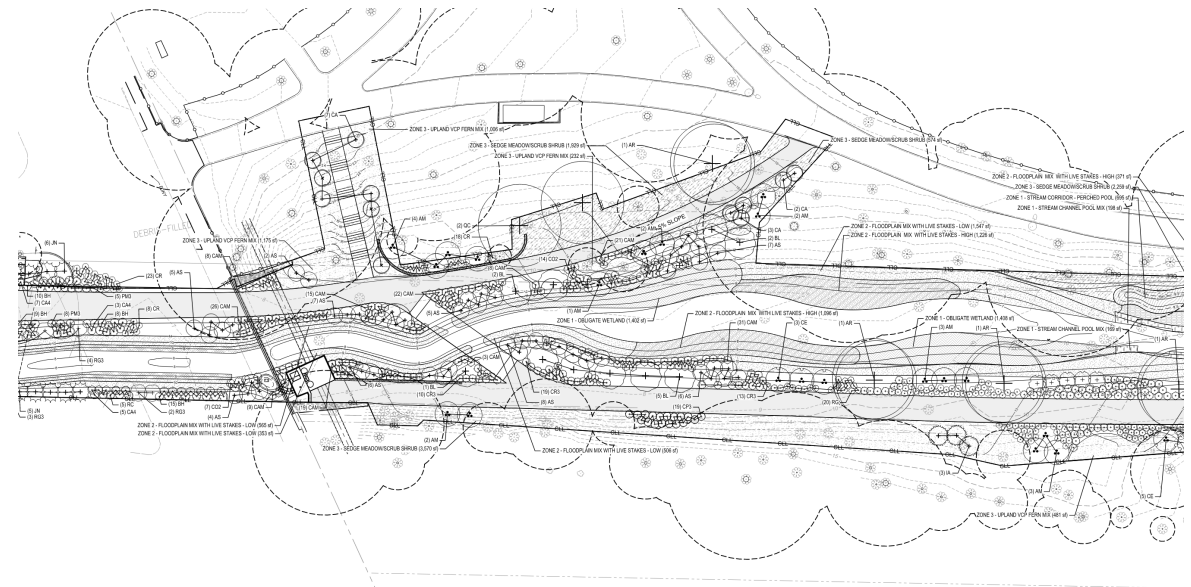
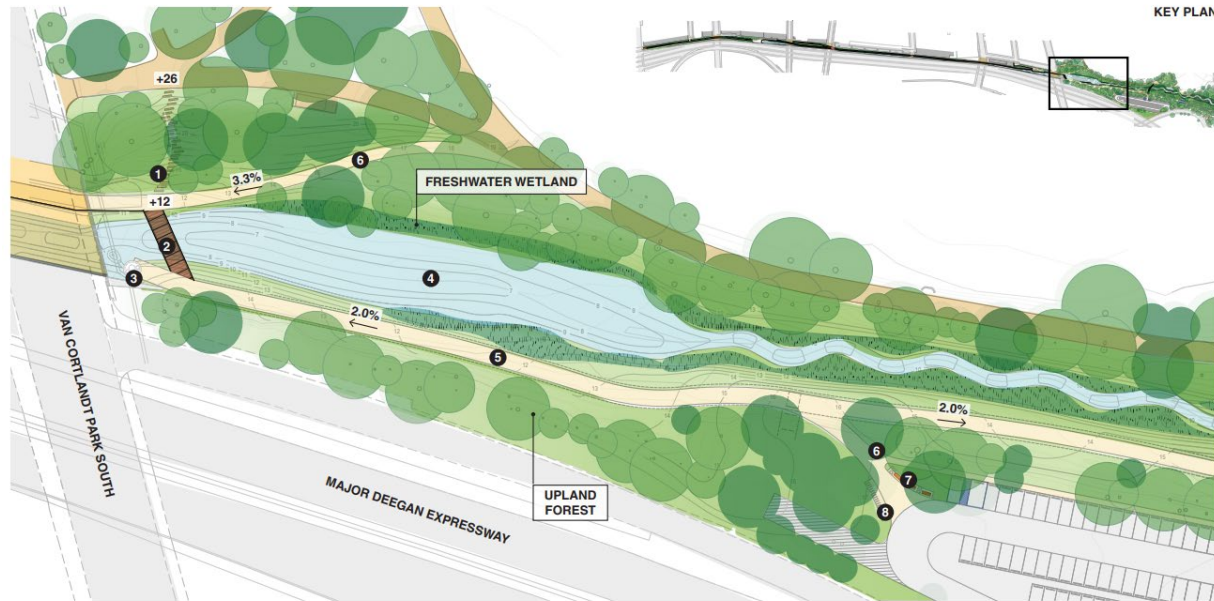
Current Status for Daylighting

✓ Coordination of design for JPR Blow-off Connection with BWS



Current Status for Daylighting

✓ Translated concept design to preliminary design



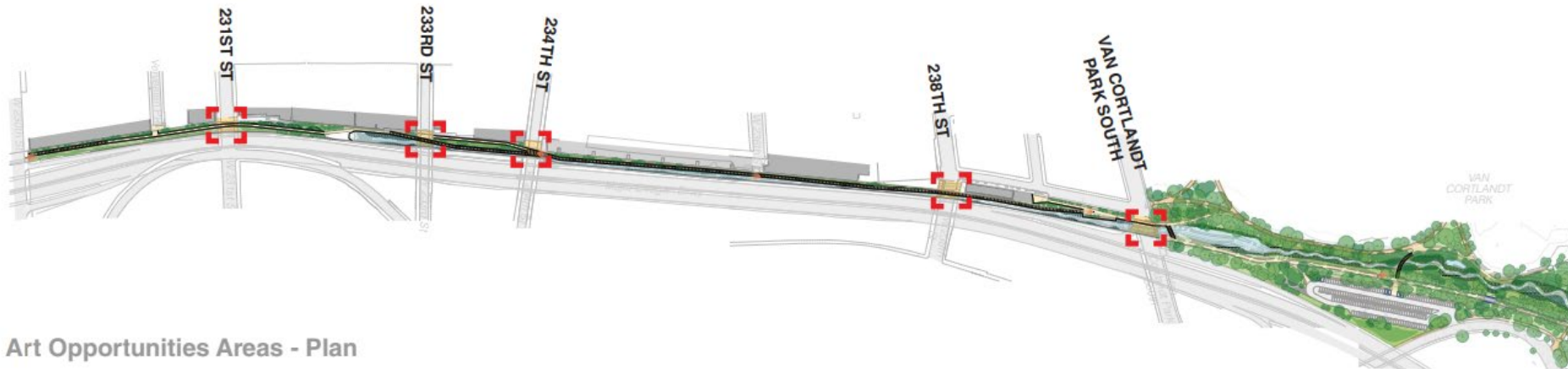
- LEGEND**
- 1 Stone Steps
 - 2 Proposed Bridge
 - 3 Jerome Park Reservoir Structure
 - 4 Proposed Channel
 - 5 Putnam Trail
 - 6 Access Path
 - 7 Benches / Seating
 - 8 Bike Racks
 - Full Depth Asphalt
 - C.I.P. Concrete Bridge
 - Existing Park Path
 - Parking
 - Potential Art Location
 - Water
 - Shrubland
 - Wetland
 - Existing Trees
 - Proposed Trees



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Current Status for Daylighting

- ✓ Introduction of project to DEP Stormwater Permitting Team
- ✓ Design team prepared Preliminary Design
- ✓ Prepared hydraulic memo for design
- ✓ Design considers opportunities for temporary public art



Art Opportunities Areas - Plan



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Ongoing Activities



- Agency Reviews of Preliminary Design
- MNRR review of Preliminary Design
- Initiate coordination with City DOT Bridge unit
- Advancing detailed landscape design in coordination w/ Parks
- Preparation of CB8/PDC Preliminary Design Submission
- Developing Fact Sheet & Public Outreach Materials
- Environmental Assessment under Agency Review – *will be publicly available*



Fact Sheet

Tibbetts Brook Daylighting and Greenway






Daylighting would restore the historical connection of Tibbetts Brook from Hester and Pierro's Mill Pond in Van Cortlandt Park to the Harlem River via new water conveyance system consisting of an open channel stream in Van Cortlandt Park and the former railroad right-of-way (CSX) and a closed conduit through the Metro North property, reducing flows to the combined sewer system.

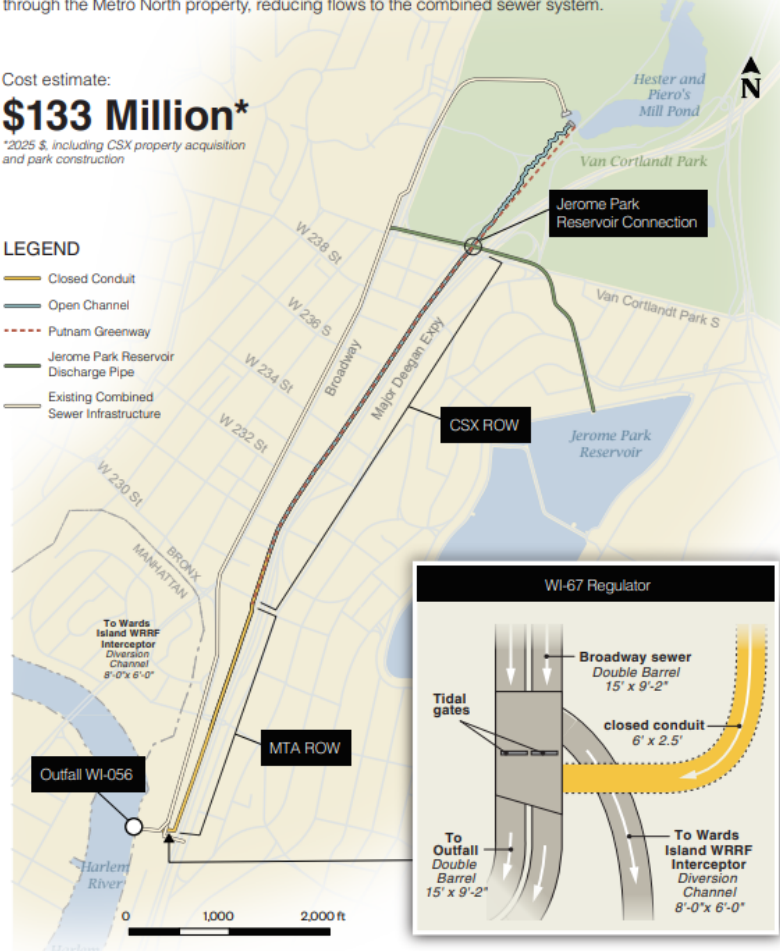
Cost estimate:

\$133 Million*

*2025 \$, including CSX property acquisition and park construction

LEGEND

-  Closed Conduit
-  Open Channel
-  Putnam Greenway
-  Jerome Park Reservoir Discharge Pipe
-  Existing Combined Sewer Infrastructure



Benefits:

1. Reduces CSO discharges to Harlem River by 215-220 MGY
2. Reduces the dry-weather flows to the Wards Island WRRF associated with the pond overflow and Jerome Park Reservoir operations.
3. Creation of new public greenway between W. 230th St and Van Cortlandt Park, to be part of the Empire State Trail

Tibbetts Brook Daylighting and Greenway effort include:

1. Hester and Pierro's Mill Pond Improvements
2. Tibbetts Brook Daylighting including water conveyance system
3. Greenway

Rendering of new open channel south of the pond



Rendering of new side weir at southern end of Hester and Pierro's Mill Pond



Flow from Hester and Pierro's Mill Pond would be diverted through a new weir structure to a new open channel south of the pond.



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CSX Acquisition Update

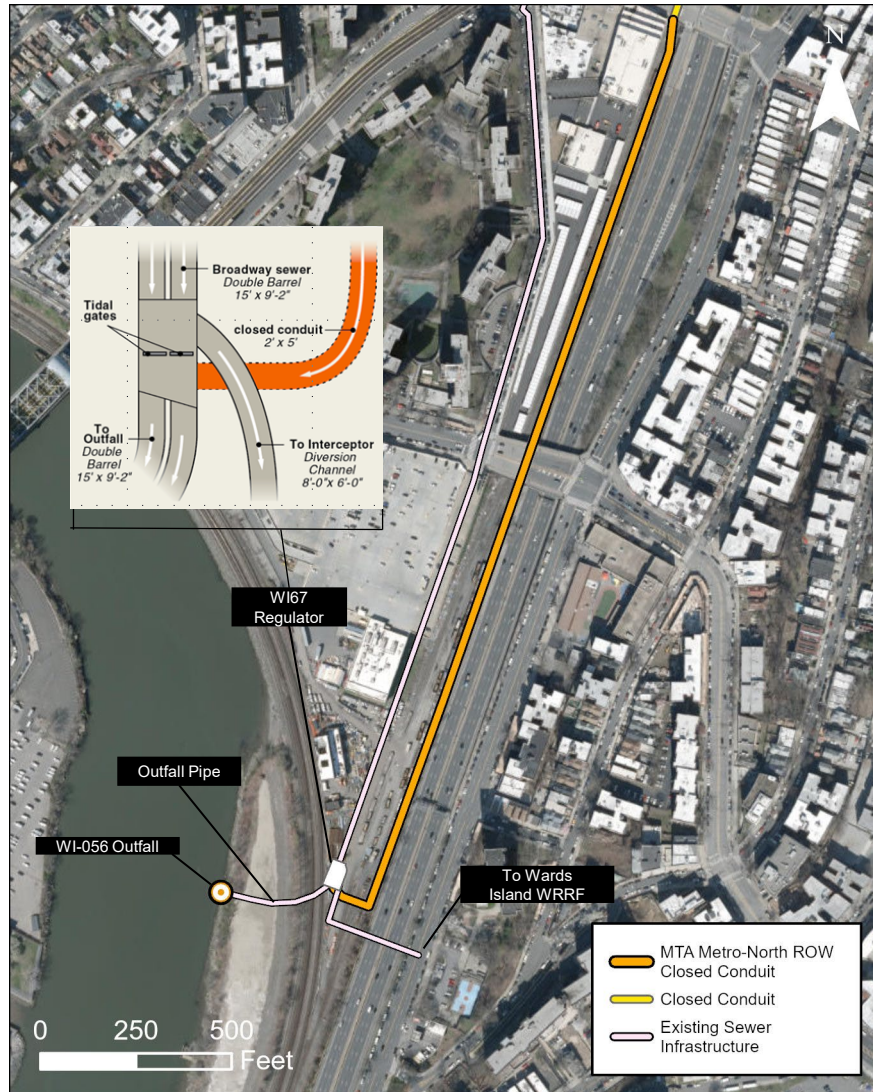
- January 18, 2023: Purchase and Sale Agreement (PSA) Signed – the City and CSX must follow the procedural steps established in the PSA:
 - April 11, 2023: CSX filed the Notice of Exemption to abandon the premises to the Surface Transportation Board (STB)
 - By May 11, 2023: the City must request that the STB issue a Notice of Interim Trail Use (NITU)
 - Up to 1 Year After the City requests NITU: STB conducts its public process prior to issuing a NITU and, as long as there are no objections, STB should approve CSX's Petition for Abandonment
 - Within 90 days after STB grant's CSX's Petition for Abandonment: Closing can occur
- Anticipated by August 2024: Closing for the City to acquire the property



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MTA ULURP Update

- Permanent easement within MTA Metro-North ROW to allow for construction and maintenance of closed conduit
- 2.5-foot-high by 6-foot-wide concrete box conduit visible between W 232nd Street and W 225th Street
- Conduit transitions to completely buried structure south of W 225th St
- Conduit turns to cross under MTA Metro-North rail yard tracks at W 193rd St—but not under Hudson Line tracks.



If Metro-North grants the easement without fee then no ULURP action.

MTA ULURP Update

Proposed Schedule:

Task	Date
Informational Interest Meeting with DCP	Winter 2023
*Pre-Application Statement (PAS) to DCP for Review	Spring 2023
*Submission of Land Use Application to DCP	Late spring/early summer 2023
*DCP Review of Land Use Application	Spring/summer 2023
Complete CEQR	August 2023
*ULURP Certification	September 2023

*Timeline pending consultation with DCP



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Harlem River Greenway - Bronx

Tibbetts Brook Daylighting Virtual TAG Meeting

4.24.2023



Project Team

City Team



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Community Partners



Consultant Support

Sam Schwartz

SCAPE



Project Background

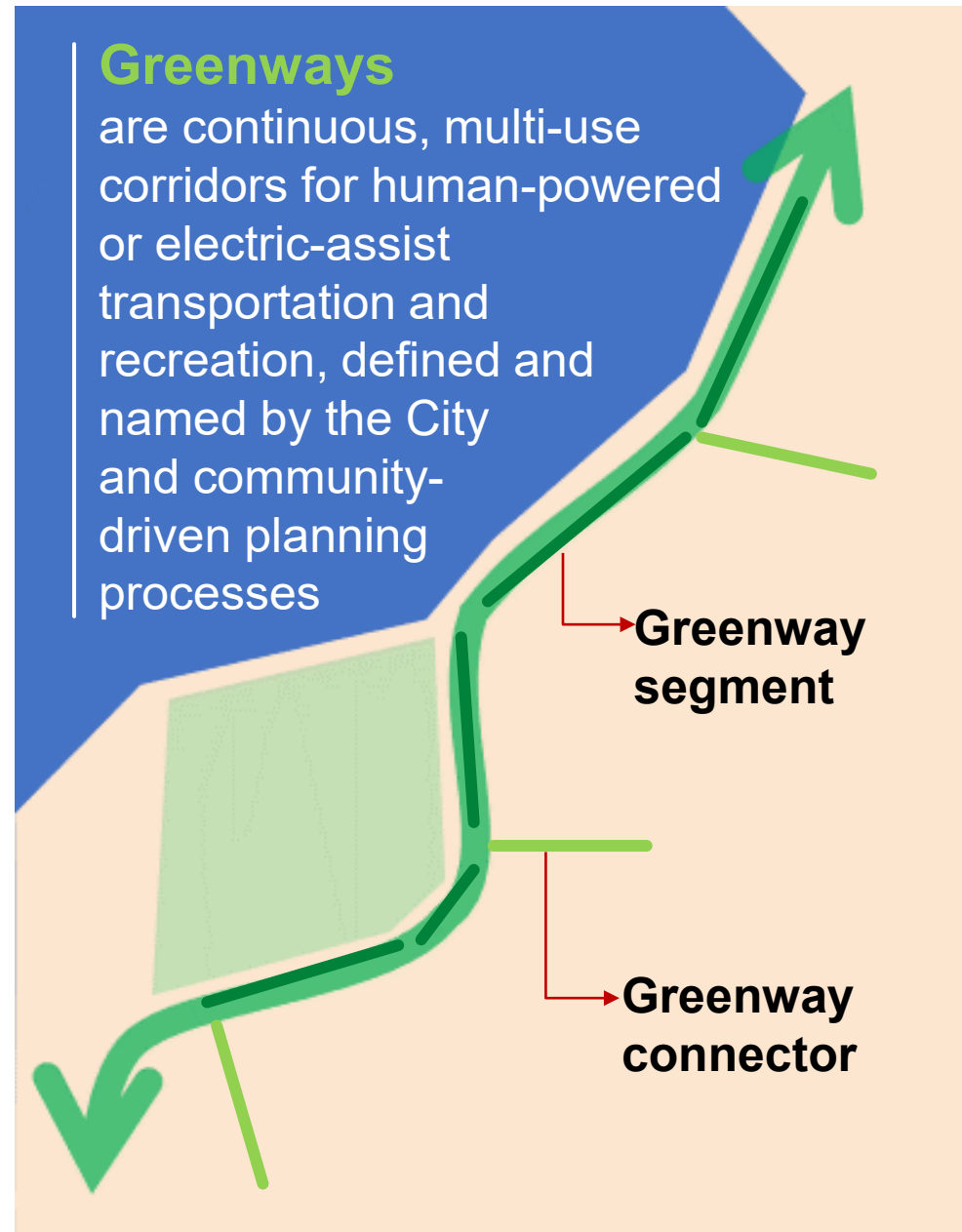
- Bronx communities have been **historically disconnected from the Harlem River**
- **Long-time advocacy** for a continuous greenway and improved connectivity
- This is a **community-based process** to develop an implementation plan for the Greenway
- When complete, the Greenway will consist of a continuous **7-mile, multi-use shared path** connecting Van Cortlandt Park to Randall's Island Park



What is a Greenway?



- **Continuity is key**
- **Main greenway corridor** is comprised of several continuous segments (on and off street)
- Main corridor links to the rest of the network via **greenway connectors**
- Often along natural and man-made linear spaces (rail/highway rights-of-way, rivers, waterfronts, and parks)



Greenways

are continuous, multi-use corridors for human-powered or electric-assist transportation and recreation, defined and named by the City and community-driven planning processes

Greenway segment

Greenway connector

Benefits of a Greenway

- Improves **transportation access** and **mobility**
- Provides opportunities for active transportation (improving **health**)
- Encourages **sustainable** modes of transportation (biking and walking)
- Brings people together through **recreation** and leisure
- Encourages **economic development** in the area
- **Connects people to nature** and the waterfront

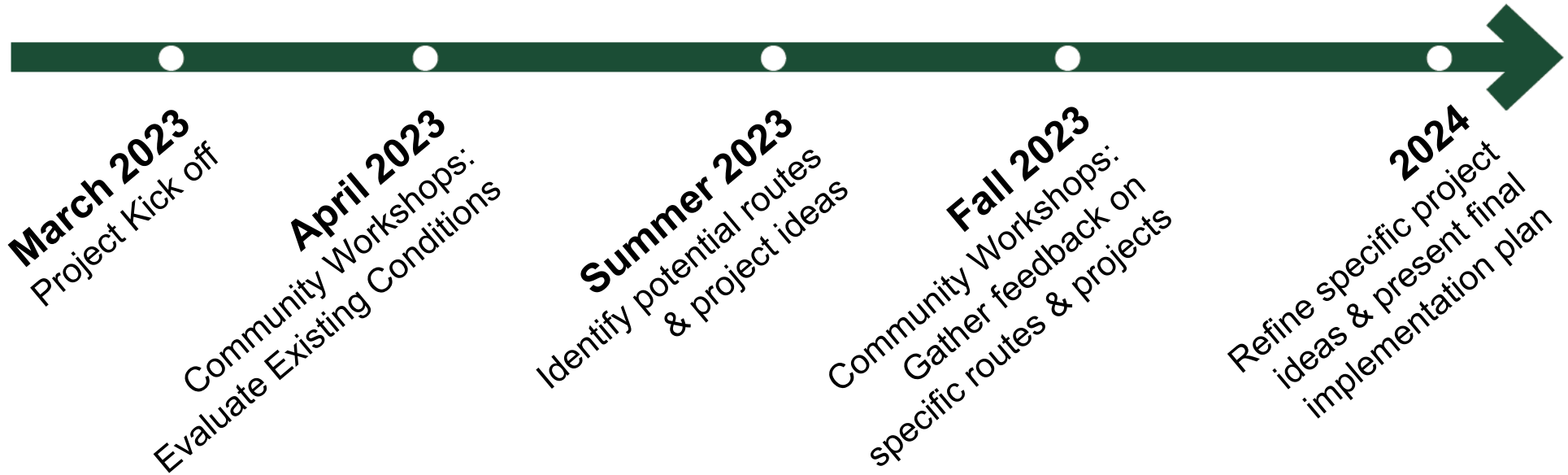


Project Goals

- Develop a **comprehensive plan** for a continuous, safe, and accessible path
- **Work with community members** to plan a greenway that best serves Bronxites
- Identify a series of **short-term street improvement projects** and **long-term capital projects** along the Harlem River
- **Identify greenway connectors** to provide upland communities with access to the Harlem River Greenway and waterfront



Project Schedule



Implementation Strategies

- *Street Improvement Projects* use DOT's in-house resources such as paint and delineators are used to make street design changes quickly
- *Capital Projects* are longer-term, major street reconstruction projects which modify the geometry of the street and are often coordinated with sewer and water upgrades



Kent Avenue, DOT In-house Street Improvement Project, 2009



Kent Avenue, DOT/DDC Capital Project, 2021

Study Area Overview

- Van Cortlandt Park to Randall's Island Park
- 7-mile route
- 3 focus sections:
 - Van Cortlandt Park to University Heights Bridge
 - University Heights Bridge to Macombs Dam Bridge
 - Macombs Dam Bridge to Randall's Island Connector



Next Steps

- Community Workshop series:
 1. Tuesday, April 18th 6-8pm ✓
 2. Wednesday, April 19th 6-8pm ✓
 3. Wednesday, April 26th 6-8pm



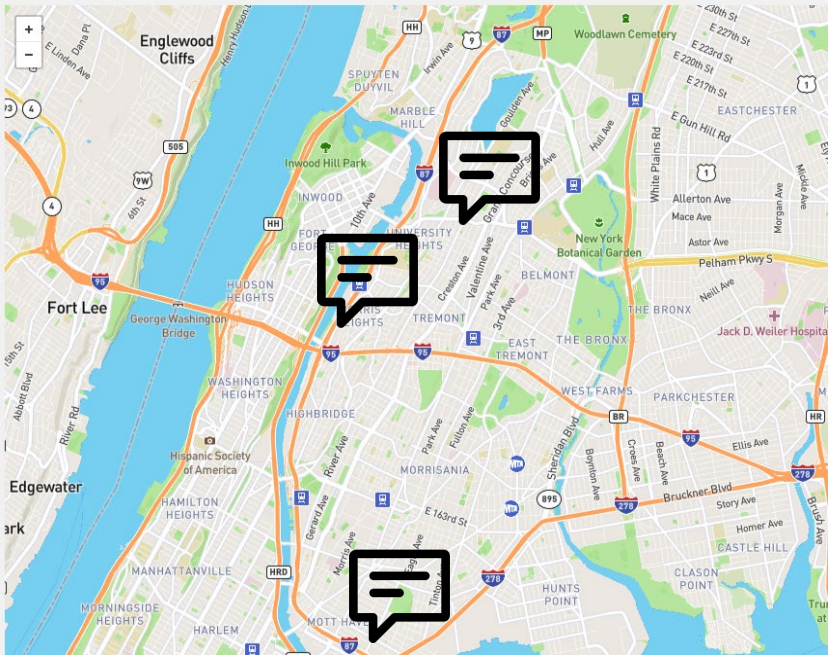
How to Provide Additional Feedback

- You can provide additional comments at the feedback portal
- To learn more, visit the project website here:

<https://nycdotprojects.info/harlem-river-greenway-bronx>

Greenways
We want to hear from you! Provide comments by choosing a focus area below and following the instructions that pop up. Please be as specific as you can.

Use this map to add your suggestions related to Harlem River Greenway (Bronx). You can change the layers by clicking the symbol in the bottom left corner of the map. This map focuses on pinpointing locations for comments.



Thank You!



NYCDOT



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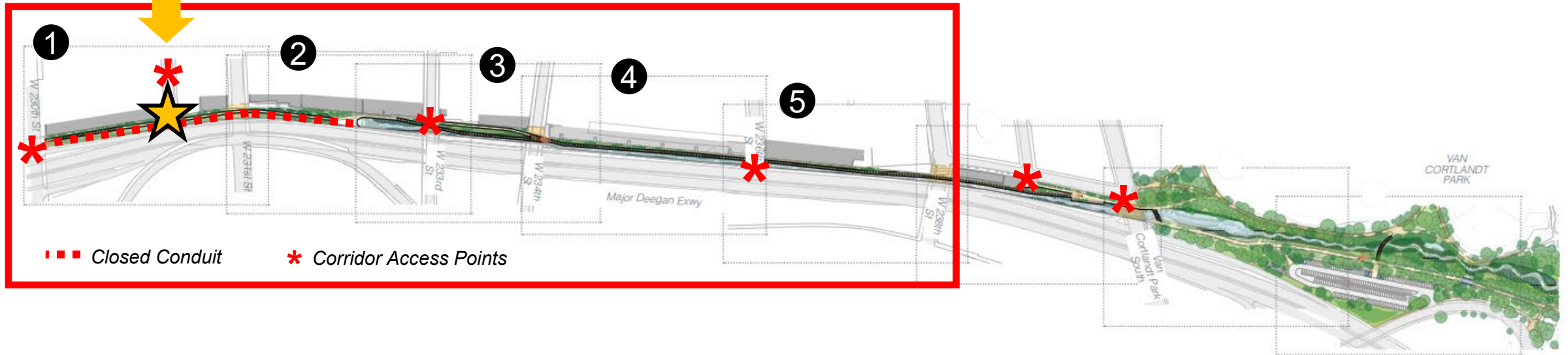


NYCDOT

CSX Field Trip

Thursday April 27 – 9:00a-12:00p

Meeting Location
Verveelen Pl.

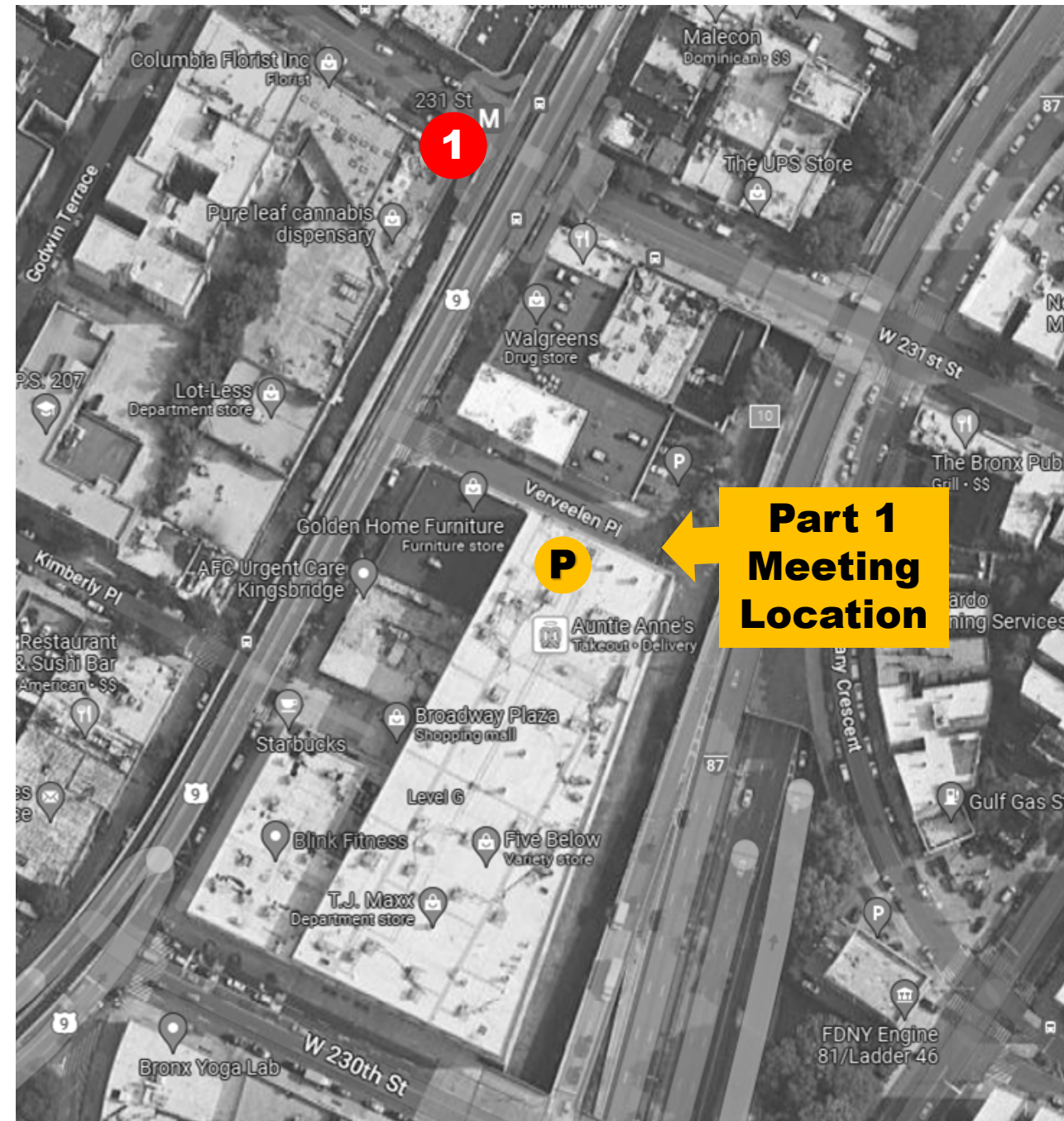


SEGMENTS

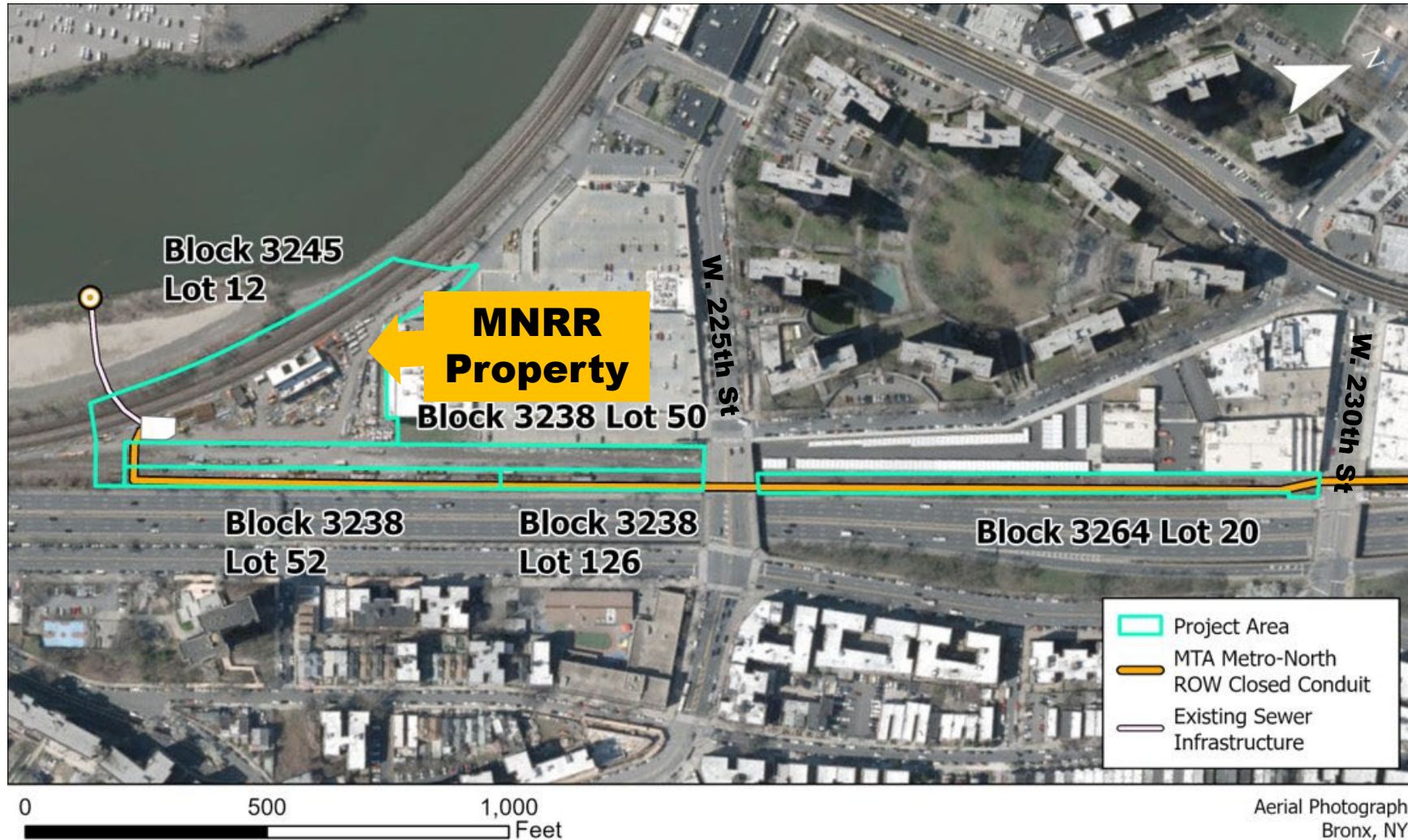
- ① W. 230th St. to W. 231st St.
- ② W. 231st St. to W. 233rd St.
- ③ W. 233rd St. to W. 234th St.
- ④ W. 234th St. to W. 236th St.
- ⑤ W. 236th St. to W. 238th St.

Meeting Location & Transportation:

- **9:00 am:** We will meet at the Verveelen Place street end, between 230th St. and 231st St.
- **If traveling by Subway**, take the **1 train** to 231st St. and walk 1 block south along Broadway, turn left onto Verveelen Place
- **If traveling by car**, the closest public parking lot is the parking garage for Broadway Plaza Mall (**address 171 W. 230th St.**), which can be accessed from Verveelen Place. There is also limited street parking in the area.



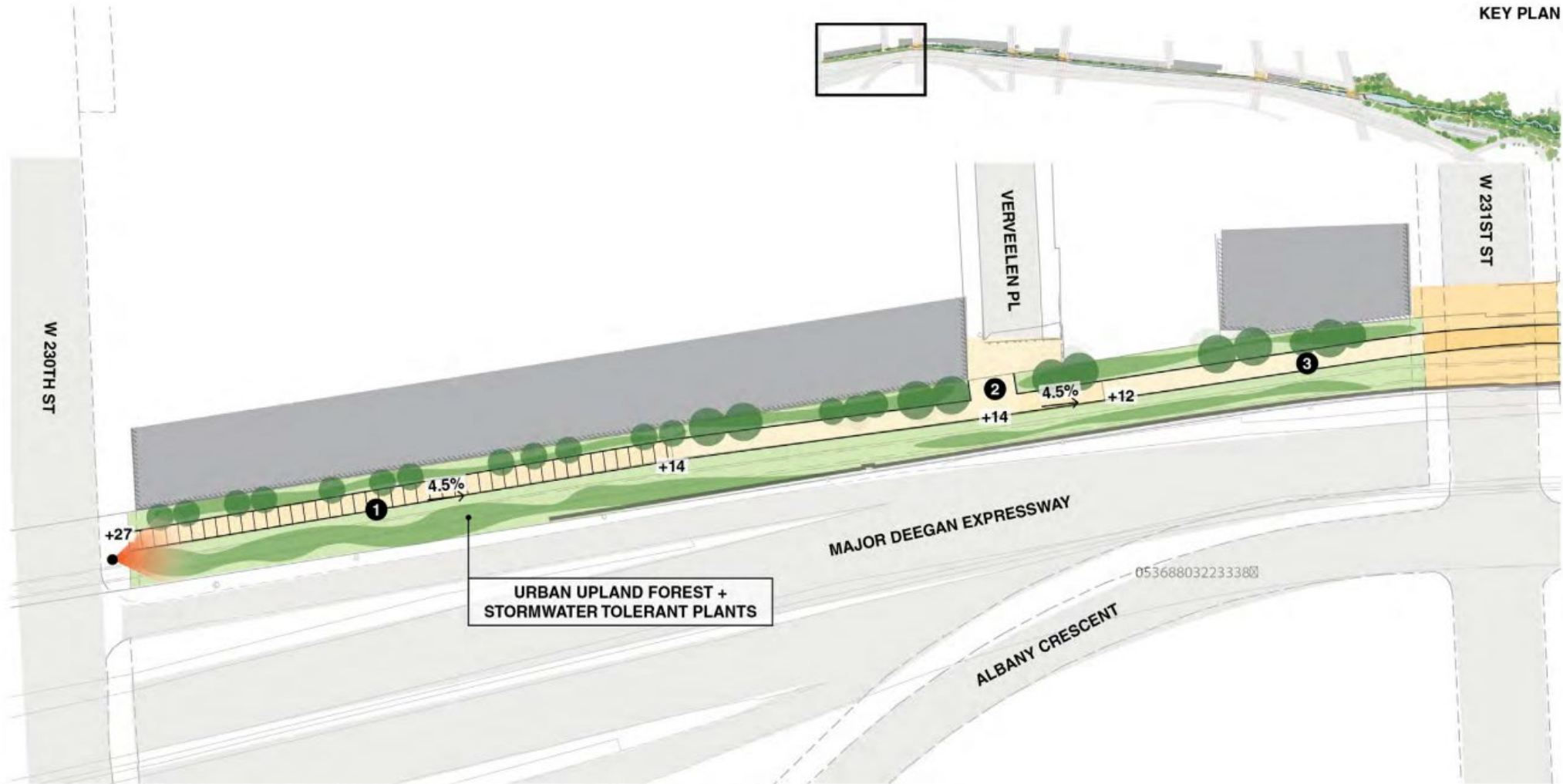
#1 Metro North Connection



Metro North Railyard



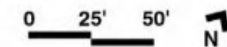
W. 230th St to W. 231st St



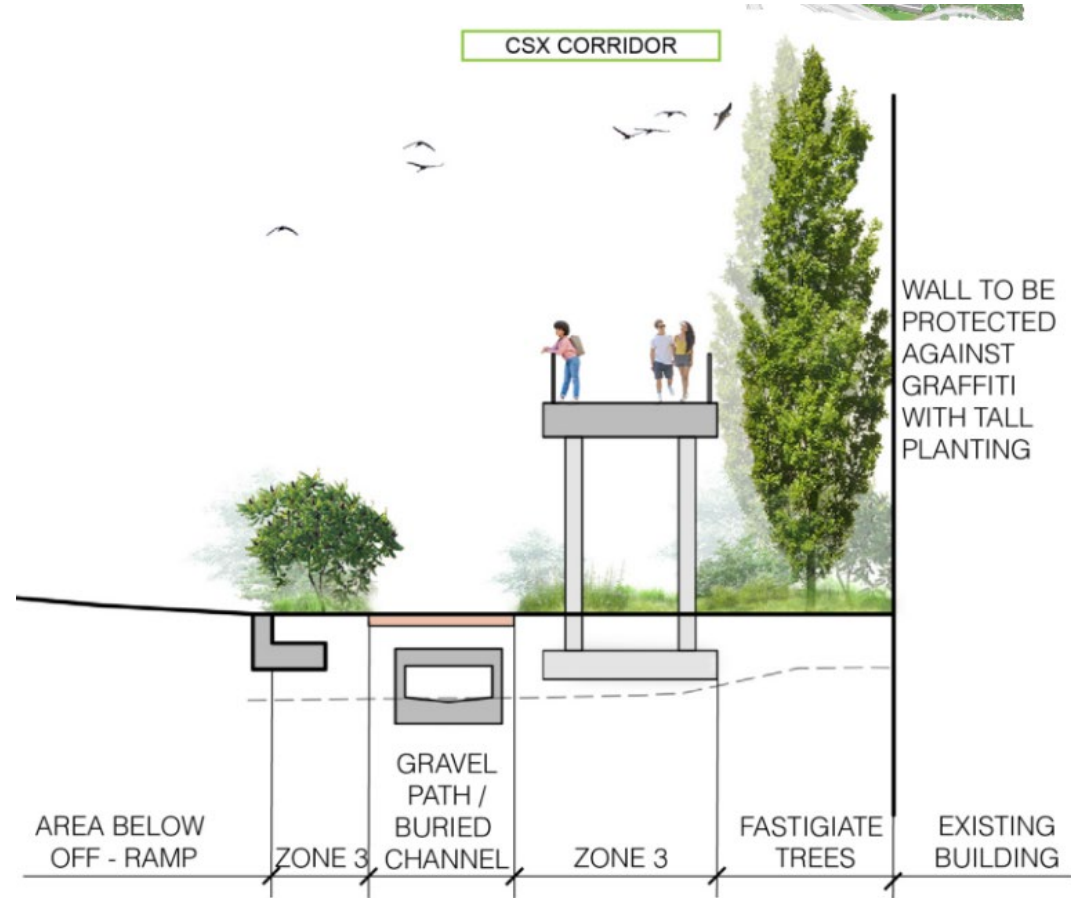
KEY PLAN

LEGEND

- 1 Proposed Ramp
- 2 Proposed Landing
- 3 Putnam Trail - 11ft.
- C.I.P. Concrete
- C.I.P. Concrete Elevated Path
- Surrounding Buildings
- Potential Art Location
- Shrubland
- Wetland
- Proposed Trees



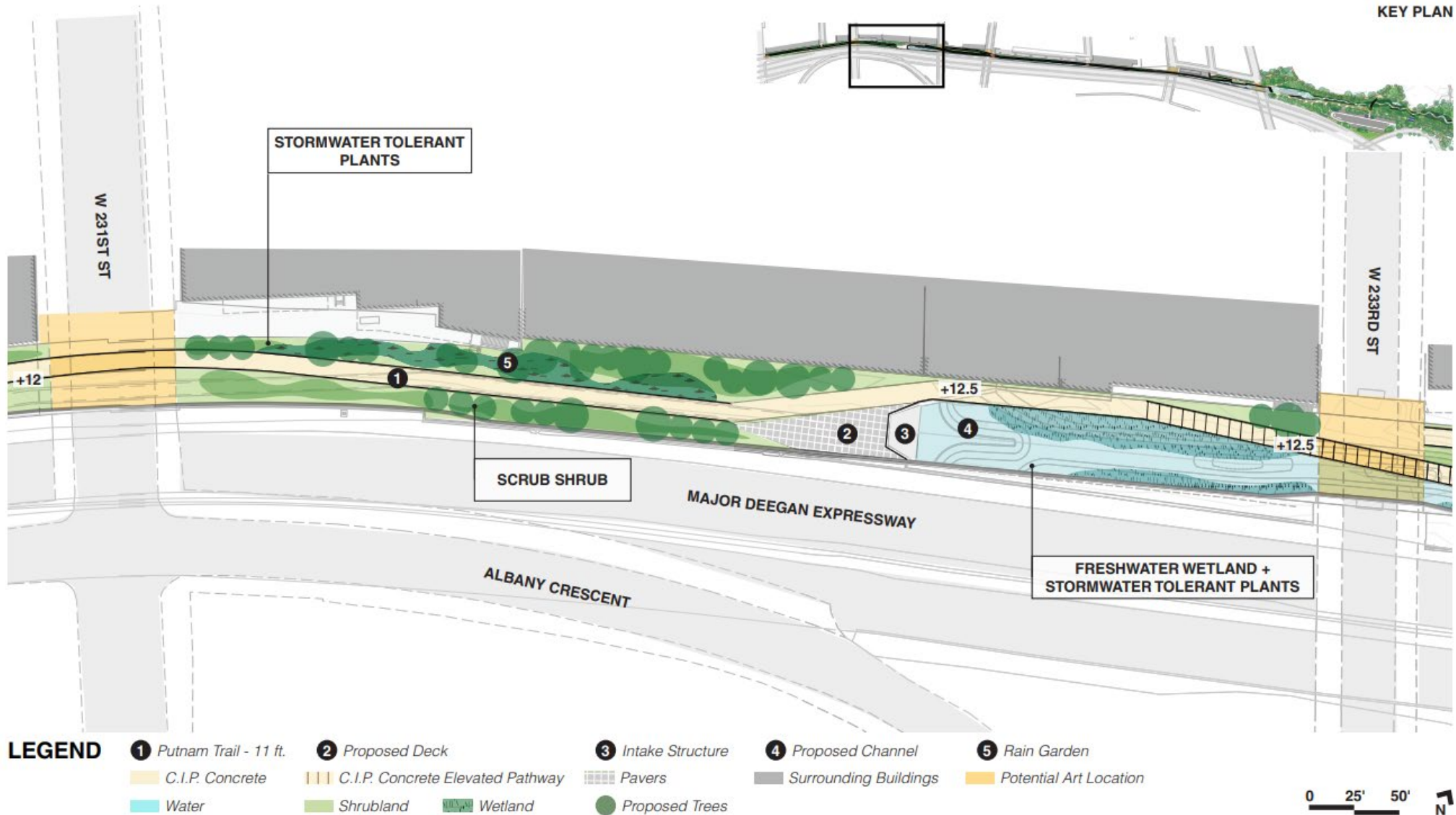
W. 230th St



View North from W. 230th St



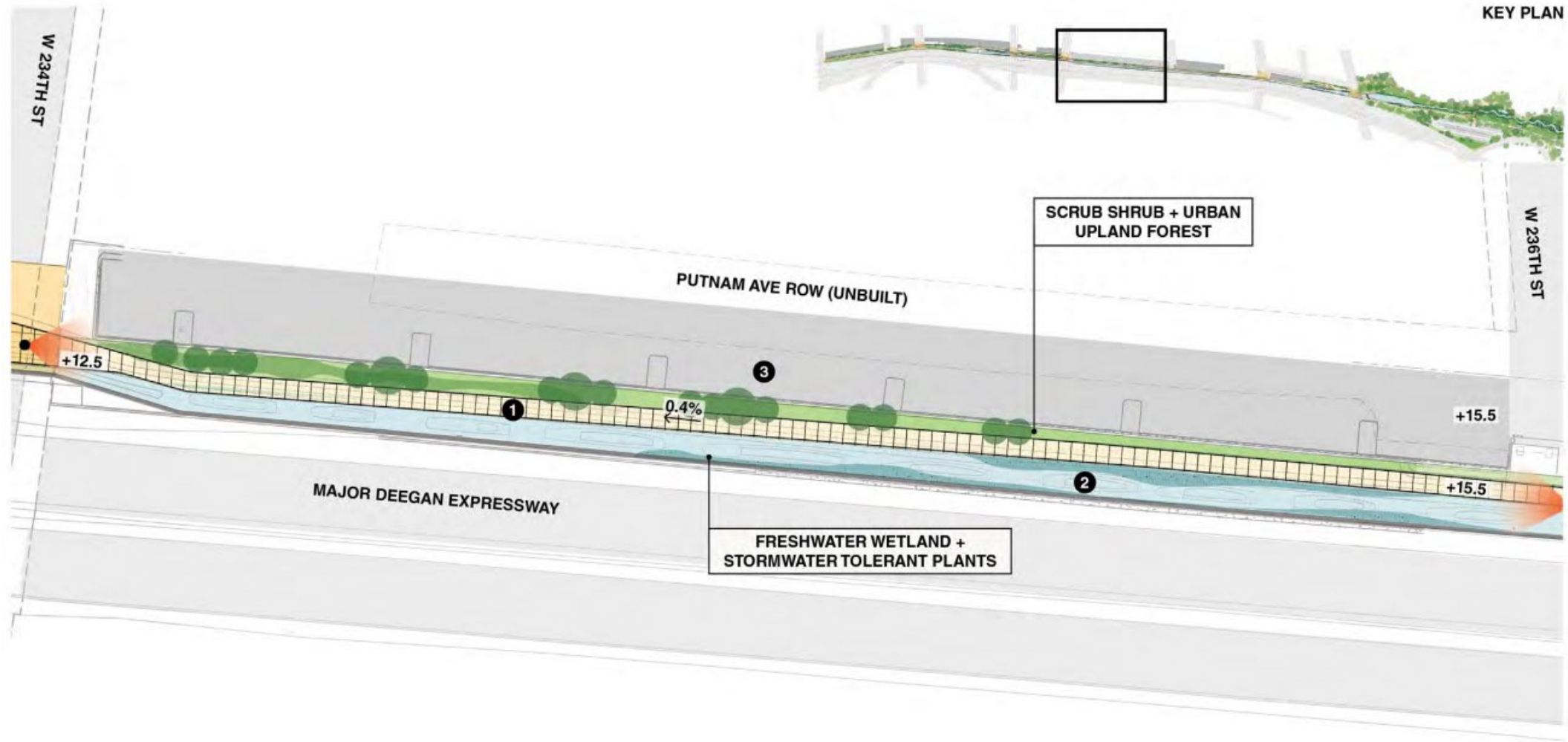
W. 231st St to W. 233rd St



W. 234th St View Looking North



W. 234th St to W. 236th St

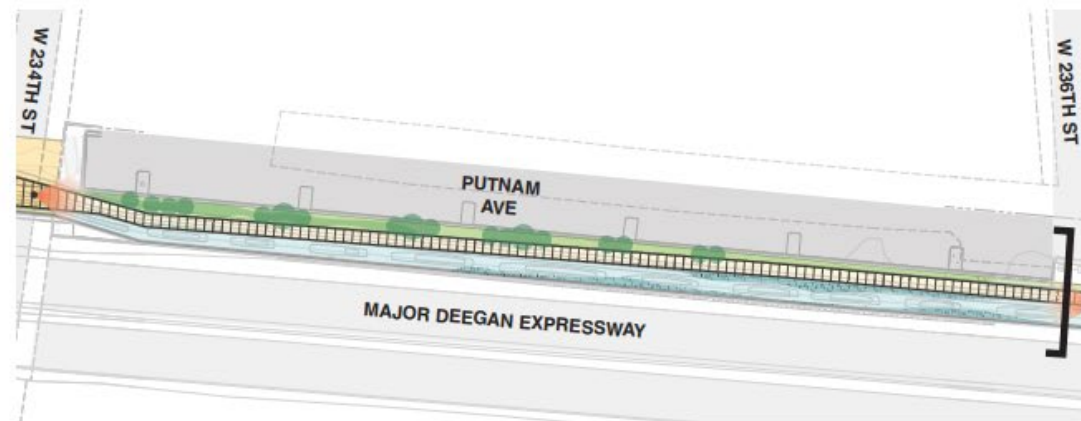
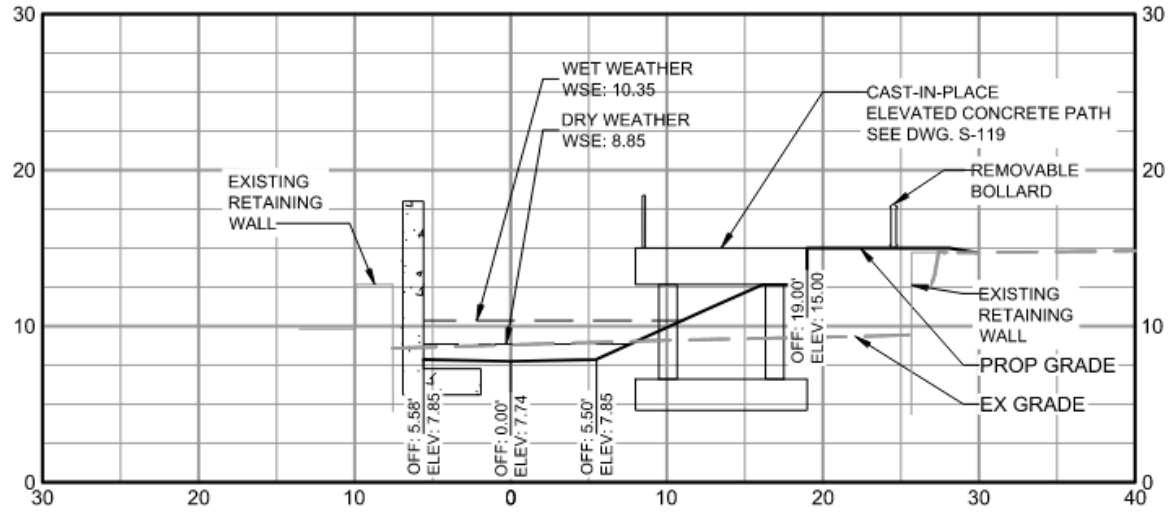


LEGEND

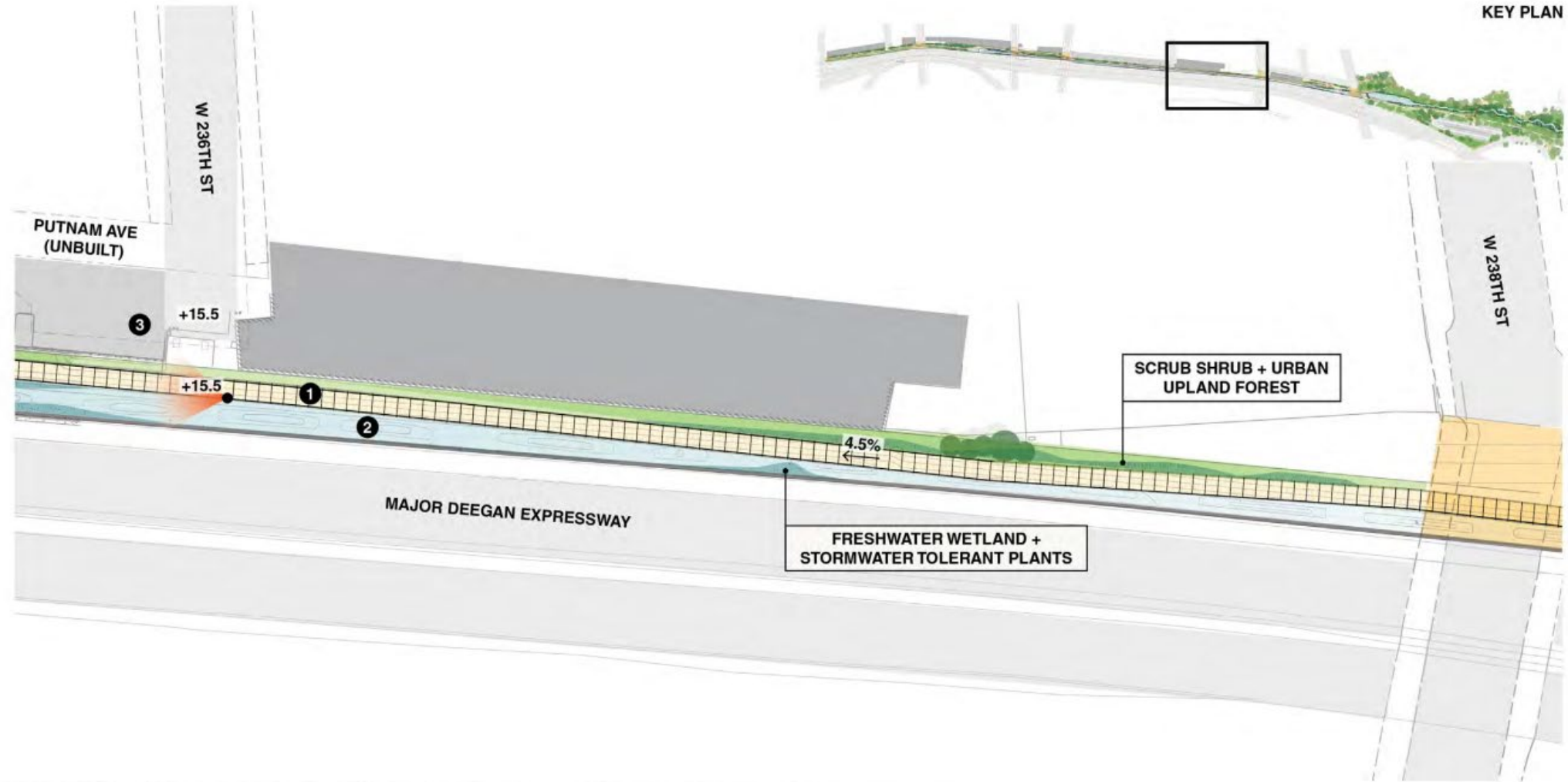
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|----------------------------------|---------------------------|---------------------------------------|
| 1 Putnam Trail - 11 ft. | 2 Proposed Channel | 3 Existing Private Parking Lot |
| C.I.P. Concrete Elevated Pathway | Parking | Potential Art Location |
| Water | Shrubland | Wetland |
| | | Proposed Trees |



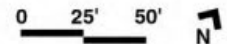
W. 236th St



W. 236th St to W. 238th St



- LEGEND**
- 1** Putnam Trail - 11 ft.
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 - C.I.P. Elevated Concrete Pathway
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Questions?

