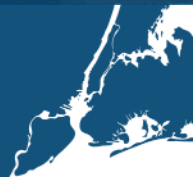




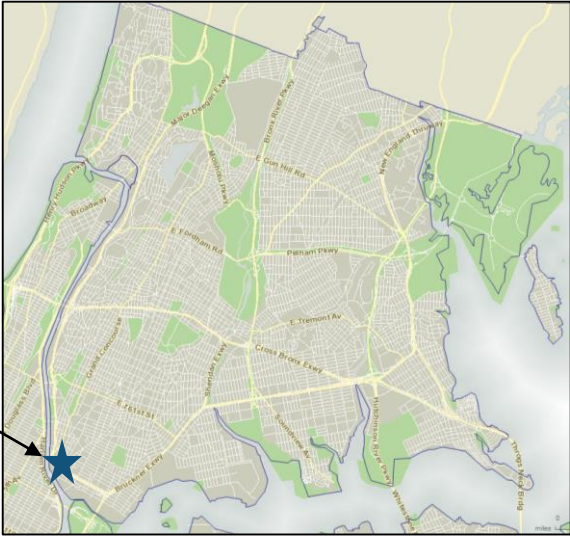
# SPECIAL HARLEM RIVER WATERFRONT DISTRICT AMENDMENTS & EXPANSION AREA

City Planning Commission – Review Session  
June 5th, 2017



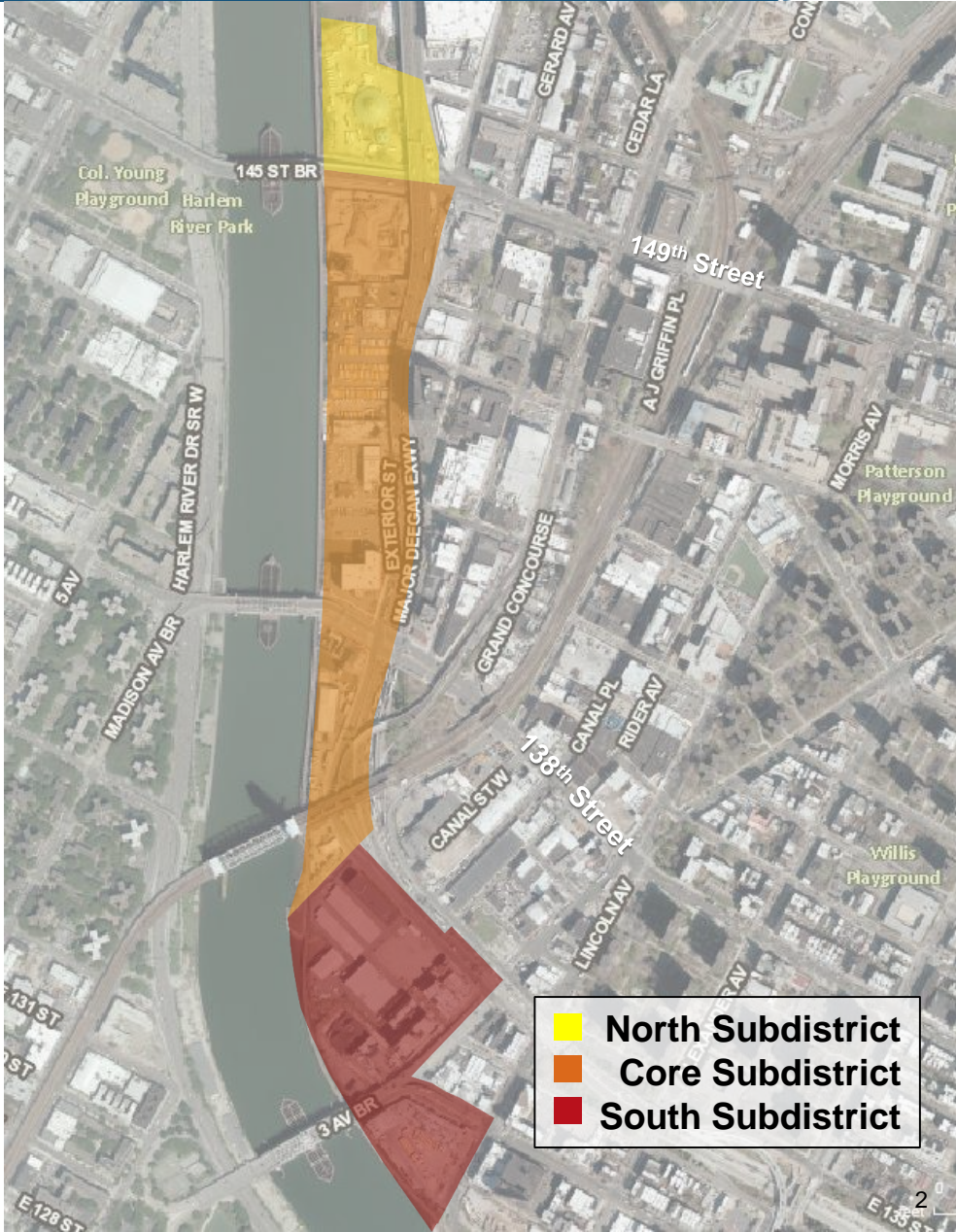
# Overview Location and Actions

**Community District 1**  
Lower Concourse area in the Bronx



The New York City Department of City Planning is proposing **zoning map and text amendments** to:

- **Update** the 2009 **Special Harlem River Waterfront District (HRW)** regulations
- **Expand** Special District to extend the **Waterfront Access Plan (WAP)** to the south



**North Subdistrict**  
**Core Subdistrict**  
**South Subdistrict**

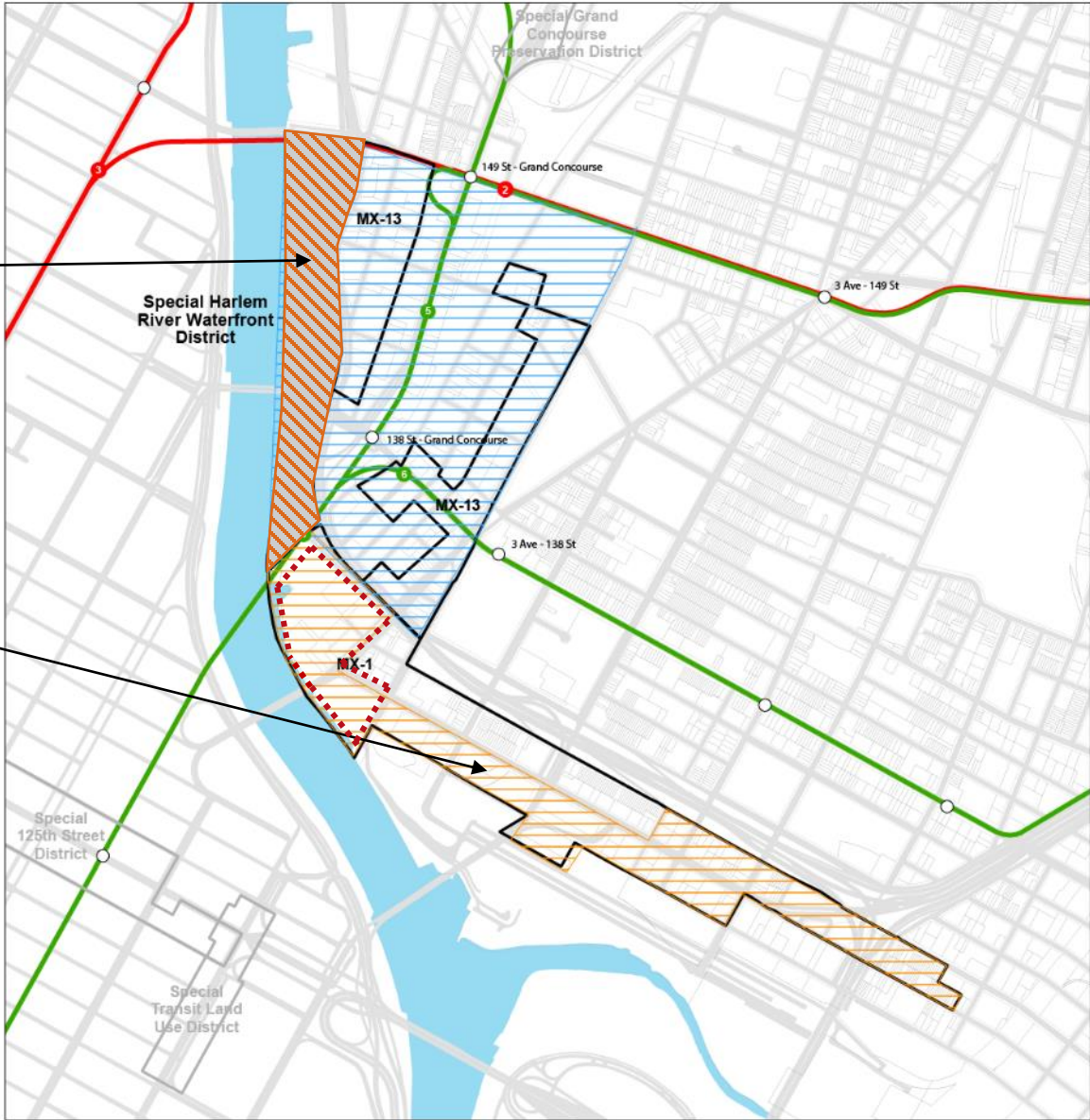
The GOALS of the **zoning map amendment** and **zoning text amendments** are to:

- **Update** the existing Special Harlem River Waterfront District (HRW) to:
  - Create flexible building forms to encourage the development of affordable housing
  - Address easements and other restrictions
  - Meet flood resiliency needs
- **Expand** the special district to encompass two waterfront blocks to the south to:
  - Address unique conditions to ensure lively accessible waterfront open space

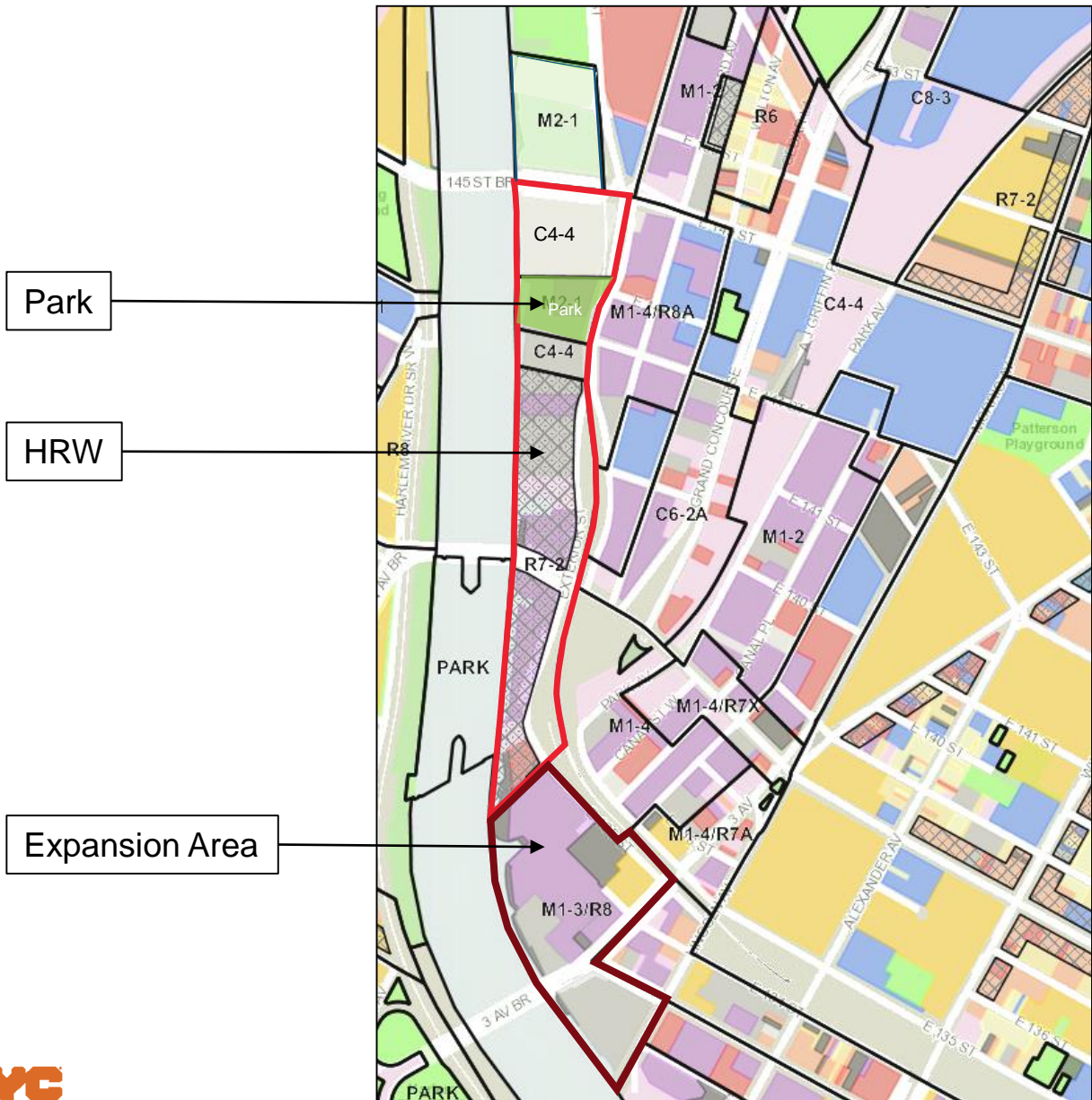
# Overview Existing Zoning

**Lower Concourse Rezoning (MX 13) and Special Harlem River Waterfront District (HRW) 2009**

**Port Morris/ Bruckner Blvd Rezoning (MX 1) 2004**



# Overview Existing Zoning and Land Use



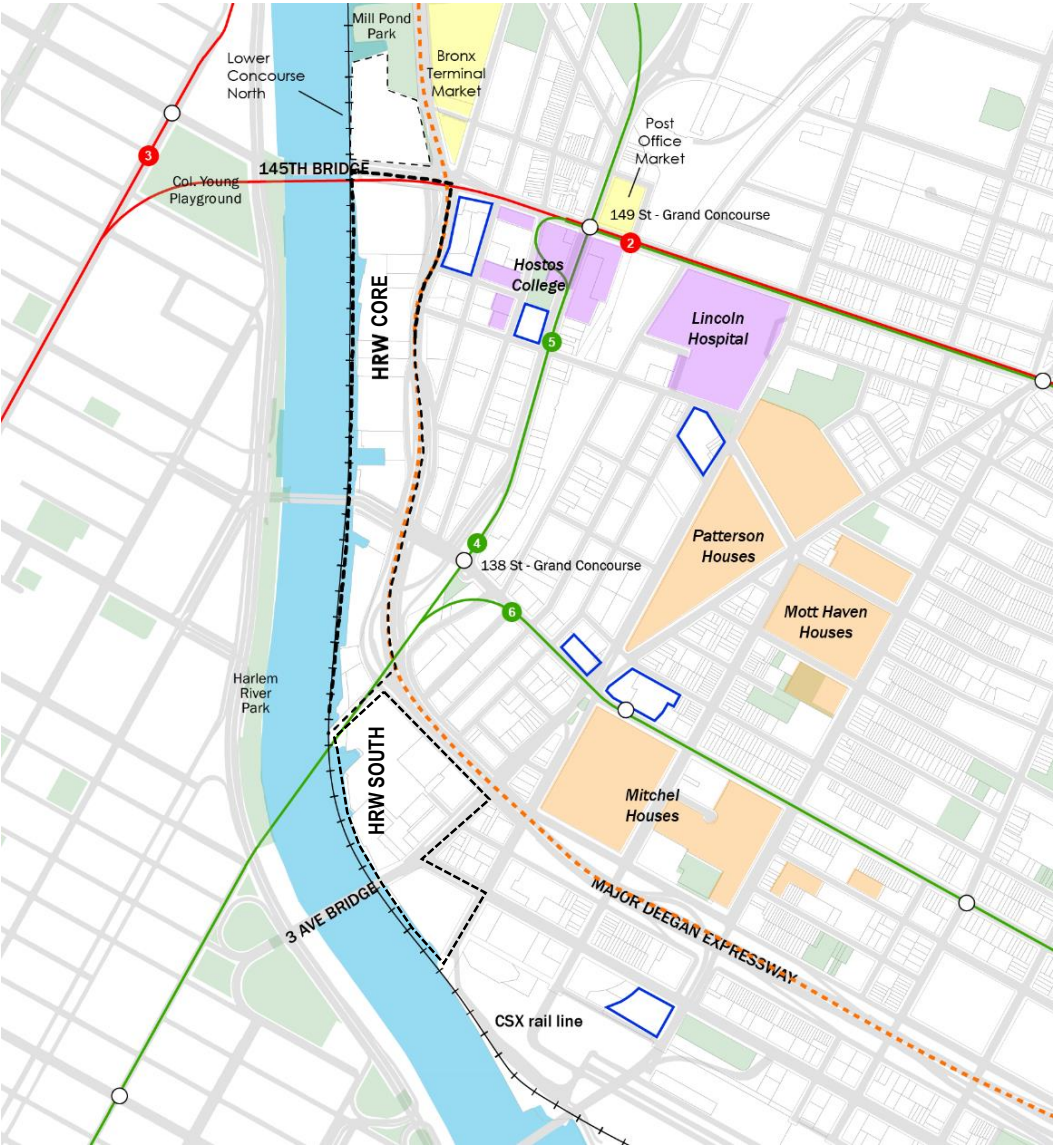
HRW is zoned for mid-density commercial and residential uses

- C4-4
- R7-2/C2-4

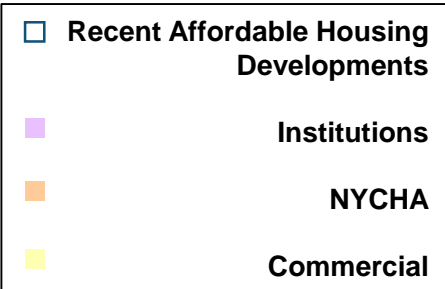
Expansion area is zoned for light industrial and residential (MX)

- M1-3/R8

# Overview Development and Transit



An area with important institutions, accessibility, existing NYCHA communities, and recent affordable housing development



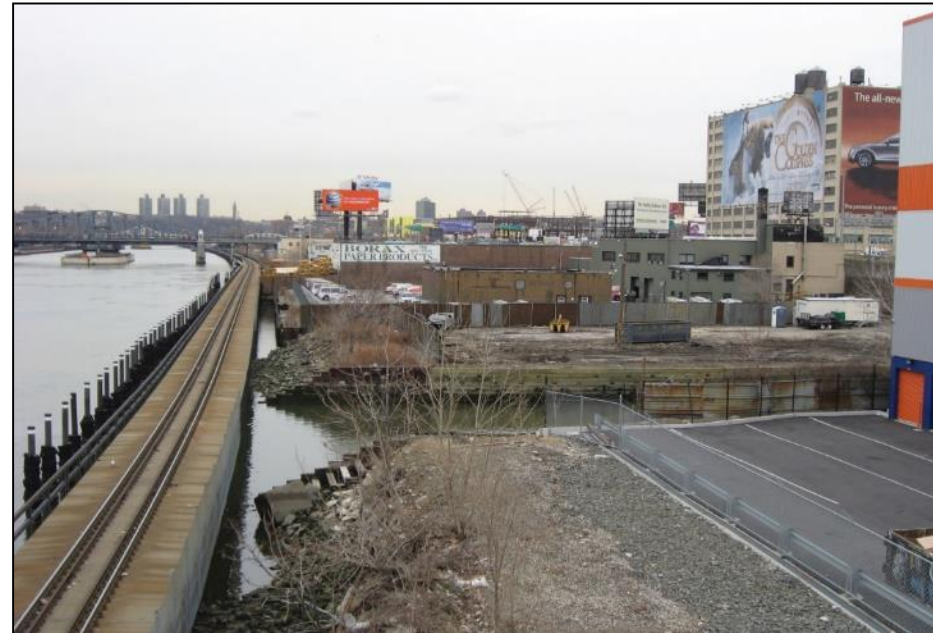
# Core and South Subdistrict



# Challenges Infrastructure



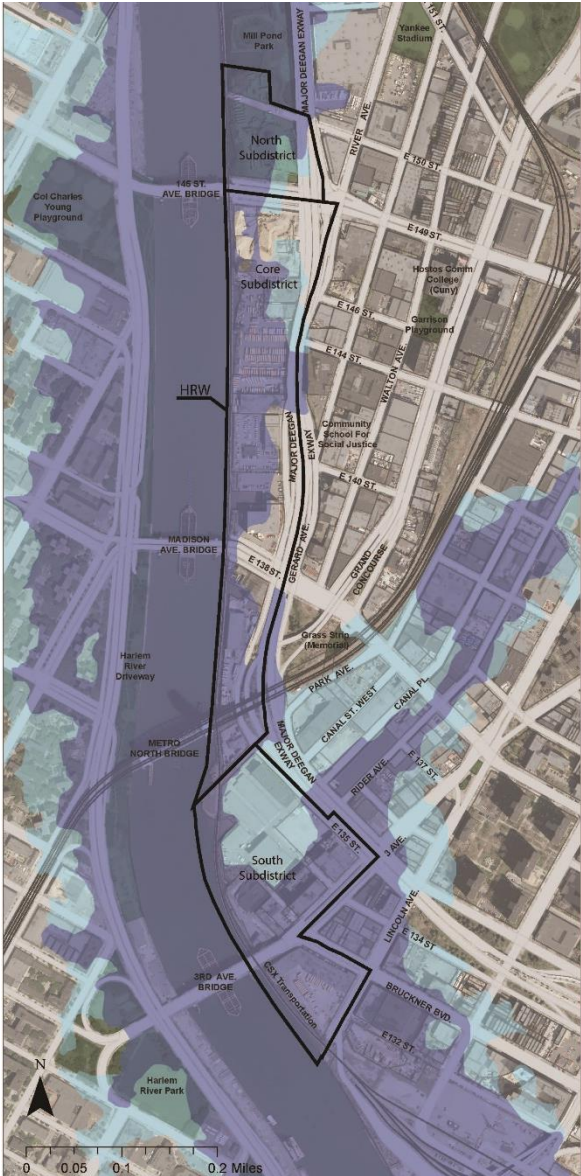
Elevated Major Deegan Expressway



Oak Point Rail Link waterside



# Challenges Resiliency

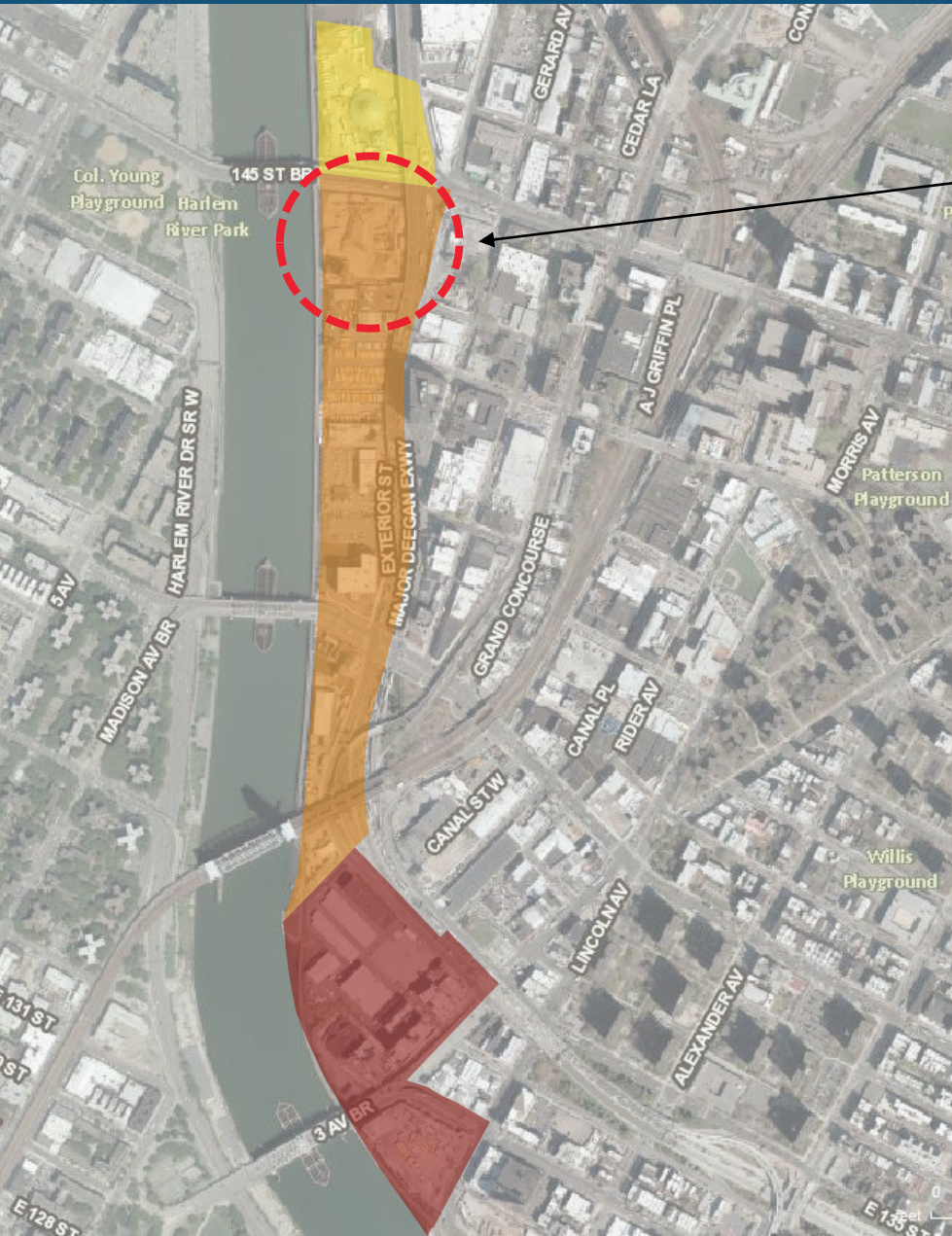


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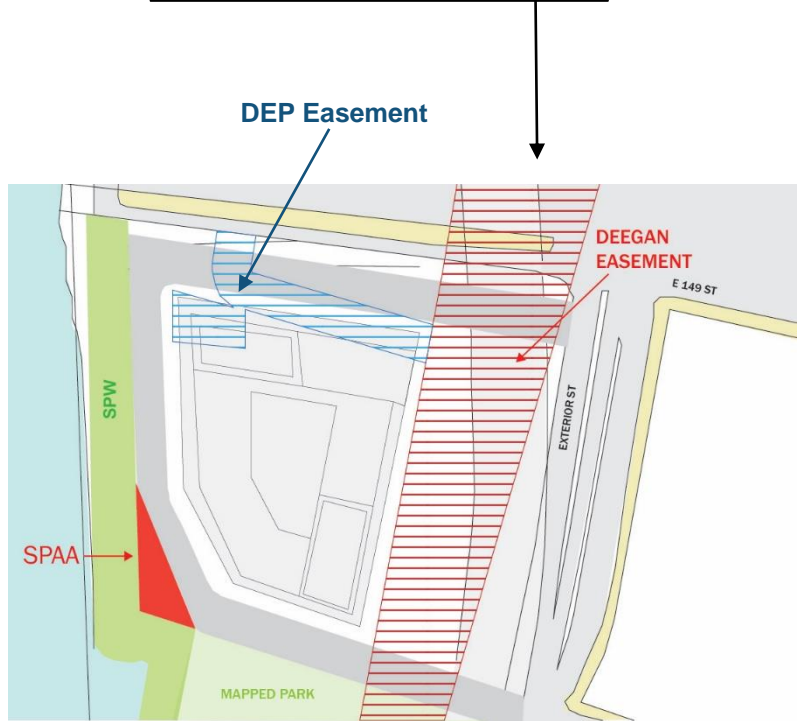
The majority of the existing and proposed HRW is in the 1% annual risk flood zone

0.2% risk  
1% risk

# Challenges Easements



Have better understanding of easements and unbuildable areas



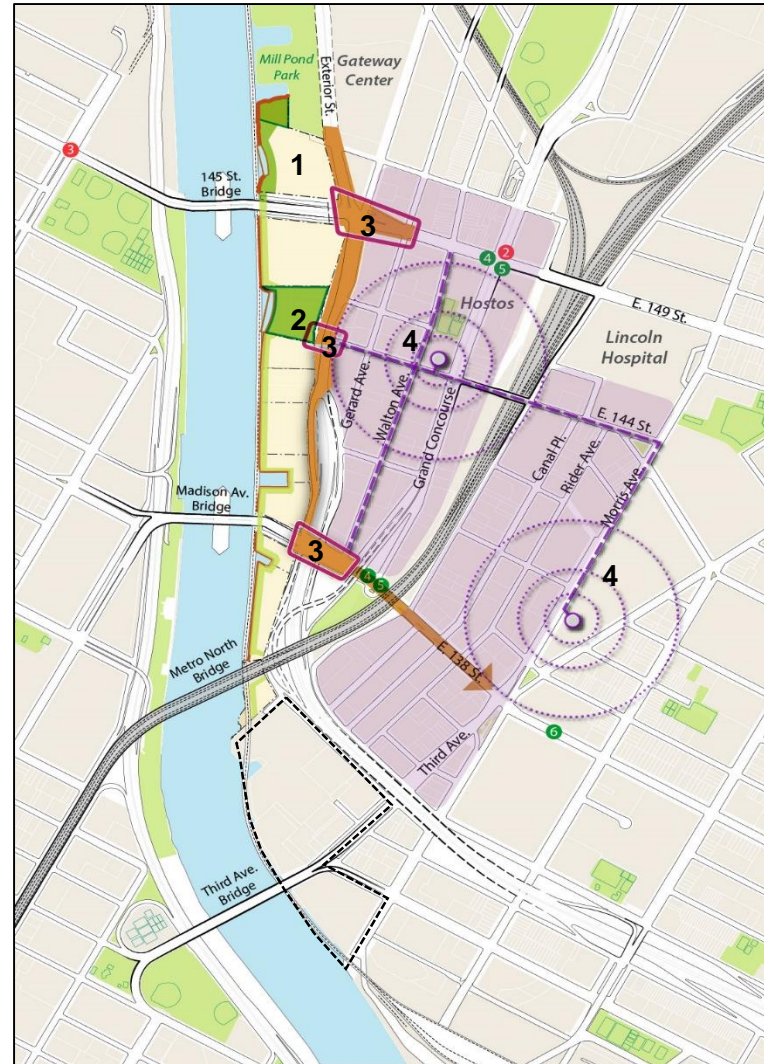
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# Opportunities Lower Concourse Investment Strategy

Mayor de Blasio allocated **\$194M** for the area in 2015 as part of an

## Infrastructure Investment Strategy:

1. **Lower Concourse North:** Mixed use, affordable housing, and open space
2. Develop new **Harlem River Park**
3. Street / intersection improvements on **Exterior Street**
4. Commercial **broadband** access

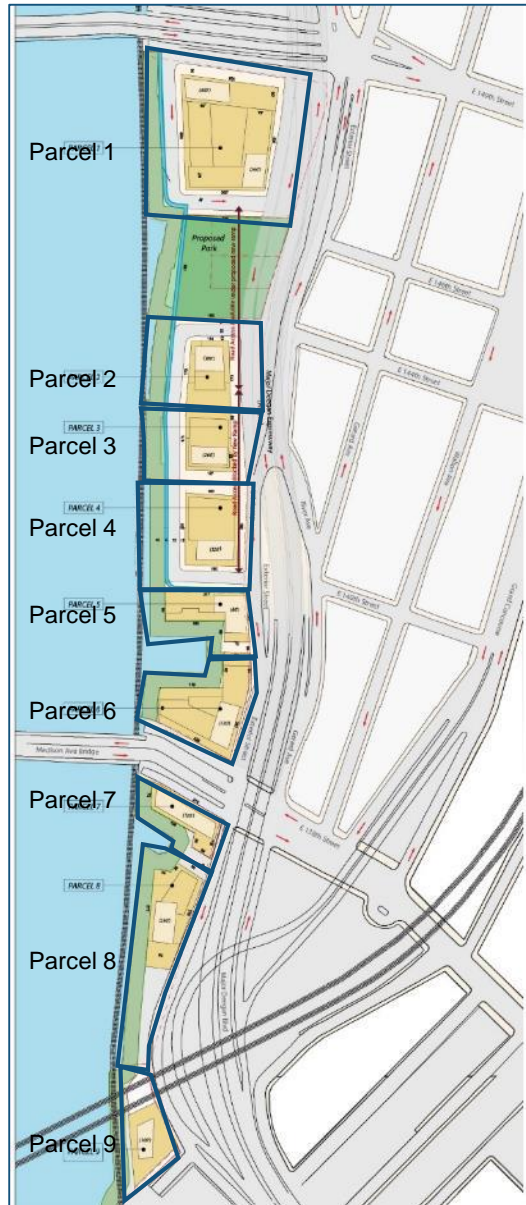


Catalysts for affordable housing,  
improved access and job growth

## The goals of the HRW are:

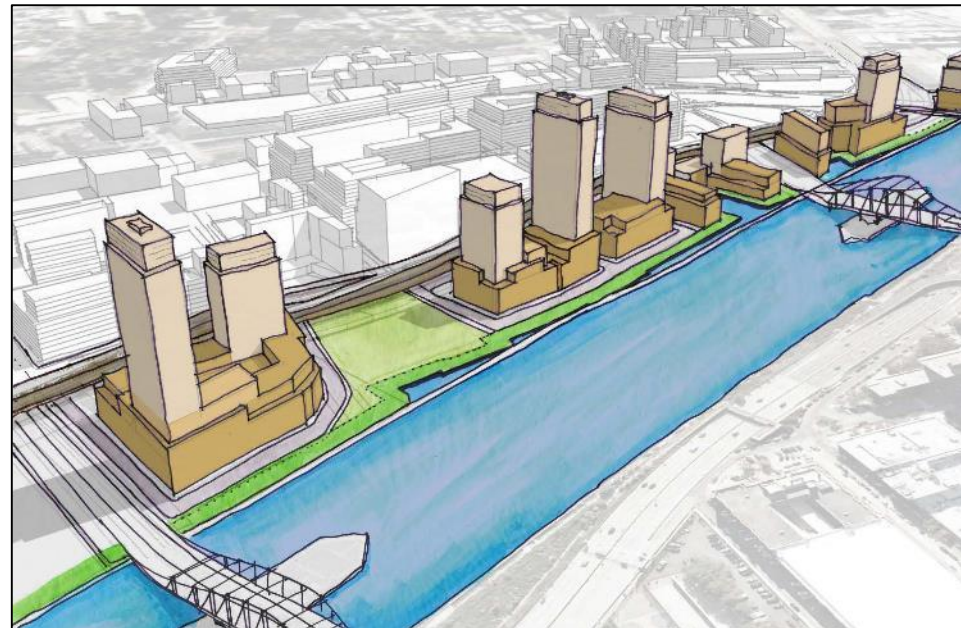
- To ensure development maintains a **human scale**
- Guarantee a **variety of building** structures and create a **varied skyline**
- Maximize **waterfront views** and facilitate a **strong streetscape**
- Encourage “**eyes on the street**”
- Ensure a **range of uses** on the waterfront
- Encourage people to use **waterfront open spaces**.

# 2009 Special Harlem River Waterfront District (HRW)



## Overview of Special District:

- Parcels
- Waterfront Access Plan
  - Shore Public Walkway
  - Visual Corridors
  - Upland Connections
  - Supplemental Public Access Areas
- Require active uses and wrapped parking
- Bulk regulations
- Tower location and height
- Mapped park



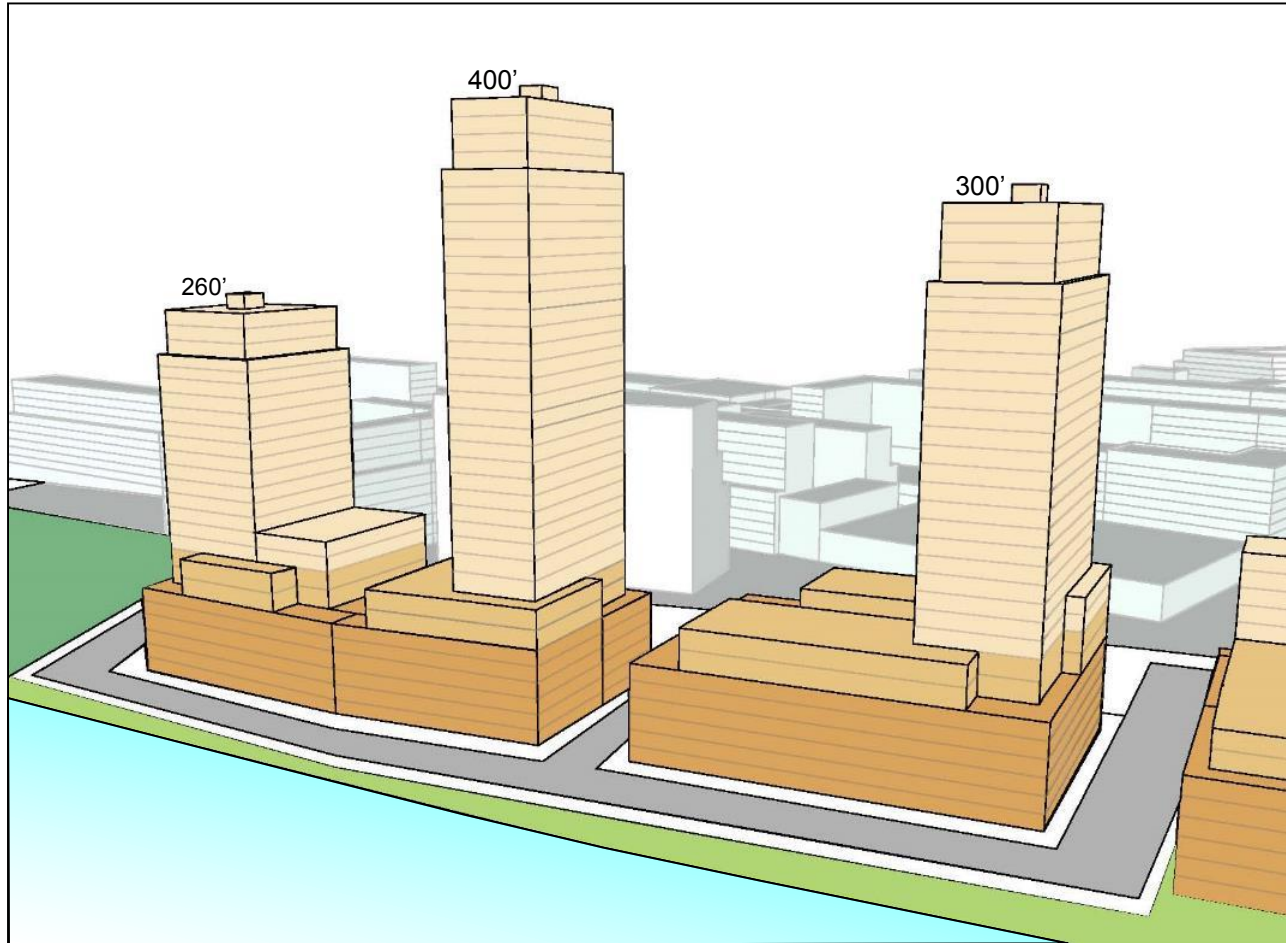
# Core Subdistrict Update



1. Provide building **bulk variety** and **design flexibility**
2. Provide flexibility on Parcel 1 to **accommodate easements**
3. Require ground floor “**active use**” and “**wrapped parking**” only on key locations
4. Allow greater options for **resiliency design**

- North Subdistrict
- Core Subdistrict
- South Subdistrict

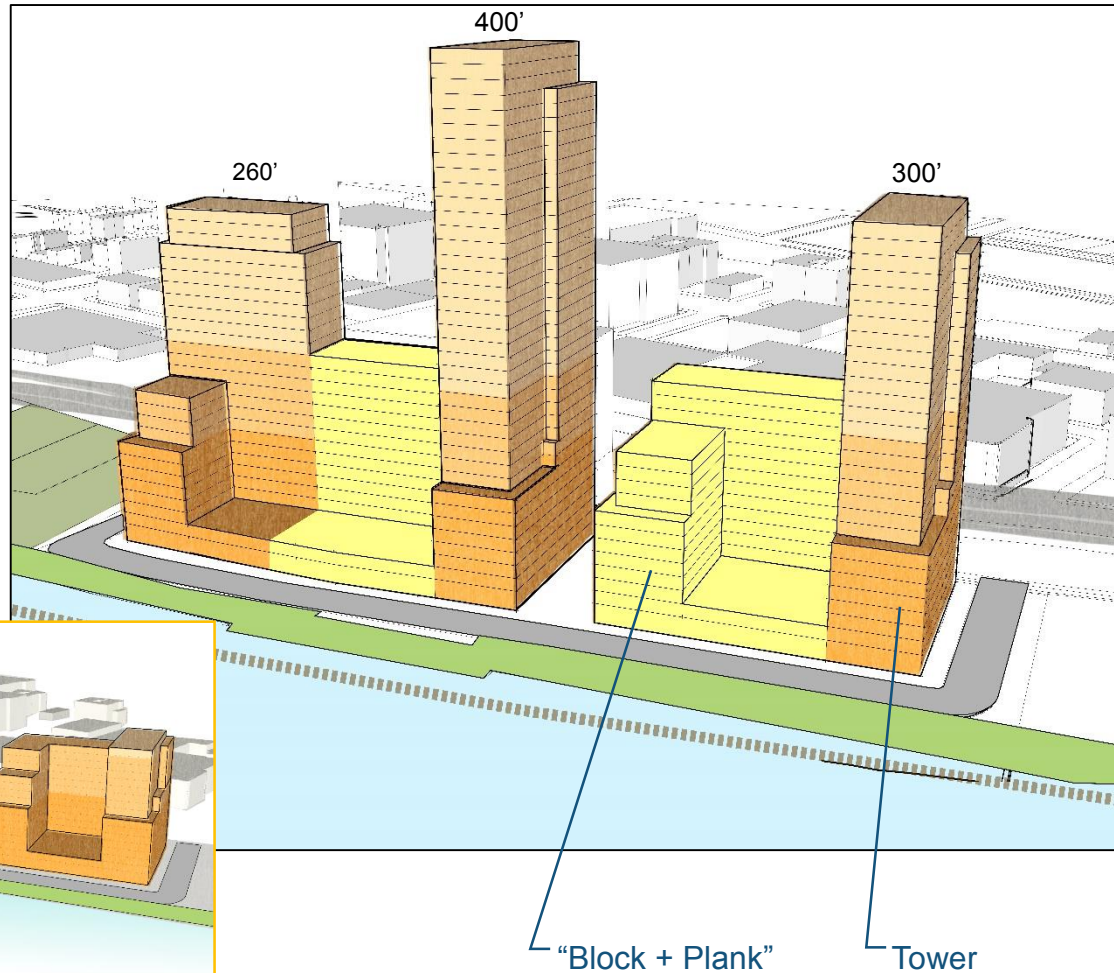
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- 60' – 85' Base, Tower above
- Required variation of street wall height

# Core Subdistrict Bulk Amendments

Parcels 2, 3 and 4

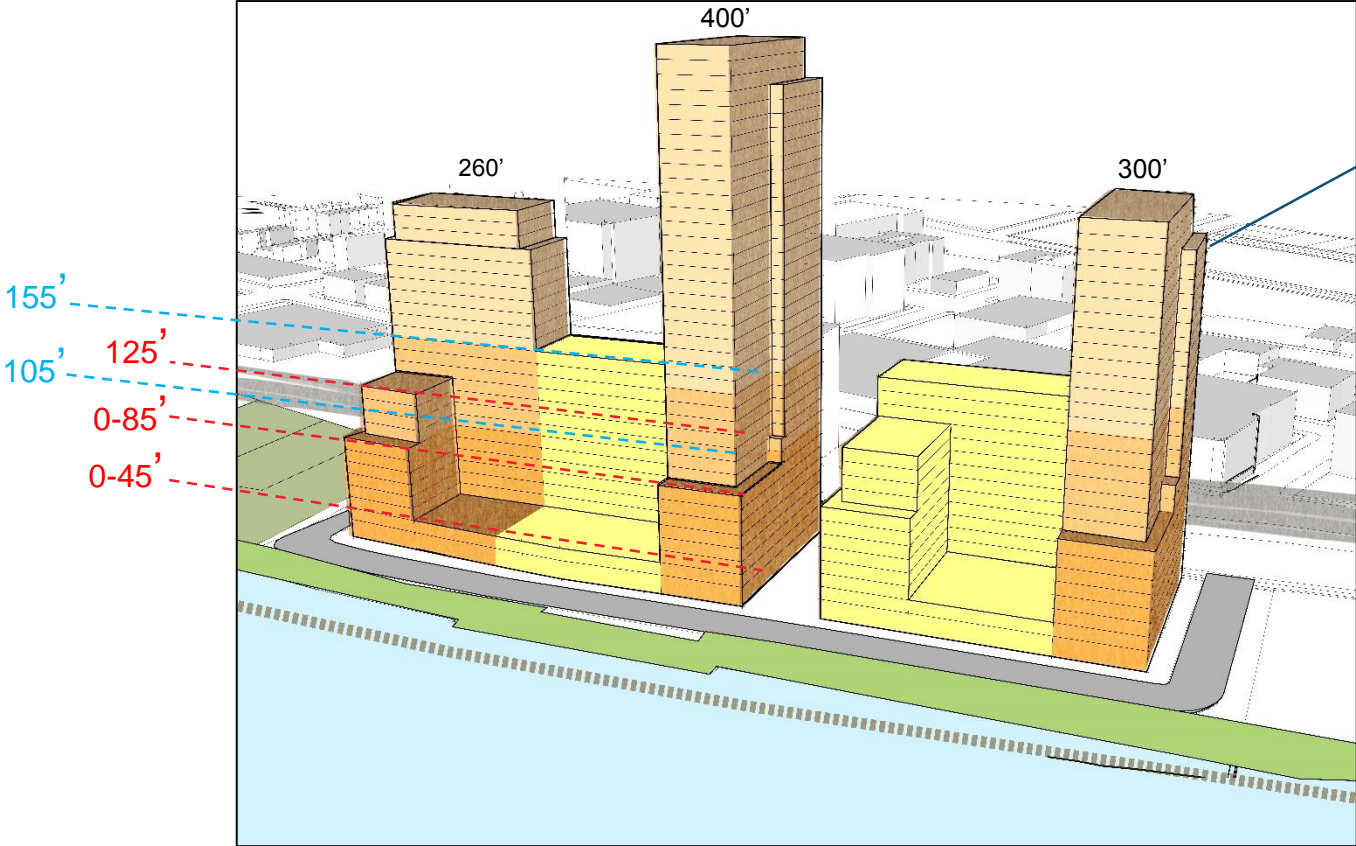


- Lowers height along the shoreline
- Maximizes views of the waterfront
- Provides the flexibility to support the development of affordable housing



# Core Subdistrict Bulk Amendments

Parcels 2, 3 and 4



Simplified tower rules and design flexibility

(tower heights are not changed)

- Fronting the SPW:
- 0 – 85' **Base**
  - 0 – 45' **Required Opening**
  - 125' **Max Transition Height**

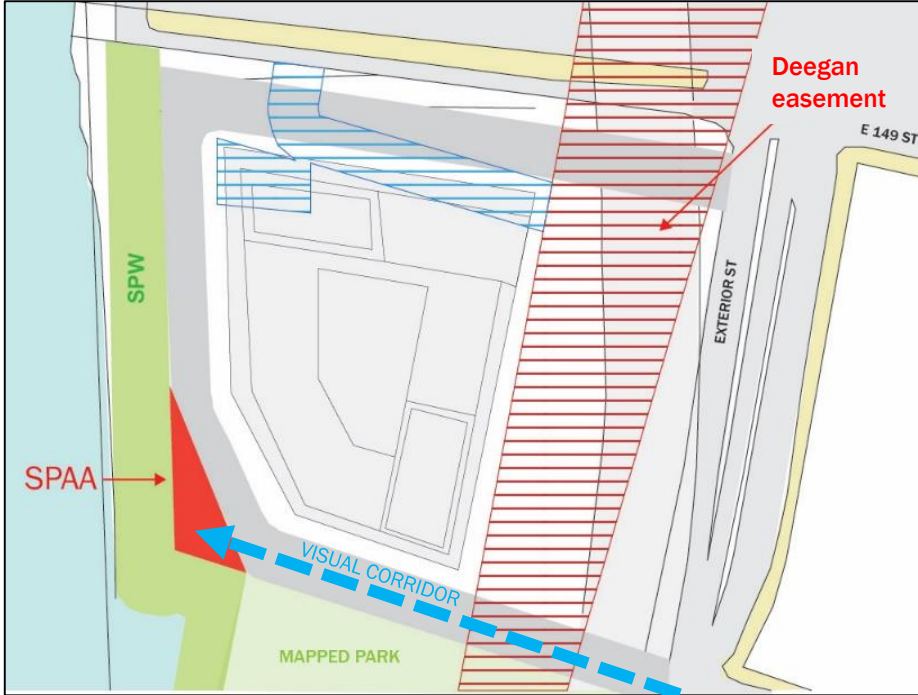
- 50' from the SPW:
- 60 – 105' **Base**
  - 155' **Max Transition Height**

# Core Subdistrict Bulk (view from mapped park)

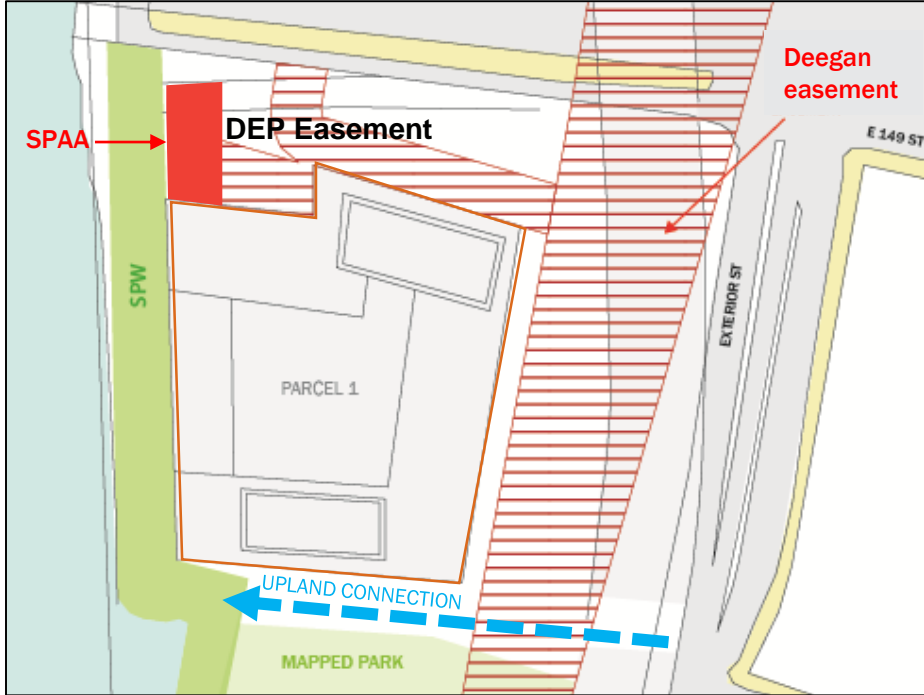


# Core Subdistrict Easements (Parcel 1)

Parcel 1: 2009 Requirements

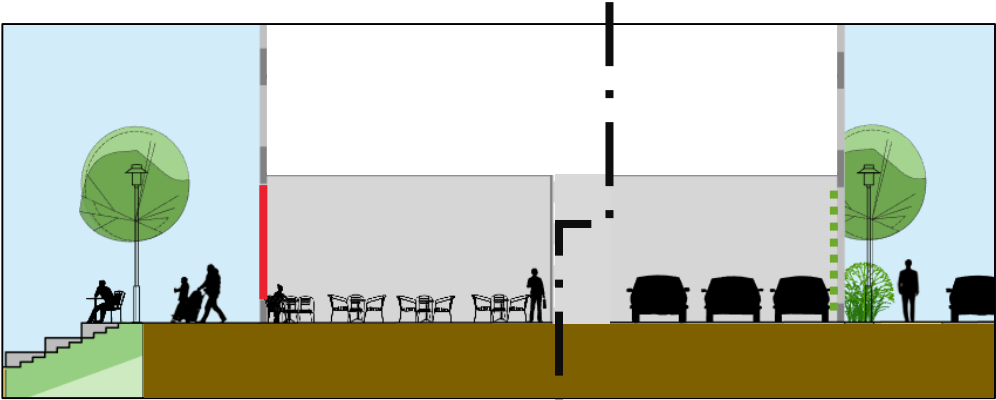


Parcel 1: Proposed



- 1. Remove loop road requirement
- 2. Realign and Map Upland Connection
- 3. Shift Supplemental Public Access Area to the north

# Core Subdistrict Wrapped Use and Screening

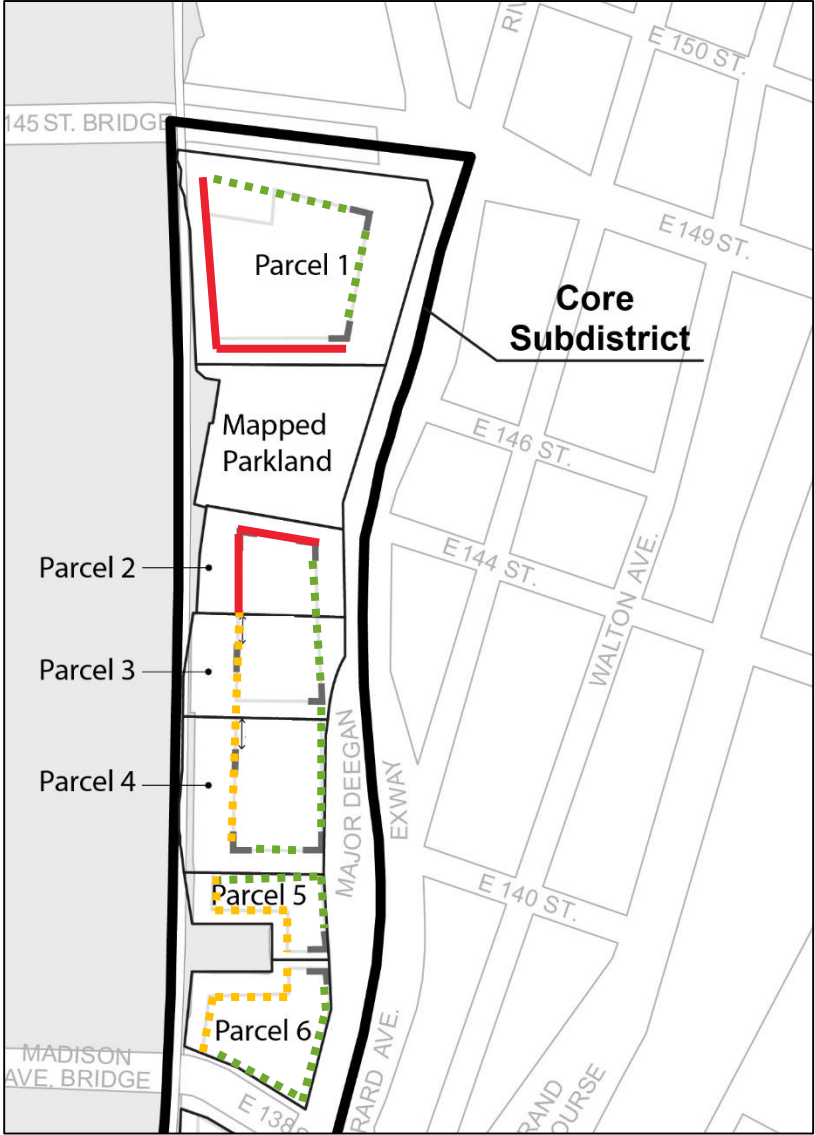
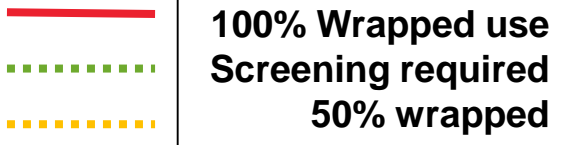


## WRAP

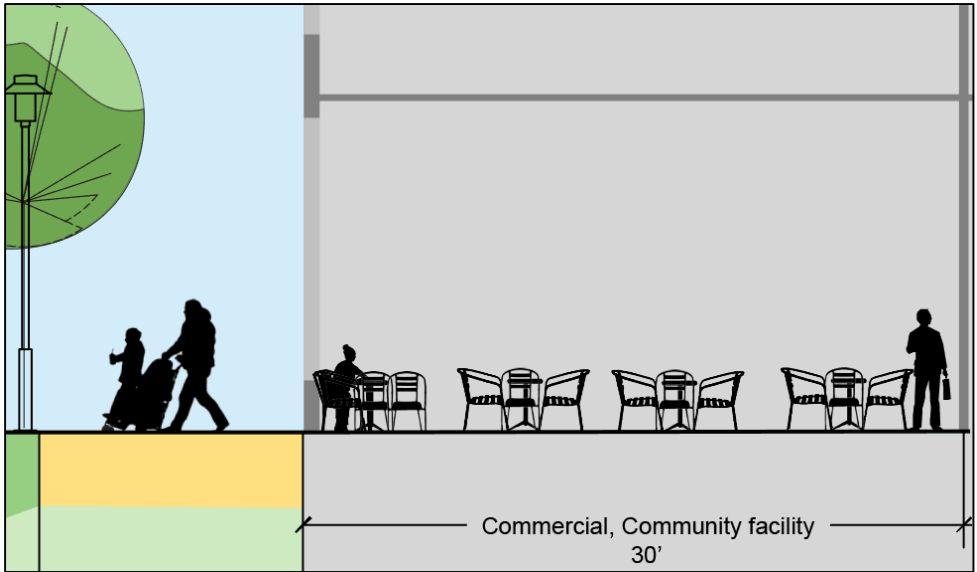
- Ground floor parking must be wrapped by **uses** along SPW and Park
- Current requirements are very onerous (100%)

## SCREENING

- Required screened parking at ground floor

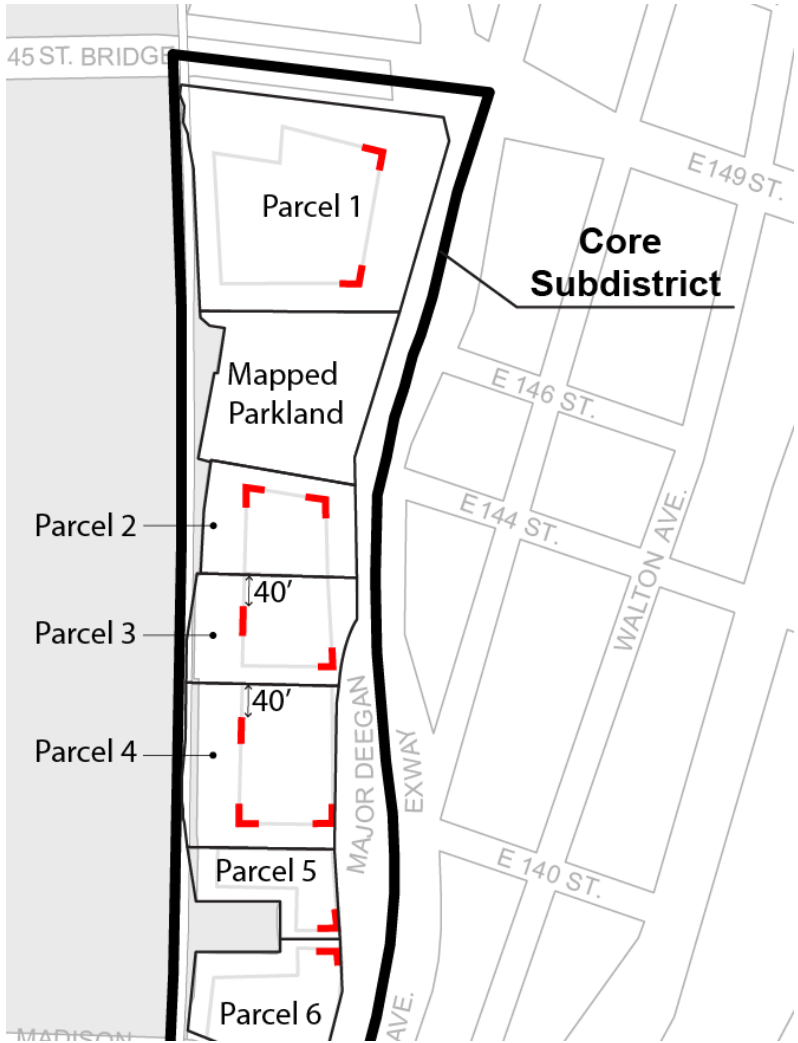


# Core Subdistrict Active Uses on Corners

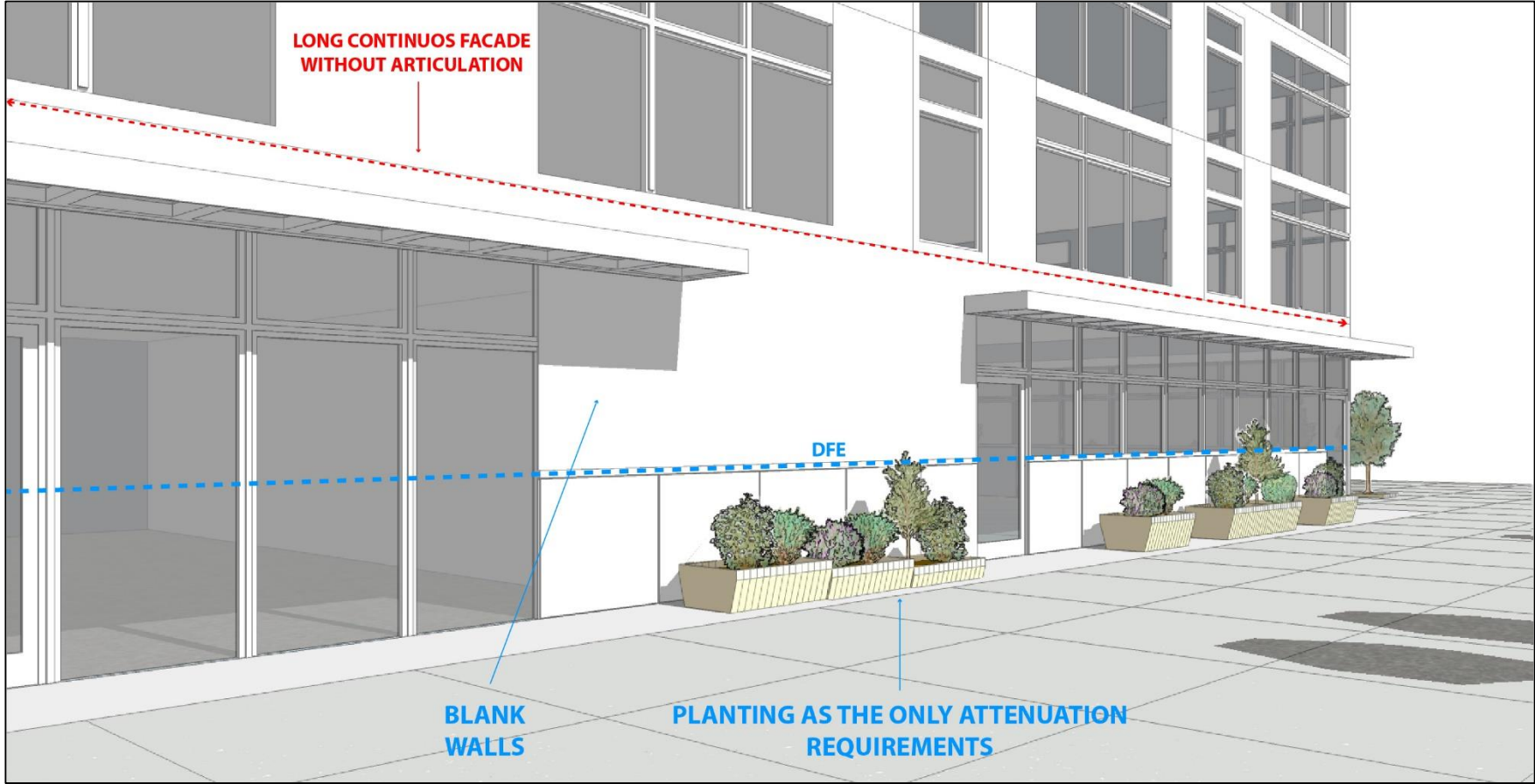


Requiring **active uses** on key corners:

- Commercial
- Community Facility

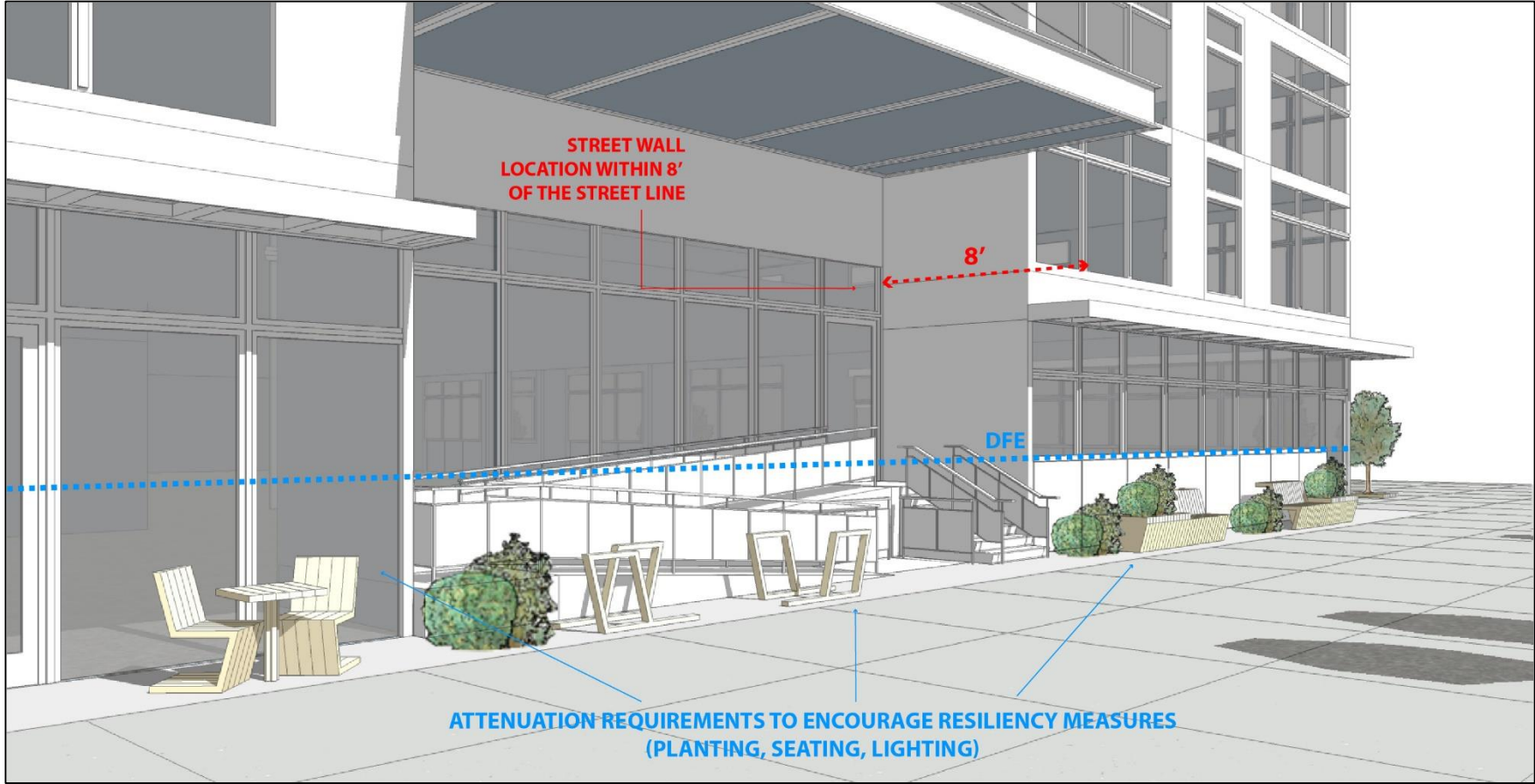


# Core Subdistrict Resiliency Design Measures



- Design Flood Elevation (DFE) ranges from 2' to 11' in the special district area
- Very likely that they raise the building for flood protection

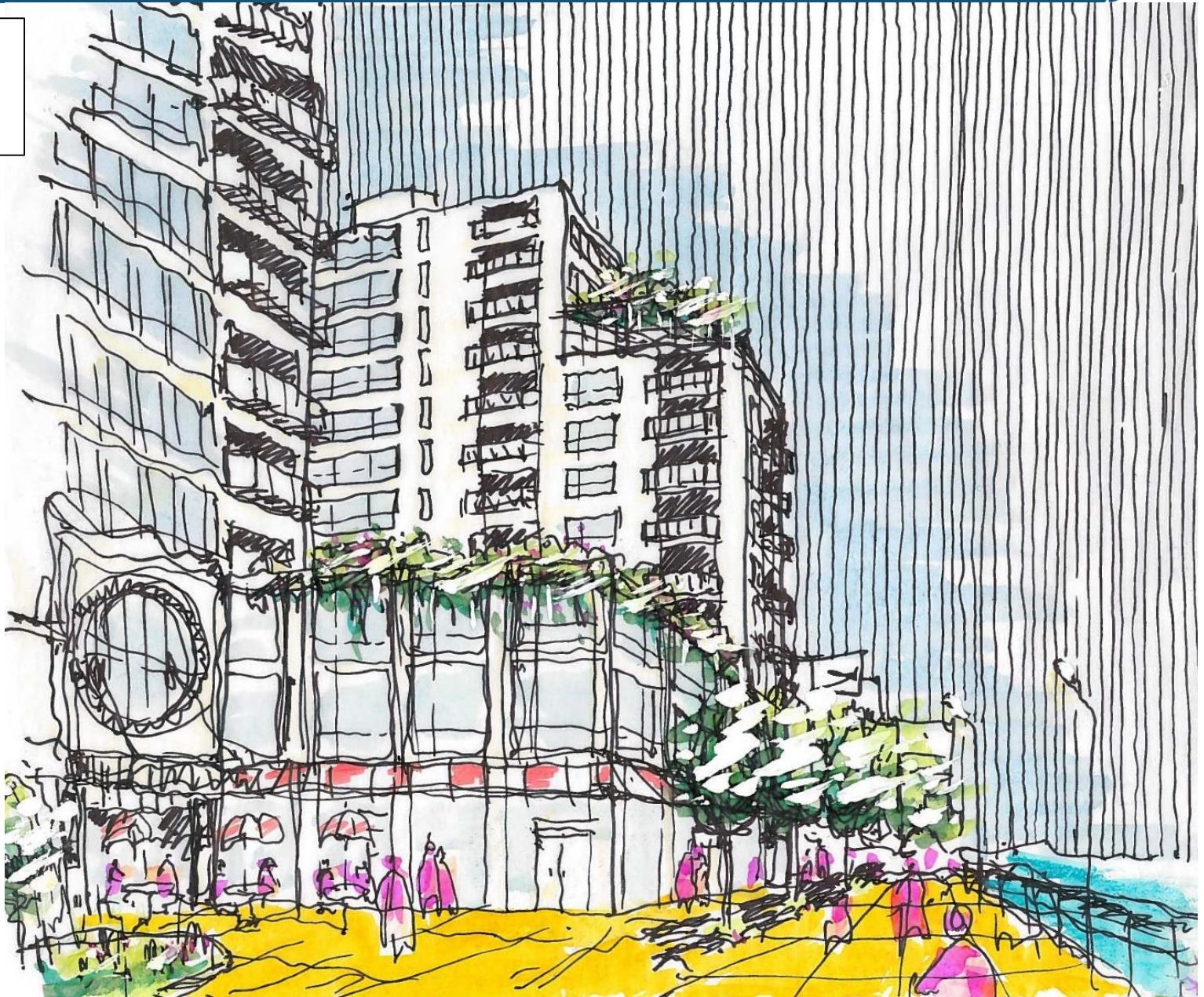
# Core Subdistrict Resiliency Design Measures



Provides room and requires design elements for blank walls taller than 4 feet

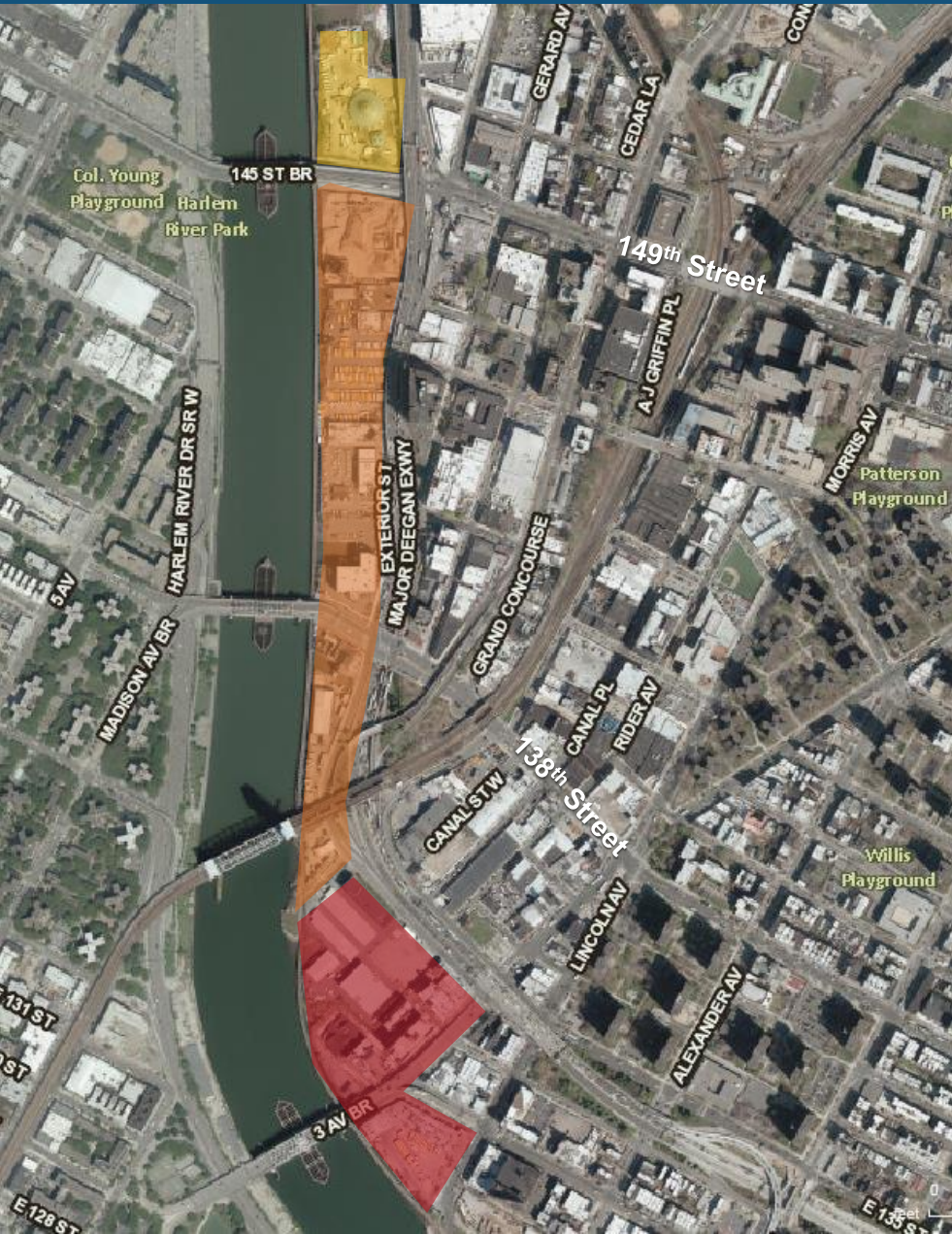
# Core Subdistrict Ground Floor (view from SPW)

Active, resilient  
and safe public  
realm





# South Subdistrict Expansion Area



Address unique conditions to ensure lively accessible waterfront open space

- North Subdistrict
- Core Subdistrict
- South Subdistrict

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# South Subdistrict Expansion Area



# South Subdistrict Expansion Area



138TH STREET

EXTERIOR STREET

3RD AVE BRIDGE



# Challenges Infrastructure

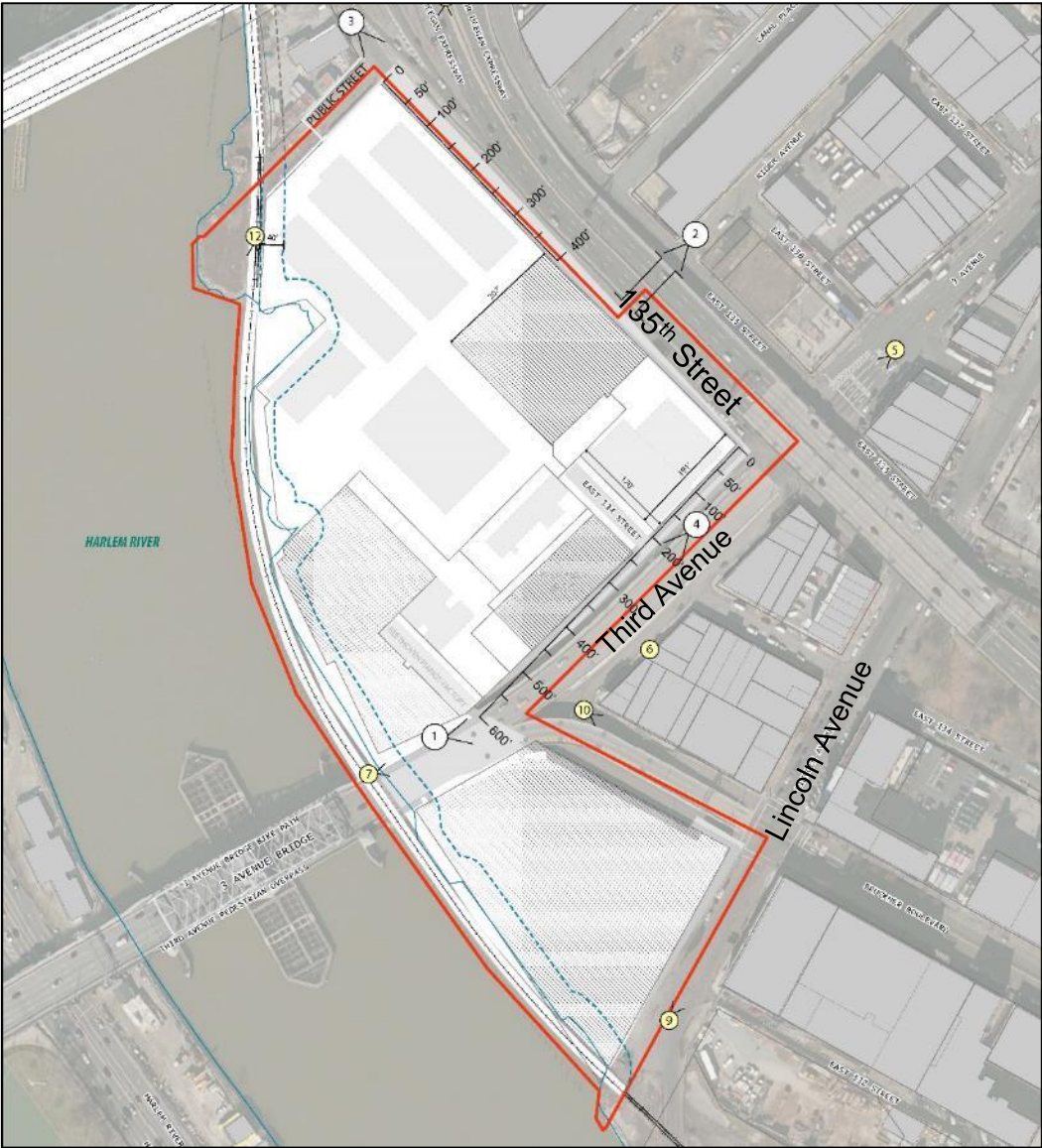


The Major Deegan Expressway limits access to upland streets



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

# Challenges Accessibility

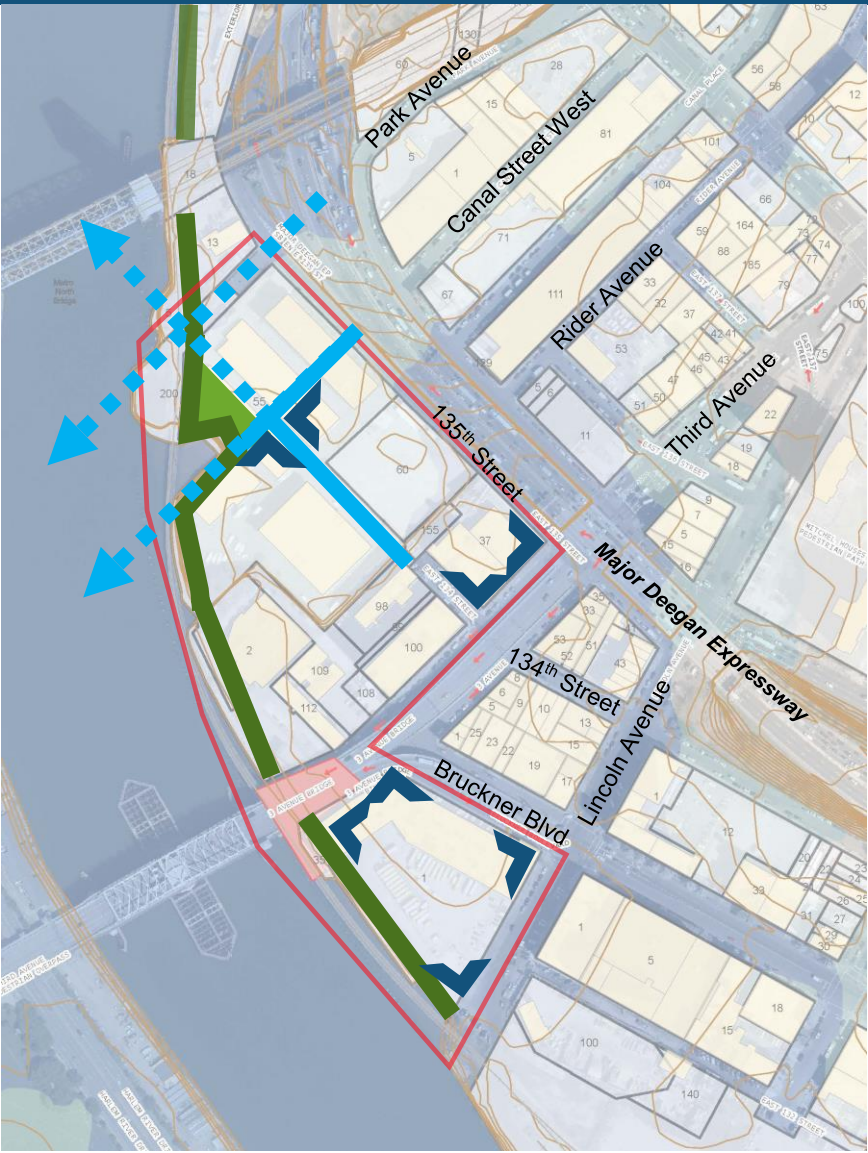


The expansion area is a large waterfront block composed of multiple independently owned lots.

A **Waterfront Access Plan** will allow us to customize access to address unique conditions



# South Subdistrict Waterfront Access Plan



**A shore public walkway** is a linear public access area running alongside the shore.



An **upland connection** is a pedestrian way between a public place (a street, a sidewalk or a park, for example) and a shore public walkway. Upland connections may be provided along a private road.

- 134<sup>TH</sup> Street
- 200' east of Park Avenue



A **supplemental public access area** is a public access area required in order to fulfill the minimum percentage of WPAA required on a waterfront zoning lot, once a shore public walkway and upland connection have been provided. – around 3,000 to 4,000 SF



**Visual Corridors** are areas that provide an unobstructed view from upland streets through a waterfront zoning lot to the shoreline. Intended to extend existing views to the shore from the upland communities.

- 134<sup>th</sup> Street
- Park Avenue



**Active uses** will be required on key corners to help the access areas feel public and inviting once redevelopment occurs.

Breaking up the block to provide proper access



The proposed changes to the Special Harlem River Waterfront area and its expansion area to the south will create a **welcoming lively area** and encourage **greater connectivity** to the waterfront and surrounding community.

- Encourage the development of affordable housing by creating flexible building form
- Address easements and other restrictions
- Meet flood resiliency needs
- Address unique conditions to ensure lively accessible open space on the Harlem River waterfront in the Bronx