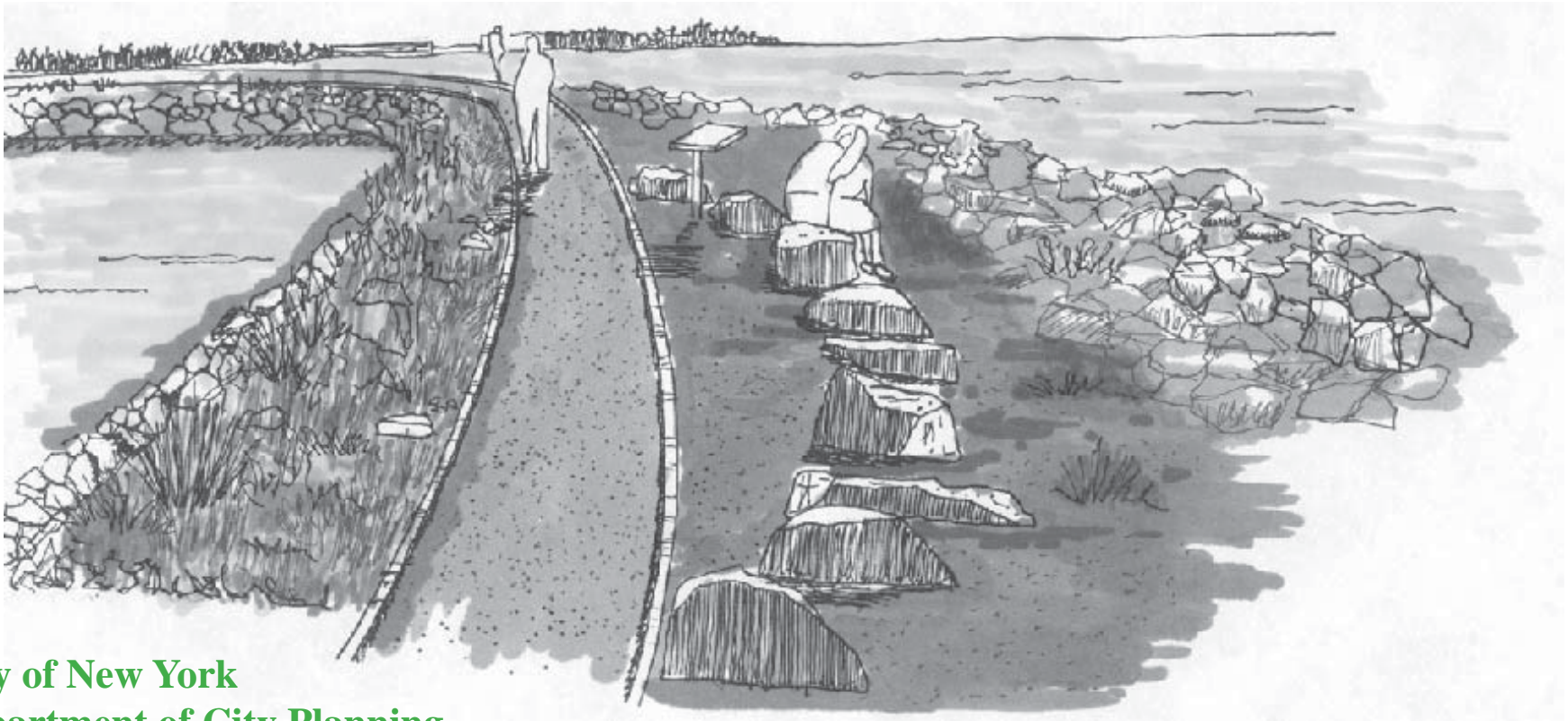


# Greenway Master Plan: Soundview Park to Ferry Point Park



City of New York  
Department of City Planning

City of New York  
Parks & Recreation

July 2000





# **Greenway Master Plan: Soundview Park to Ferry Point Park**



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July 2000

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# Executive Summary

The Soundview and Ferry Point sections of the Bronx, with a diverse mix of residential neighborhoods, commercial and industrial areas, and 650 acres of waterfront parkland, provide for a stunning greenway experience.

The overall goal of this project is to enhance and connect linear waterfront parks and open spaces providing local residents and the general public with an opportunity to explore the waterfront from Soundview Park to Ferry Point Park. More than just a recreational experience for joggers, in-line skaters, and nature lovers, the Soundview and Hutchinson River Greenways will result in new, non-motorized transportation routes. Residents who live and work within the community will have the pleasurable option of travelling on the Greenways, meandering through park land, and traversing the waterfront.

A component of the larger New York City Greenway System, the Soundview Greenway will connect with the future Hutchinson River Greenway to the east and the Bronx River Greenway to the west. Planning for the entire Soundview Greenway and for the southern portion of the Hutchinson River Greenway, with a connection to Ferry Point Park, is included in this Master Plan.

The Soundview and Hutchinson River Greenways will add much needed new and accessible open space to a community lacking in developed park land. A waterfront route of eight miles will be developed, extending from the Bronx River to Ferry Point Park. Routes travelling through local streets will consist of bicycle lanes, new Greenstreets plantings, street trees and signage

directed toward both motor vehicles and cyclists. These lanes will add safer connections to local parks and playgrounds and promote an alternative, environmentally-friendly form of transportation. The Master Plan also envisions the construction of a new bicycle and pedestrian bridge spanning the Bronx River, connecting the Hunts Point residential neighborhood with the Soundview Park and Greenway just across the River.

## Master Plan Goals

**Create a continuous eight mile, multi-use path around the Soundview Peninsula waterfront, improving waterfront access and linking Soundview Park, Soundview Lagoons, the proposed Shorehaven Estates public esplanade, Clason's Point Park, Pugsley Creek Park, the Castle Hill Estates site, Castle Hill Park, and Ferry Point Park.**

**Create new opportunities for recreational enjoyment through the creation of additional and refurbished park space.**

**Acquire any remaining parcels of land as needed to complete a continuous waterfront Greenway.**

**Develop on-street cycling routes, consistent with the citywide bicycle network, to provide transportation alternatives to motorized vehicles as well as to create links to various parks throughout the study area.**

**Enhance the streetscape with new trees and plantings.**

**Preserve open space, especially the environmentally sensitive marshland areas along the water's edge of Soundview Park, Soundview Lagoons and Pugsley Creek Park.**

**Link the Soundview and Hutchinson River Greenways to the larger 350 mile New York City Greenway System.**

## **Steps to Achieve Goals**

**Secure funds for additional schematic design and construction from such sources as the Enhancement Program of the Federal Transportation Equity Act (TEA-21), elected officials, and New York State Clean Water/Clean Air Bond Act of 1996, among other sources.**

**Explore development of bicycle and pedestrian bridges with New York State and City Departments of Transportation, in conjunction with existing and future capital projects.**

**Ensure that a public esplanade is constructed adjacent to Shorehaven Estates (consistent with the project's restrictive declaration) and explore continuous waterfront access adjacent to Castle Hill Estates to provide necessary access and connections to the Soundview Greenway.**

**Acquire the necessary environmental permits from the Department of Environmental Conservation to construct paths in key locations, including the Soundview Lagoon berms and Pugsley Creek Park. Longer term options, such as the construction of a bridge across the Bronx River, will also require necessary permits from the US Army Corps of Engineers and Coast Guard.**

**Develop on-street route segments as part of the Bicycle Network Implementation Program, a joint New York City Departments of City Planning and Transportation initiative.**



# Introduction

Greenway (gren-wa) n. 1. A linear open space established along a natural corridor, such as a riverfront, stream valley, or ridge line, or overland along a railroad right-of-way converted to recreational use, a canal, a scenic road, or other route. 2. Any natural or landscaped course for pedestrian or bicycle passage. 3. An open-spaced connector linking parks, nature reserves, cultural features, or historic sites with each other and with populated areas.<sup>1</sup>

As early as 1866, Frederick Law Olmsted and Calvert Vaux, landscape architects of Central Park, proposed one of America's earliest greenways for Brooklyn. Their plan was to link the new Prospect Park to the surrounding residential neighborhoods by a network of "shared pleasure drives." Though the entire project was never realized, the tree-lined Ocean and Eastern Parkways, with their separate bicycle and pedestrian paths, are legacies of that plan.

The Bronx's existing Mosholu-Pelham Greenway is another example of early greenway planning. In an effort to set aside parkland for what was to become the Bronx and to promote New York City as one of the world's great cities, the "New Parks Movement" of the late 19th century helped to establish the Mosholu-Pelham, along with Pelham Bay Park, five other parks and two parkways.

Today, with plans for the implementation of the 350 mile New York City Greenway System, the dream of Olmsted and Vaux and the New Parks Movement continues.

<sup>1</sup> Charles E. Little, *Greenways for America*, copyright 1990, The Johns Hopkins University Press.

A Greenway Plan for New York City



## History of the Soundview Peninsula

The Soundview Peninsula, formed by the Bronx River, East River and Westchester Creek, originally inhabited by the Siwanoy Tribe, was purchased by the Dutch in 1643. Portions of the waterfront were then developed as private farms, including the one developed by Isaac Clason at today's Clason's Point.

In 1910, Clason's Point Amusement Park was developed, marking the beginning of many recreational uses in the study area and making the Shorehaven Peninsula a summer haven for tens of thousands of middle income New Yorkers. In operation until 1935, the park's features included a bathing beach, rides, roller skating rink, a salt water swimming pool, casino/hotel, and dancing pavilion. The site was redeveloped in 1949 as the Shorehaven Beach Club, which featured a host of recreational activities. The Club closed in 1986 to make way for the Shorehaven Estates residential development.

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*The history of the Soundview Peninsula is rich in waterfront recreation*

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In addition to the Clason's Point Amusement Park, Kane's Park, a dining and dancing facility, was located on the north side of Soundview Avenue and reportedly accommodated up to 10,000 customers. Higgs Beach, a bathing and camping ground from 1900 to 1916, was located in the area of Harding Park. The area developed into a bungalow colony and was renamed in honor of President Warren J. Harding. To the east, Castle

Hill Beach Club, developed in 1927, provided two pools and ballfields and tennis courts.

To serve the popular recreational destinations, a municipal ferry system operated between Clason's Point and College Point in Queens from 1919 to 1939. The Bronx-Whitestone Bridge replaced the ferry as a method of crossing the East River when it was constructed in 1939. Subsequent residential development increased dramatically, including the development of publicly subsidized low and middle income public housing, totalling over 4,000 units, in the 1940s and 1950s.

Despite the significant population increase since the 1950s, portions of the Peninsula, especially along the waterfront, still retain an almost rural feel. The development of the Soundview and Hutchinson River Greenways will help to preserve the area's natural settings and offers the opportunity to reclaim the historic tradition of recreational use along the Peninsula's waterfront.

## Need for the Plan Lack of Developed Open Space

Approximately 250 acres of mapped park land are located within the Soundview Peninsula, though only 30 percent has been developed. The Soundview Greenway will develop an additional eight miles of open space. By enhancing and linking new and existing open spaces to neighborhoods, the open space becomes easier to access and safer to use.

## Transportation Infrastructure

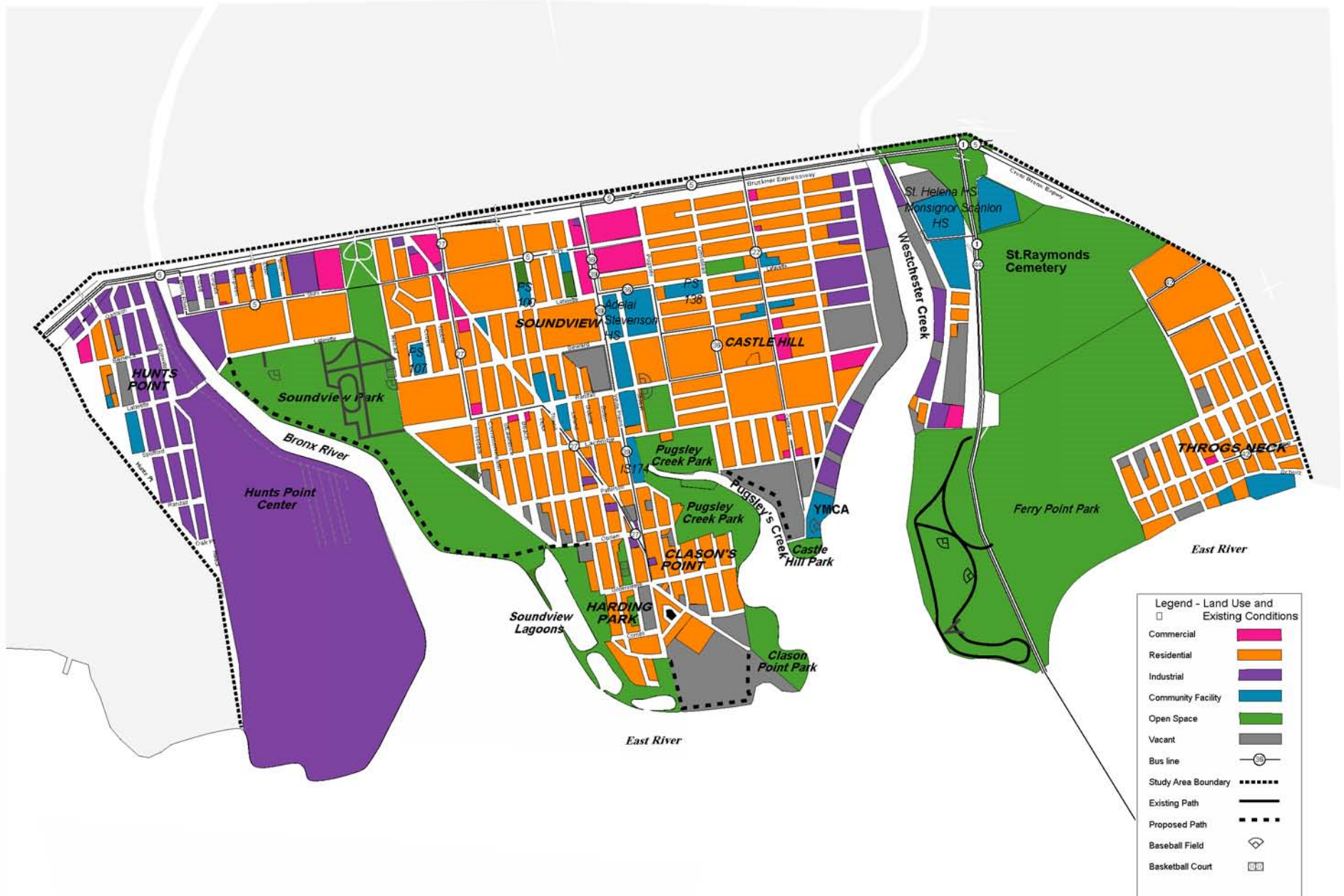
According to the Community District Needs Statement, "much of Community Board 9 is grossly underserved by both bus and subway routes. Subway service throughout the district is centered around transporting residents from other areas to Manhattan, without regard for the need of commuters. The result is that our residents find it increasingly difficult to travel to clinics, service agencies and shopping districts within the borough."<sup>2</sup> The Soundview Greenway and new on-street bicycle lanes will provide residents with improved access to existing transit and provide an alternative means of travel.

## Past and Present Planning

The Greenway Master Plan team studied existing conditions, proposed route alternatives for the Greenways, and held site visits with government agencies and experts, including Parks & Recreation's Natural Resources Group and Capital Design Division, the State Department of Environmental Conservation and Community Boards 9 and 10. Community groups, such as Bronx River Restoration and Harding Park Homeowner's Association, also provided guidance.

Public outreach has been an important and ongoing project component. A Technical Advisory Committee, comprised of government agencies, community boards, and local organizations, met at each step of the route selection and design process. These discussions were valuable in the development of the Greenway.

<sup>2</sup> Community District Needs: The Bronx, Fiscal Year 1999, Page 187.



# Existing Conditions

## Neighborhoods

The Soundview Greenway travels through diverse land uses, generally following the edges of the Soundview Peninsula as defined by the Bronx River, East River and Westchester Creek. The primarily residential Soundview, Clason's Point and Castle Hill neighborhoods contain single family homes and low rise and high rise multi-family apartment buildings. Unique among the Peninsula's neighborhoods is Harding Park, a waterfront community of small, single family converted bungalows.

Commercial services, providing primarily local needs, are found along Castle Hill and Story Avenues and White Plains Road, and institutional uses, including schools and community centers, are located throughout the neighborhoods. Light manufacturing uses are also located along Zerega Avenue on Westchester Creek, and along Bronx River Avenue, just south of the Bruckner Expressway.

To the east of Westchester Creek, the Soundview Greenway will connect with the Hutchinson River Greenway, located in the Ferry Point and Throgs Neck neighborhoods. Single family homes, along with areas of two and multi-family apartment buildings, are located throughout Throgs Neck, while Ferry Point is a mixture of residential and industrial uses.

## Transportation

While the Soundview Peninsula is served by a number of bus lines, subway access is limited. The nearest subway is the elevated IRT 6 line running along Westchester Avenue; the closest station is located 3/4 mile north of Soundview Park.

The Bruckner and Cross Bronx Expressways and Hutchinson River Parkway provide automotive connections to the rest of the borough, the city and the region. The Bruckner also acts as a physical and visual barrier between the Soundview Peninsula and the rest of the Bronx. North-south pedestrian bridges over the Bruckner are located in Hunts Point at Bryant Avenue and in Soundview at Elder Avenue. In addition, the QBX1 bus line over the Bronx Whitestone Bridge provides a "bike-on-bus" rack; cyclists board the bus at Lafayette and the Parkway's service road.

## Parks and Open Space

The major feature of the Soundview and Hutchinson River Greenways is the presence of six miles of nearly continuous parkland and open space, along the Peninsula's intricate waterfront. The route will either travel through or connect with six parks and two proposed esplanades. Existing condition information is based on visual observations, previous planning and design documents, and site visits with specialists from the State Department of Environmental Conservation and Parks & Recreation's Natural Resources Group. Further ecological, topographic and subsurface analysis is needed for the implementation of the Greenway.

# Soundview Park

The 157 acre Soundview Park stretches along the Bronx River, on the western edge of the Soundview Peninsula. The Park, like much of the Soundview Peninsula, was originally marshland connected to the estuaries of the Long Island Sound. Beginning in the 1920's, sanitary landfill was added to the Park. Today, the Park contains baseball and soccer fields, a running track and grass fields. The majority of the Park is undeveloped and inhabited primarily by mugwort and cottonwood trees.



Bronx River with Soundview Park at right



Soundview Park, looking west from Randall Avenue

## ***Soundview Lagoons***

South of Soundview Park, the Soundview Lagoons were created in the 1950s by New York State Parks Commissioner Robert Moses as a component of an unrealized high rise residential development. The setting is scenic and peaceful, with three lagoons bordered by rip rap berms, providing local anglers with a popular fishing destination. The berms vary in height and width, ranging from seven to fifteen feet across the top, and approximately six to eight feet above mean high tide. The most heavily used sections of the berms are suffering soil compaction and vegetative loss. The northern most berm (southern tip of Soundview Park) is the least disturbed as it is hardest to reach, though conditions will change as the new Soundview path and access points increase access to the berms. NYS Department of Environmental Conservation has advised that high marsh species found growing among the rip rap rock should be protected and increased during implementation of a path of minimum width atop the berms.



Soundview Lagoons, looking north

## ***Shorehaven Estates***

Shorehaven Estates is located to the east of the Lagoons along the edge of the East River. A proposed 1196 unit waterfront residential townhouse development, Shorehaven Estates currently has 256 units. A publicly accessible, 8 foot waterfront path is scheduled to be constructed after the completion of the 650th unit. Shorehaven's shoreline is comprised of a rip rap edge of varying degrees of height and width.



Waterfront view from Shorehaven Estates

## ***Clason's Point Park***

Clason's Point Park is located at the end of Soundview Avenue, to the east of Shorehaven Estates, at the confluence of the East River, Pugsley and Westchester Creeks. The 4.25 acre Park is developed with asphalt paths, lawns, benches, lighting and a boat launch. Located at the southern tip of the Peninsula, the Park provides magnificent views of Manhattan to the west, the north shore of Queens to the south and the Bronx- Whitestone and Throgs Neck Bridges to the east.



Clason's Point Park, looking east

## ***Pugsley Creek Park***

Located to the north of Clason's Point Park, Pugsley Creek Park consists of 72 acres, portions of which are underwater or contain protected tidal wetlands. The northern portion of the park is currently undeveloped and is surrounded by an eight foot chain link fence. Soils range from very rocky fill to flat upland, containing phragmites, cottonwood, sumac and other flora associated with disturbed soils.

The southern portion of the Park, between Clason's Point Park and Cornell Avenue, is separated from the north by an inlet of Pugsley Creek, and was partially developed with ball fields, paths and picnic areas.



## **Castle Hill Estates Site**

Southeast of Pugsley Creek Park is the 37 acre site of the former Castle Hill Beach Club. The Beach Club's pool is the only remnant; all Club buildings were razed in anticipation of the construction of Castle Hill Estates, a proposed residential development. At the time of the printing of the Master Plan, the property's site plan, first approved in 1989, is being revised by the current developer.



Castle Hill Estates site, looking north

## **Castle Hill Park**

Castle Hill Park, an unimproved, 4.5 acre park located at the end of Castle Hill Avenue, fronts on Westchester and Pugsley Creeks. Approximately 75 feet of the Park, from the water's edge inland, lies within the designated tidal wetland.



Castle Hill Park, looking south

## **Ferry Point Park**

The 413 acre Ferry Point Park fronts on Westchester Creek to the west and East River to the south, providing magnificent waterfront views. The Whitestone Bridge bisects the Park, creating distinct western and eastern halves.

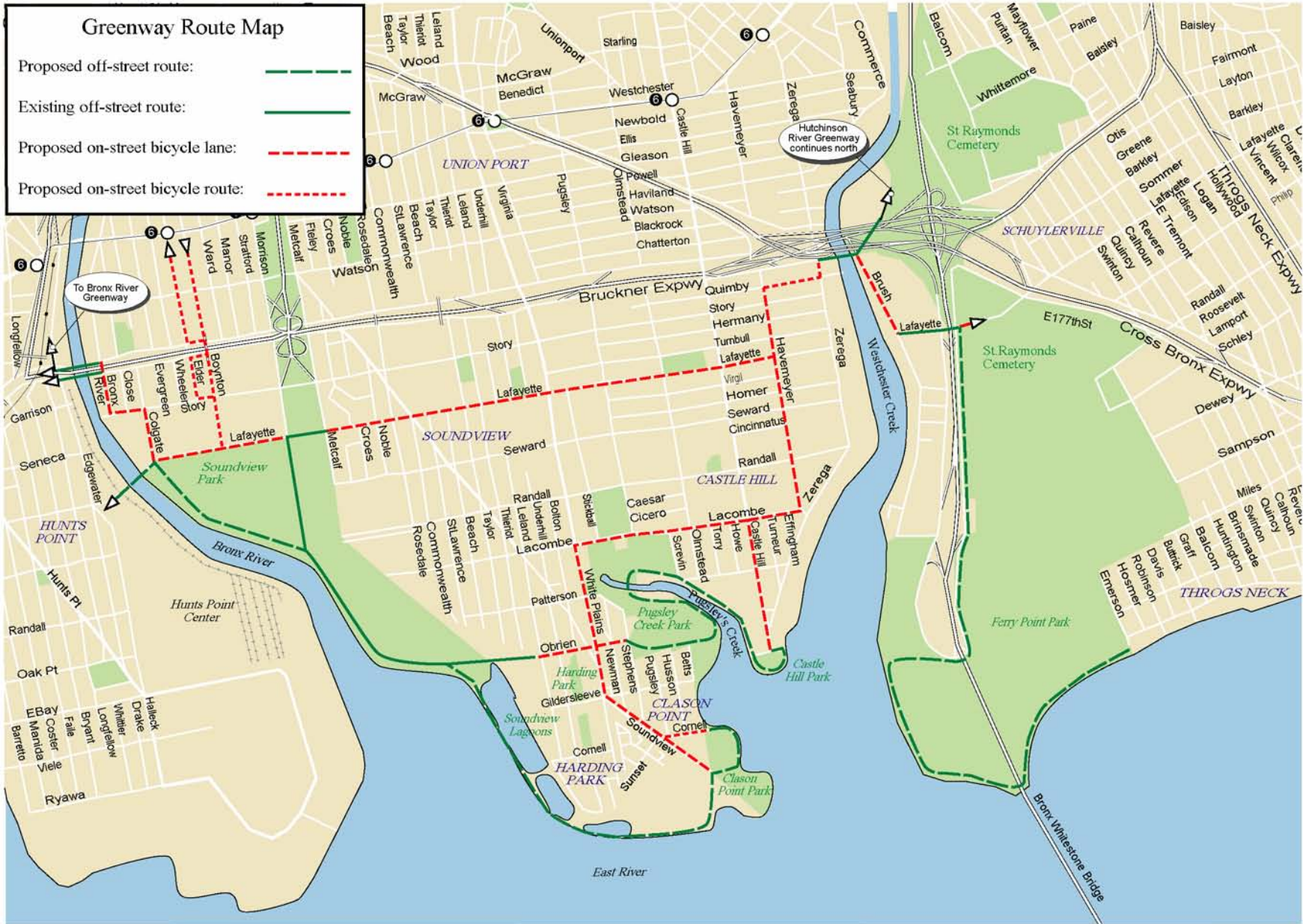
Located on a former sanitary landfill, the western portion of the Park is developed with heavily used baseball, softball, football and soccer fields, paths, lawns and benches. The heavy use of the facilities has led to compacted soils, eroding slopes, and deteriorating asphalt. The eastern portion of the Park is largely undeveloped, with the exception of a Department of Sanitation composting facility and a model airplane field.



Ferry Point Park, west of the Whitestone Bridge



Ferry Point Park, east of the Whitestone Bridge



# The Route

The Greenway Master Plan recommends a waterfront route from Soundview Park to Ferry Point Park, connecting two of the borough's major parks. The Soundview Greenway occupies most of this route, travelling along the waterfront of the Soundview Peninsula. The Hutchinson River Greenway occupies the eastern portion, beginning to the east of Westchester Creek. Ultimately travelling from Pelham Bay Park in the north to Ferry Point Park in the south, the Hutchinson River Greenway's southern portion is presented in this master plan. The recommended route is presented below, described from west to east.

## Soundview Greenway

### *Crossing the Bronx River*

The Bronx River serves as the gateway to the Soundview Greenway; crossing the River will occur in two locations. An improved connection is proposed along widened sidewalks on the existing Eastern (Bruckner) Boulevard bascule bridge. The bridge will provide access to the Longwood and Hunts Point communities and the future Bronx River Trail to the north.

In the long-term, a bicycle and pedestrian bridge is proposed along the Lafayette Avenue right-of-way over the Bronx River. This new lift bridge will allow residents of Hunts Point to directly access the 157 acre Soundview Park. A new waterfront community park on the west side of the river bank will complement the new bridge. As cyclists and pedestrians travel over the bridge, scenic vistas of the mouth of the Bronx River,



Site preparation for the new multi-use waterfront path in Soundview Park

the East River and the north shore of Queens will serve as a major route attraction. The bridge will also provide Soundview residents with direct non-motorized access to employment destinations in Hunts Point.

### *Getting to Soundview Park*

After crossing the Eastern Boulevard bridge, cyclists will travel south on local streets alongside the Bronx River to reach Soundview Park. All three streets - Bronx River, Story and Colgate Avenues - will be improved with 5 foot bicycle lanes; existing sidewalks will provide the pedestrian connection.

### *Soundview Park*

A “dual carriageway” path, with separated bicycle and pedestrian paths along Soundview Park's waterfront, begins at the intersection of Colgate and Lafayette Avenues. The new bicycle and pedestrian Bronx River bridge will touch down at Colgate and Lafayette. The Soundview Park path will mark the start of a largely auto-free greenway which will meander along the flowing rivers and intricate creeks and inlets that define the Soundview Peninsula. Now largely undeveloped along its waterfront, public access will nearly double in Soundview Park with the new path. The new path will also represent a significant step in the implementation of Parks & Recreation's 1992 Soundview Park Master Plan. Once completed, the path will capitalize on the Park's stellar waterfront views and spearhead future development of the Park.

Neighborhood connections to the Soundview path will be provided, with enhanced gateways, at three locations - Morrison Avenue, Lacombe Avenue, and at O'Brien Avenue.

## **Soundview Lagoons “Hike & Bike” Trail**

Continuing along the waterfront, a new “hike & bike” nature trail will be developed on the Soundview Lagoon berms. The Lagoons are rich in high marsh and tidal wetland species. Given their width and fragility, the lagoons will be designed for walking only. The trail could be developed with crushed schist, the planting of native species such as little blue stem and beach grass, and the installation of markers and/or signage to educate hikers on the lagoons’ sensitive and valuable ecosystem. Bicycle racks will be located at the end of the path, and at a street connection at Cornell Avenue, to better ensure “non-wheeled” use of the paths. In the long-term, two new pedestrian bridges are recommended to cross the existing berm openings, adding variety to the route and providing opportunity for elevated viewing of the Bronx and East Rivers. Seating areas at two “nodes” will also be provided for relaxing, viewing and fishing - already a popular activity at the Lagoons.

## **Shorehaven Estates Waterfront Esplanade**

The trail along the berms will connect with a new waterfront bicycle and pedestrian esplanade at Shorehaven Estates. The esplanade is to be constructed by the developer of the adjacent



Proposed path and seating along Soundview Berms

Shorehaven Estates residential development. It will be landscaped with seating and viewing areas and provide connections to the Soundview neighborhood at the end of White Plains Road.

## **Clason Point Park**

After exiting the Shorehaven Estates Esplanade at the end of Soundview Avenue, cyclists and pedestrians can stop at Clason’s Point Park. Located on a fan-shaped peninsula protruding into the East River, the 4 acre Clason’s Point Park provides breathtaking views in three directions - to the east, Ferry Point Park and the Bronx Whitestone Bridge; to the south, the north shore of Queens and planes landing at LaGuardia Airport; and to the west, the monumental skyline of midtown Manhattan. Future improvements should emphasize this Park as a waterfront node

along the greenway route.

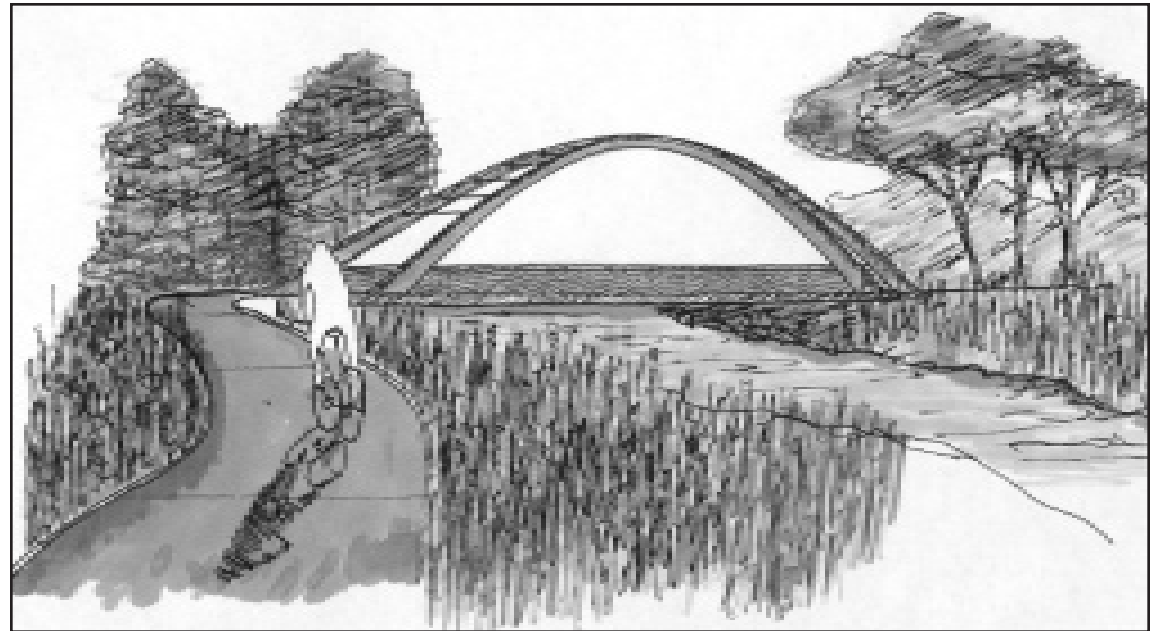
## **Pugsley Creek Park**

Continuing from Clason’s Point Park at Soundview Avenue, greenway users turn right and enter Pugsley Creek Park. Totalling 72 acres, the central portion of Pugsley Creek Park is underwater, creating separate southern and northern park areas. The southern portion of the Park will have a waterfront loop route, encircling new ball fields and seating areas, to be constructed by the developer of Shorehaven Estates. Cyclists and pedestrians can continue the waterfront greenway experience by entering the new loop at the end of Soundview Avenue and exiting at Cornell Avenue.

At Cornell, greenway users travel on-street for a short stretch on White Plains Road and O'Brien Avenue to reach the northern section of Pugsley Creek Park. After entering the Park again at the end of O'Brien, cyclists and walkers will travel along a new path on the bluffs of the Park's meandering waterfront, glimpsing views of the Creek's convergence with Westchester Creek and the East River, the Whitestone Bridge in the distance, and the Creek's wetlands. Pugsley Creek Park is an environmental focal point of the greenway route - the wetlands are active with marine life and the vegetation is dense. A new bicycle and pedestrian bridge over the Creek will allow users an elevated view of the wetlands and access to the northern most portion of the Park. A path will continue to loop around the Creek and emerge at the intersection of Screvin and Norton Avenues. Like Soundview Park, Pugsley Creek Park's new path could lead to additional Park improvements.

### **Castle Hill Estates**

After travelling through Pugsley Creek Park and along the edges of the creek's banks, the greenway path continues south along the waterfront perimeter of a proposed residential development, located on the former site of the Castle Hill Beach Club.



Proposed path and bridge in Pugsley Creek Park

### **Castle Hill Park**

Surrounded by water on three sides, the undeveloped 2.5 acre Castle Hill Park provides the potential setting for another beautiful overlook destination along the greenway route. Future park development must be designed in the context of the marshland along the Park's perimeter. After connecting with Castle Hill Park, the continuous waterfront greenway route ends at the northern border of Castle Hill Park at White Plains Road.

## **“On-Street” Greenway Connections**

### **Soundview Park to Clason's Point Park**

Due to the narrow width and sensitive ecology of the Soundview Lagoons, cyclists must travel along an on-street route where the new Soundview path meets O'Brien Avenue. New bicycle lanes will be developed on O'Brien, White Plains and Soundview Avenues, giving cyclists dedicated roadway space as they travel from Soundview Park to Clason's Point Park to the south or Pugsley Creek Park to the east. Where

possible, new street trees will be planted along these roadways, helping to “green” the route. Trees will also serve as a complementary frame to the enticing view of the East River at the end of Soundview Avenue.

### ***Pugsley Creek Park to Castle Hill Park***

In addition to the paths and esplanades in Pugsley Creek Park and Castle Hill Estates, a parallel, more direct route will travel around the perimeter of the Park on White Plains Road and Lacombe Avenue. Streets will have 5’ bicycle lanes; sidewalks along the perimeter of Pugsley Creek Park will be developed to permit safe pedestrian travel. Two on-street connections will also be provided to connect to Pugsley Creek and Castle Hill Parks - a signed route on Screvin Avenue and 5’ bicycle lanes on Castle Hill Avenue.

### ***Getting to Westchester Creek***

After exiting Castle Hill Park, greenway users travel along bicycle lanes on Castle Hill Avenue, east on Lacombe and north on Havemeyer. After traveling along Havemeyer for most of its length, travelers turn east on Quimby to reach the Unionport Bridge. Like the Eastern (Bruckner) Boulevard Bridge over the Bronx River, the Unionport Bridge will be improved with a widened path along its southern side, and improved sidewalks to connect the path with Zerega Avenue to the west and Brush Avenue to the east.

### ***Connection from the north***

Residents of the Unionport and Bruckner neighborhoods located north of the Bruckner Expressway will be able to access the Soundview Greenway via a new signed route along Boynton and Elder Avenues. These two one-way streets connect with the existing pedestrian bridge over the Bruckner Expressway, the Number 6 train at Elder and Westchester Avenue and the future Bronx River Trail at 172nd Street.

### ***Lafayette Avenue Route***

To facilitate direct east-west travel across the Peninsula, and to provide direct connections with neighborhood schools, Lafayette Avenue will be improved with 5’ bicycle lanes. This route will connect with Adlai Stevenson High School, P.S. 100 and 138, and neighborhood playgrounds. The restriping of the roadway’s lanes to accommodate the new bicycle lanes will serve to channelize traffic and reduce speeds. A new multi-use path for non-motorized use only will also be constructed along the unbuilt Lafayette Avenue right-of-way between Morrison and Metcalf Avenues to allow route continuity. Ultimately, this route will connect with the proposed bicycle and pedestrian bridge over the Bronx River.

## **Hutchinson River Greenway**

### ***Connecting with Ferry Point Park***

At the Unionport Bridge over Westchester Creek, travelers leave the Soundview Greenway and enter the Hutchinson River Greenway. Cyclists will travel on 5’ bicycle lanes on Brush Avenue, past the majestic Monsignor Scanlon High School and its recreational fields, and connect with a new multi-use path at Lafayette Avenue. The new path travels one block to the east to the bridge over the Hutchinson River Parkway, where cyclists can board the QBX1 “bike-on-bus” facility to Queens. Here, cyclists and pedestrians share the existing sidewalks over the bridge to connect with a new path system along the edge of St. Raymonds Cemetery.

Bordered by St. Raymond’s Cemetery’s handsome stone wall on the east and the north-bound service road to the Hutchinson River Parkway on the west, a new path could bring greenway users from Lafayette Avenue to Ferry Point Park. South of the cemetery, the path could border the future golf course to be located along the eastern side of Ferry Point Park. The path could travel underneath the Bronx Whitestone Bridge and connect with a revitalized path system in Ferry Point Park.

The above recommendation is dependent on the final design and identification of traffic impacts of the proposal. If impacts preclude development



Proposed path in Ferry Point Park

of a new path, which involves the elimination of a travel lane on the northbound service road, signing bicycle routes on either Brush Avenue or the southbound and northbound service roads should be considered as alternatives to bring greenway users to Ferry Point Park.

### ***Ferry Point Park***

The expansive 413 acre Ferry Point Park is located at the magnificent setting of the convergence of Westchester Creek and the East River. The proposed greenway will travel on new paths, to be built along the alignment of existing paths, through the western segment of the Park, and past the soccer and ball fields. A “dual carriageway” path will travel along the waterfront. At the tip of the park and underneath the bridge, a multi-use path will connect with bicycle lanes and a public esplanade to be constructed with the golf course in the eastern segment of the Park.

# Design Guidelines

The Soundview Greenway Master Plan design guidelines have been developed to:

*Create a framework for future design efforts to ensure the consistency of all the major elements described in this Plan, while encouraging design diversity within each segment.*

*Ensure consistent, coordinated treatment for the Greenway's major design elements, such as the major and minor park entrances, waterfront esplanades, activity nodes, planting plans, signage and park furniture.*

*Ensure that the goals of the project are always reached as the Greenway and park designs progress.*

## Previous Efforts

The Soundview Park Master Plan, produced by Kolkowitz, Kusske & Grove in 1992 for the City of New York/Department of Parks & Recreation, proposed a development process for Soundview Park. The Plan assessed the ecological and recreational state of the Park, recommended infrastructure improvements and proposed waterfront development of “hike & bike” trails with related recreational facilities and waterfront access, and expansion of the borough’s greenway system. The Master Plan became the basis for a partial redesign of Soundview Park by Parks & Recreation in 1998 and a starting point for this project’s Master Plan.

## Ecological Design Concept

A focus on the ecology and waterfront of Soundview Park as the basis of its development was one of the main recommendations of the 1992 Master Plan. Building upon this philosophy, the Soundview Greenway should be developed with a park design vocabulary which incorporates and utilizes the existing vegetative systems inhabiting the parkland today. For example, large tracts of sumac and eastern cottonwood trees dot the landscape, forming natural groves and colonies on soil lacking in nutrients. Though considered to be “weedy”, ie., weak and short lived, sumac and cottonwood nonetheless fill an important ecological niche and are very beautiful in their own right.

Other urban ecosystems such as grassland, wetlands, and emergent vegetation within the parks should be allowed to follow their natural course of growth. This should not preclude areas set aside for lawn, needed hardscape or even for more traditional planting beds. All have a place within this landscape.

## Greenway Features

### Paths

The width of the paths will vary depending on designation and location. Consistent with American Association of Highway and Transportation Officials (AASHTO) guidelines, the minimum recommended width for multi-use paths which need to accommodate both pedestrians and wheeled-users is **twelve feet**. The minimum width for the wheeled-user portion of a “dual carriageway” (separate paths for wheeled and non-wheeled users) is **eight feet**.

“Dual carriageway” paths are desirable wherever possible. The two paths are usually parallel and separated by a planted median. The designation of separate paths reduces conflict between pedestrians and wheeled users.

Most off-street paths should be constructed of asphaltic cement to accommodate cyclists and in-line skaters. The wheeled path of a “dual carriageway” is typically wider and constructed of asphalt, though asphalt can be appropriate for both paths. Certain locations may require use of a pervious paving material such as crushed stone or loose field stone. The Soundview Lagoon berms, for example, should not be paved with impervious asphalt for reasons of ecological sensitivity. NYS Department of Environmental Conservation will require a new path atop the berms to allow filtration and avoid disturbing the berm’s high marsh grass.

## Striping

Striping has been employed on asphalt paths within New York City for much the same reason it is used on city streets: to separate users and signal direction. Striping configurations have varied depending on the location, anticipated use and site conditions.

To distinguish the NYC Greenway paths from street and highway markings, Parks & Recreation has developed new “Greenway Green” thermoplastic striping. Greenway Green is recommended for use on the Soundview Greenway off-street segments.

We also recommend:

*A solid line separating wheeled users from pedestrians on twelve foot, multi-use paths;*

*A center, dashed line to separate directions on eight to ten foot paths;*

*Symbols at path entrances and intersections along shorter path segments. On longer segments, AASHTO recommends symbols every 400 feet, though they suggest planners use their own discretion within parks.*

*Use of unique marking materials, such as cobble pavers, where appropriate.*

## Waterfront Nodes

Waterfront areas should be created for passive use, such as picnics, seating and resting, and should include benches (placed adequately away from the trail), bicycle racks and, where appropriate, interpretive signs. Nodes should be considered along the Soundview Park path, the Soundview Lagoon berms, Pugsley Creek Park and the western portion of Ferry Point Park.



## Trail Heads

Trail heads play an important role in directing greenway users, providing educational and informational signage, or calling attention to a particular view. Signs should be clear and easy to read with bold graphics. Recently developed plexiglass signs are easy to maintain and considered vandal proof. At nodes and “hike & bike” locations, trail heads should contain bicycle racks, allowing cyclists to walk through and enjoy these areas.



## Plant Materials

For centuries, people have been introducing non-native plants into the American landscape. Often these species were planted for their exotic beauty. These species have now overtaken many natural sites, producing unhealthy single species monocultures. Native species can provide seasonal interest and may require less maintenance than non-native ornamentals. The Soundview Lagoon berms contain wonderful native plants, such as Marsh Elder, Little Blue Stem and Indian Grass. Thriving in this somewhat harsh environment without any help, these plants should serve as a model for planting along many portions of the Soundview Greenway, both along the shoreline and inland.

Plant communities associated with maritime beach/dunes, maritime grassland, and oak openings are all appropriate for planting in any of the Soundview Peninsula's parks. Below is a partial listing of recommended plants.

### Graminoids

Ammophila breviligulata	Beachgrass
Fanicum virgatum	Switchgrass
Schizachyrium scoparium	Little bluestem
Sorghastrum nutans	Indian grass

### Forbs

Aster ericoides	Heath aster
Aster novi-belgii	New York aster
Eupatorium purpureum	Joe-Pye weed
Rudbeckia hirta	Blackeyed Susan
Solidago sempervirens	Seaside goldenrod

### Shurbs

Cornus sericea	Red-osier dogwood
Ilex verticillata	Winterberry
Myrica pensylvanica	Northern bayberry
Amelanchier canadensis	Shadblow
Prunus maritima	Beach plum
Rhus copallina	Shining sumac
Rosa carolina	Pasture rose

### Trees

Acer rubrum	Red maple
Ilex opaca	American holly
Juniperus virginiana	Red cedar
Liquidambar styraciflua	Sweetgum
Pinus Rigida	Pitch pine
Populus deltoides	Cottonwood

*The Native Species Planting Guide for New York City and Native Plants Likely to Tolerate Alkaline Fill Soil*, produced by Parks & Recreation's Natural Resources Group, should be consulted for more information.

## Park Plazas and Access Points

Park plazas have traditionally been designed with the pedestrian in mind, mostly as formal entranceways. The development of the NYC Greenway System necessitates the reconsideration of park plaza design as conflicts of use can arise between cyclists, in-line skaters and pedestrians when all share a single space. This is especially true when a single, multi-use path enters a park plaza.

Conflicts can be avoided by routing a wheeled user path outside park plazas. Where this is not possible, the multi-use paths should be clearly signed and striped. Generous width and clear sight lines where plazas meet the greenway should be provided. Ideally, the asphalt multi-use path should be carried all the way through the plaza to the curb line as a means of visual continuity and physical separation. If this too is infeasible, a transitional paving material between the asphalt path and plaza paving materials may be used.

Transition paving should also be employed at greenway intersections to avoid cyclist and pedestrian conflict. A smooth granite block paver has been installed along Manhattan's Route 9A multi-use path intersections as a means of slowing pedestrians, in line skaters and cyclists. Thermoplastic striping, or scored asphalt, may also be used to achieve similar results.

## Greenway Signage

DCP has developed signage specifically for greenways in an effort to provide recognizable identity for New York City's Greenway System and to guide users safely along greenway routes. The signage uses a green color and vertical lozenge shape for easy recognition and installation on narrow paths, and a distinctive logo with the greenway's name. The signage has been adopted by Parks & Recreation as a standard park detail and is being implemented along greenway routes through the city.



Example of greenway signage installed on National Parks Service's Rockaway Gateway Greenway

## Comfort Stations

Following construction of the entire eight mile Greenway route, comfort stations should be constructed at critical locations of the Greenway. Soundview Park, Clason's Point Park and the western section of Ferry Point Park are initially identified as the most appropriate locations.

## Security and Safety

Path width and construction type should permit emergency vehicle access and park maintenance and patrol. Access points will include either removable bollards or swing gates to prevent vehicles from illegally entering the greenway or adjacent parks. Installation of emergency call boxes may be appropriate along the Greenway within parks.

In order to prevent off trail illegal use and creation of desire line paths, timber barrier (schum) fencing should be used in conjunction with evergreen shrub/tree planting along paths' edges where deemed necessary.

## Maintenance

Targeted maintenance will also help prevent damage to parks caused by cyclists travelling away from the designated paths. Limiting and preventing the formalization of desire paths off of the trail will help maintain the vegetation and soils along the Greenway.

Consistent maintenance, as presented below, will encourage and enable users to stay on the designated paths:

*Although asphalt has a useful life of approximately 20 years, the freeze/thaw process of the Northeast requires the periodic filling of pot holes.*

*Drainage devices such as culverts may also be required to be cleaned to prevent ponding or erosion. Edge stabilization may also erode in natural areas and may need periodic repair.*

*Clearing the perimeters of trails of overgrown trees, branches and shrubs is important to ensure a safe and enjoyable experience along Greenway routes.*

*Trail head and route signs must be maintained to provide users with clear route alignments, especially along longer routes or at off-street and on-street route connections. See Appendix C for manufacturers of polyester fiberglass signs.*

*A time table for replacing thermoplastic striping should also be developed. Thermoplastic striping and symbols on average last approximately three to four years. See Appendix C for manufacturers of thermoplastic striping and symbols.*

## On-Street Route Design Guidelines

Designated on-street routes will provide Soundview residents with improved transportation opportunities, and the new greenway lane and street trees will create a more scenic streetscape.

### ***Bicycle Lanes***

Consistent with on-street bicycle routes being developed throughout the city by NYCDOT, the on-street route portions of the Soundview Greenway should meet the following minimum width standards as specified by the American Association of State and Highway Transportation Officials (AASHTO) guidelines:

**5 feet** is the minimum width of bicycle lanes on



an urban curbed street with parking; 4 feet is the minimum width on streets without parking.

**12 feet** is the minimum width for a combination lane, intended for use for both motor vehicle parking and bicycles.

Recently implemented on-street lanes in New York City have surpassed the AASHTO guidelines. Manhattan's Lafayette Street, Hudson Street and Second Avenue bicycle lanes have widths between 5 and 6 feet and a striped buffer for both greater protection from motor vehicles and space for deliveries. NYCDOT has also recently installed a red-pigmented bicycle lane along Adams Street in Brooklyn. Cities throughout the US are increasingly installing red or blue pigmented lanes in an effort to reduce conflicts between motor vehicles and cyclists. Pigmented lanes should be considered for new bicycle lanes in the Soundview Greenway.

### ***Signed Bicycle Routes***

Street width limitations usually necessitate the designation of signed bicycle routes rather than bicycle lanes. Riverside Drive in Manhattan is an example of a signed bicycle route. Signed bicycle routes have been recommended in the Soundview Greenway to provide connections between bicycle lanes and multi-use paths. Greenway medallions should be included with on-street route signs.



## On-Street Signs and Pavement Markings

Shown below are on-street regulatory, warning and guidance signs and pavement markings as used by CDOT. As specified by state statute, the signs and markings are consistent with the Manual of Uniform Traffic Control Devices (MUTCD). Lane striping is consistent with CDOT's white thermoplastic striping. NYC Greenway Signage medallions should also accompany these signs to provide route continuity.



D11-1  
24" x 18"



D4-3  
12" x 18"

Guidance Signs



W7-5  
18" x 18"



W5-4  
18" x 18"

Warning Signs



Lane and Symbol Marking



R7-9a  
12" x 18"



R3-17  
24" x 30"

Regulatory Signs



Greenway Medallion

## ***Pedestrian Ramps***

New York City sidewalks are increasingly being improved with pedestrian ramps at intersections to facilitate access for the physically challenged. Pedestrian ramps should be implemented along sidewalks on all on-street sections of the Soundview Greenway.

## ***Bicycle Racks***

Providing connections to area shopping, employment and educational destinations is one of the goals of the Master Plan. CDOT's *CityRacks* program provides and sites "U" and "ribbon" racks within public rights-of-way (ie., sidewalks) free-of-charge. Ideal locations would include commercial uses along White Plains Road and the schools and playgrounds on Lafayette Avenue.

## ***Street Trees***

An informal tree survey of the on-street route segments of the Soundview Greenway determined that most streets contain sufficient trees. Some locations, particularly Lafayette Avenue, require additional plantings.

Difficult urban conditions, requiring the use of tree pits, can limit the use of native trees. Those that do well, such as pin and red oaks, require an abundance of room to grow, otherwise, cracked and dangerous sidewalks can occur. If planted too close to a busy roadway, their large crowns

can become damaged and torn by trucks. Other natives cannot withstand road salt or pollution.

Native trees for street planting:

Carpinus caroliniana	American hornbeam
Liquidambar styraciflua	Sweetgum
Nyssa sylvatica	Black tupelo
Prunus serotina	Wild Black Cherry
Quercus palustris	Pin oak
Tilia americana	American linden

Locations requiring street trees should be examined carefully for the appropriate species.

## ***Greenstreets***

Concrete traffic triangles and medians and striped areas on the roadway offer an opportunity to continue the greenway design on-street. As shown on the right, Parks & Recreation, with the cooperation of NYC Department of Transportation, can transform these spaces with new plantings.



Soundview Avenue traffic island - 1998



Soundview Avenue "greenstreets" traffic island - 1999

## Bridges

### ***Lafayette Avenue Bicycle/ Pedestrian Lift Bridge***

In order to preserve existing and accommodate future navigation of the Bronx River, the proposed bicycle and pedestrian bridge along the Lafayette Avenue right-of-way must be designed as a lift bridge. Similar to the lift bridge connecting Randall's Island with Manhattan, a lift bridge could be operated by the NYC Department of Transportation, requiring shippers to provide the agency with sufficient notice prior to their arrival.

In addition to an engineering investigation, the bridge's design must consider the impact on Soundview Park and the proposed park at the end of Lafayette Avenue in Hunts Point. NYS Department of Environmental Conservation may require an open metal grated surface to prevent shading of marine habitat below the bridge.

### ***Eastern Boulevard and Unionport Bridges***

The Eastern Boulevard Bridge over the Bronx River and the Unionport Bridge over Westchester Creek carry traffic along the east and west-bound service roads of the Bruckner Expressway. The existing sidewalks on both bascule (lift) bridges provide critical bicycle and pedestrian connections between neighborhoods. Varying in width between three and eight feet, the sidewalks fail

to meet the minimum AASHTO guideline for a two-way bicycle path.

In order to provide bridge connections for all greenway users, the bridges could be improved with a new cantilever "hang-on" path. Designed of structural aluminum to provide a light weight, minimum maintenance pathway, these paths are being implemented on existing bridges (including lift bridges) throughout the country. The path's open grating deck minimizes snow load and keeps the deck clear of small debris and dirt build-up normally present along the shoulder of any overpass structure.

CDOT has hired URS Grenier, Inc. as a consultant to produce a Bridge Rehabilitation Project Report for the Unionport Bridge. According to the consultant, the bridge is sufficiently strong to accommodate the cantilever path, though paths would have to be placed on both sides of the bridge to balance the increased weight.

Another possible option for the Eastern Boulevard Bridge is the widening of existing sidewalks. The NYS Department of Transportation's 1997 Bruckner Sheridan Interchange Expanded Project Proposal's preferred reconstruction alternative would relocate the Bruckner Expressway's traffic from the Eastern Boulevard Bridge to new fly-over ramps. Though the bridge will continue to carry traffic from Bruckner Boulevard, surplus space could accommodate a widened multi-use path/sidewalk. SDOT should consider this alternative as they advance the reconstruction recommendations.



Eastern Boulevard Bridge, looking east

# Implementation Plan

The Greenway Master Plan project area is lengthy and diverse and comprises both the Soundview Greenway and the lower Hutchinson Greenway. This implementation plan is intended to provide general guidance for the cumulative and coordinated development of these Greenways.

The implementation plan outlines jurisdiction and includes a cost estimate to facilitate the development of discrete projects.

The Greenway route has been planned so that when the first portion of the Greenway in Soundview Park has been completed, the entire system of existing parks in the project area can begin to be enjoyed. After the construction of the entire route, the full expanse of the Soundview peninsula waterfront will be accessible.

## Phase One Publicly-owned property: Projects in development

### ***Soundview Park***

Parks & Recreation began construction of a new one mile waterfront esplanade pathway in the Spring of 1999. The esplanade is scheduled to be completed in early 2000.

### ***Soundview Lagoons***

Parks & Recreation has acquired the lagoons. Parks & Recreation to acquire additional parcels to complete the park area.

### ***Unionport Bridge***

NYCDOT to include improved bicycle and pedestrian pathway in current program for bridge reconstruction.

### ***Connection to Ferry Point Park and Hutchinson River Greenway***

NYCDOT and Parks & Recreation to implement interim bicycle route on the Hutchinson Parkway service road as part of the current Hutchinson River Greenway ISTEA enhancements project.

### ***Ferry Point Park***

Parks & Recreation is developing the Greenway path in the eastern portion of Ferry Point Park along with the development of a public golf course. Construction of the golf course is to begin in spring 2000.

## Phase Two Publicly-owned property

### ***Soundview Park***

Parks & Recreation to complete the dual carriageway waterfront pathway and neighborhood connections.

Cost: \$1.2 million

### ***On-street Greenway connections***

NYCDOT and Parks & Recreation to implement Greenway streetscape and bike lanes on O'Brien Avenue, White Plains Road, Soundview Avenue, Lacombe Avenue, and Havemeyer Avenue.

Cost: \$100,000.

### ***Pugsley Creek Park***

Parks & Recreation to develop a master plan for the park including an analysis of the bridge over Pugsley Creek. Following the completion of the master plan, Parks & Recreation to develop the Greenway path and park landscape, including natural area restoration.

Cost: \$2.1 million

### ***Ferry Point Park***

Parks & Recreation to reconstruct the pathways in the western portion of the park to implement the Greenway.

Cost: \$2.5 million

## **Phase Three: Publicly-owned property**

### ***Lafayette Bicycle Pedestrian Bridge***

Potential for NYSDOT to include feasibility analysis for the new lift bridge in current projects. Following the completion of the feasibility analysis, a capital project for the bridge should be developed by NYCDOT or NYSDOT.

Cost: \$10 million

### ***Hutchinson Parkway Greenway/Northbound Service Road***

NYCDOT or Parks & Recreation to expand the sidewalk on the northbound service road to create a multi-use pathway (subject to traffic impact analysis and coordination with Ferry Point Park golf course development).

Cost: \$900,000.

### ***Clason's Point Park***

Parks & Recreation to enhance this waterfront park with Greenway destination features such as bicycle racks, trailhead signage, and a comfort station.

Cost: \$1.2 million

## **Private development projects and related city projects**

### ***Shorehaven Esplanade***

Parks & Recreation and City Planning to ensure that Greenway elements are included in the development of the public waterfront esplanade.

### ***Pugsley Creek Park (South)***

Include Greenway elements in the park re-construction to occur following the completion of the 650th unit of the Shorehaven Estates development.

### ***Soundview Avenue***

Include greenway streetscape and bicycle lanes in road reconstruction projects for Soundview Avenue associated with the Shorehaven Estates development.

### ***Bridges over Soundview Lagoons***

Parks & Recreation to develop pedestrian bridges over Soundview Lagoons after the Shorehaven public esplanade is completed.

Cost: \$1 million

### ***Castle Hill Development Site***

City Planning to explore continuous waterfront access adjacent to Castle Hill Estates.

### ***Pugsley Creek Park Bridges***

Parks & Recreation to consider implementation of the bridge over Pugsley Creek following the completion of the Castle Hill Estates section of the Greenway.

Cost: \$1 million

## **Bicycle and Pedestrian Network Development**

### ***Lafayette Avenue bicycle lane***

NYCDOT to implement Class 2 bicycle lane on Lafayette Avenue from the Bronx River to Have-meyer Avenue as part of the Bicycle Network.

Cost: \$60,000.

### ***Sidewalk improvements***

NYCDOT roadway improvement projects should also include the construction of sidewalks. Specifically, sidewalks along Pugsley Creek Park are needed.

### ***Bronx River Greenway connection***

NYCDOT to implement an on-street connection along Boynton and Elder to the portion of the Bronx River Greenway beginning at 172nd Street, as part of the Bicycle Network.

Cost: \$50,000.

# Appendix A: Residential Developments

## Shorehaven Estates

Shorehaven Estates is a proposed 1,196 unit residential development located on the site of the former Shorehaven Beach Club. To date, 256 units have been constructed. According to the site's restrictive declaration (issued by the City in accordance with the site's zoning change in 1988 and revised in 1996), the developer must construct a publicly accessible esplanade along the site and make improvements to the southern portion of Pugsley Creek Park.

## Waterfront Esplanade

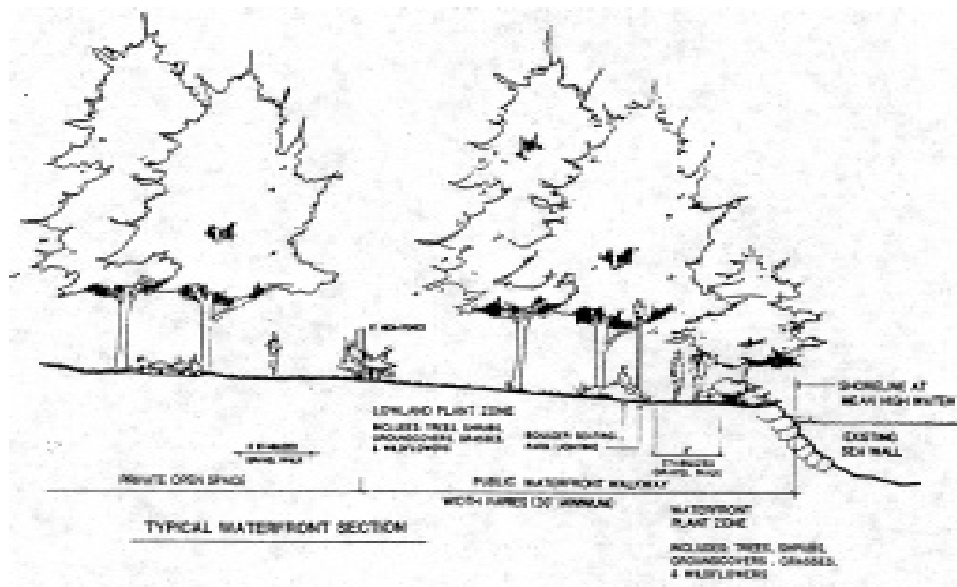
The developer's open space plan and drawings, revised and accepted by the City in 1996, specifies a publicly-accessible, 8 foot stabilized gravel esplanade, to be constructed after the completion of the 650th residential unit. The esplanade, which will feature benches, lighting, and three semicircular seating areas, will be accessible to wheelchairs, cyclists and strollers. Entrance to the esplanade would occur at the end of White Plains Road. However, if the Soundview Lagoons path is developed to the west of the Shorehaven site, a connection should be made at the southwestern corner of the property, allowing walkers to continue along the waterfront without

having to detour on-street through the Harding Park community. To the east, the esplanade is designed to travel along the waterfront and emerge on Soundview Avenue, just west of the Parks & Recreation boat launch to the west of Clason's Point Park.

The path will be located within a "public waterfront area," at a minimum width of 30 feet. In addition to the path, the area will be improved with trees, shrubs, groundcovers, grasses, wildflowers, park lighting and boulder seating. When the esplanade design is to be further developed, greenway standards should be considered, which may require a minor modification to the restrictive declaration.

## Open Space Maintenance and Operation

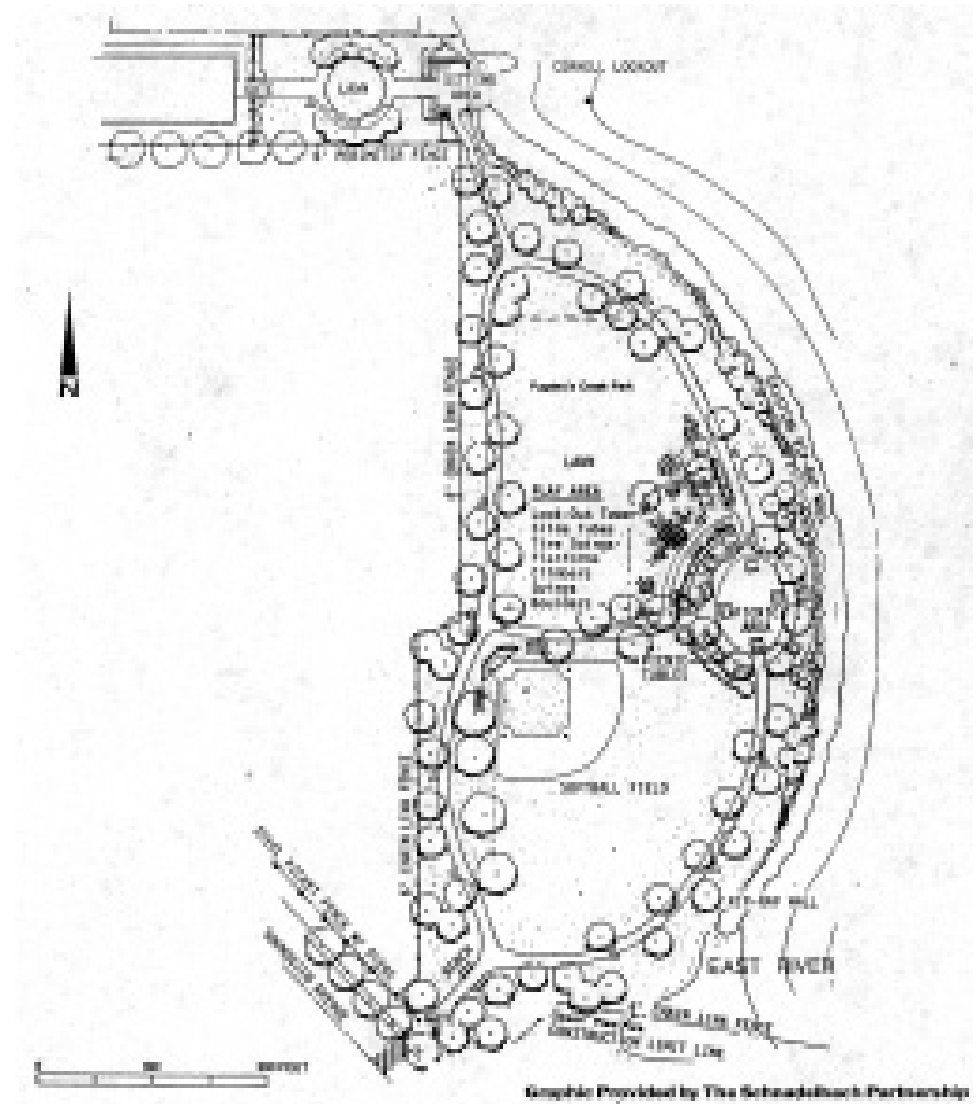
According to the 1998 Maintenance and Operation Agreement between the developer and Parks & Recreation, the esplanade will be open to the public from 8 am to sunset, and would be surrounded by fencing and gates that would be locked at night. The Pugsley Creek Park site, described on the next page, will be operated in accordance with Parks & Recreation policy.



## Pugsley Creek Park

The 1996 revisions to the site's restrictive declaration specify that the developer, following the completion of the 928th unit, will construct improvements to the 3.6 acre southern portion of Pugsley Creek Park (between Clason's Point Park and Cornell Avenue).

Since the approval of the revised restrictive declaration, the site has experienced erosion which may necessitate a design revision. As shown to the right, the path system will begin at Soundview Avenue in the south and exit at Cornell Avenue to the north. As part of this redesign, DCP and Parks & Recreation recommend widening the path to 12 feet to better accommodate the multiple users expected to travel along the Greenway.



# Castle Hill Development Site

In 1988, the City approved zoning and street mapping changes and granted a special permit to facilitate the construction of a 511 residential unit development called Castle Hill Estates, located on the site of the former Castle Hill Beach Club, bounded by Norton Avenue to the north, Zerega Avenue to the east, Pugsley Creek to the west and Castle Hill Park to the south.

As a condition of the approval, the developer was required to construct a 10 foot, concrete, waterfront multi-use path along the east side of Pugsley Creek to Castle Hill Park. The path would be accompanied by benches, lighting, trees and plaques. Special permits for the site lapsed in January 1999, and the developer is currently designing a new site plan. Continuous public waterfront access will continue to be a priority for the City in order to provide a greenway connection between Pugsley Creek and Castle Hill parks.

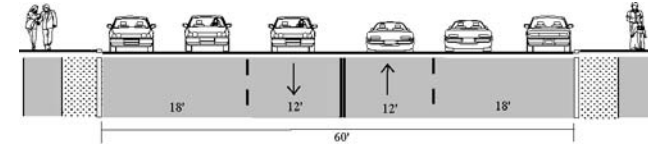


Development site, looking north

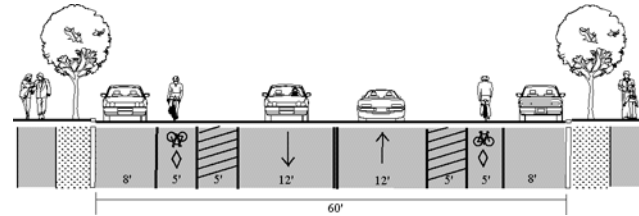
# Appendix B: Proposed on-street route roadway configuration

## Bronx River Trail to Soundview Park: On-street connections

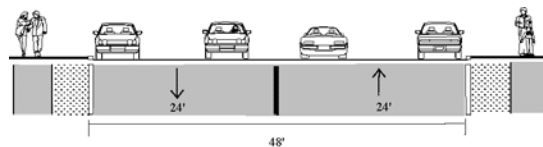
From the Eastern Boulevard connection over the Bronx River, greenway users will travel along a striped and signed on-street route on *Bronx River*, *Story* and *Colgate Avenues*. All three appear sufficiently wide and lightly trafficked to accommodate new five foot bicycle lanes, though traffic analysis is necessary to determine feasibility.



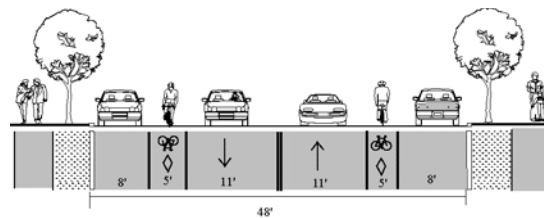
Existing  
Bronx River Avenue



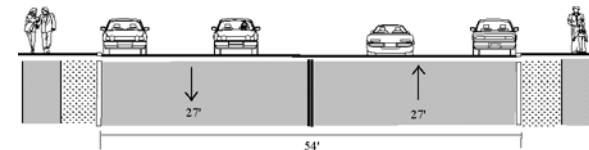
Proposed  
Bronx River Avenue



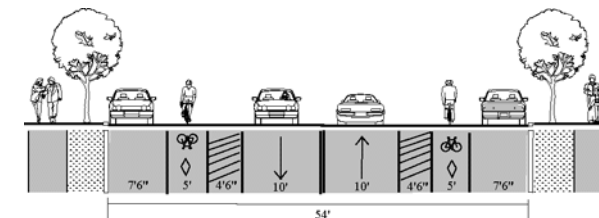
Existing  
Story Avenue



Proposed  
Story Avenue



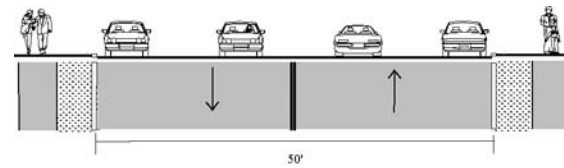
Existing  
Colgate Avenue



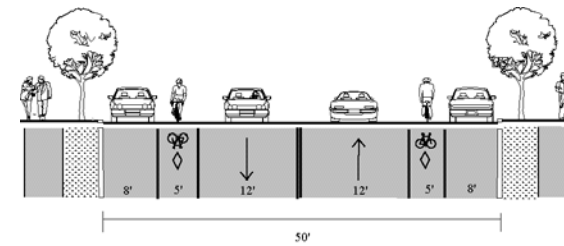
Proposed  
Colgate Avenue

## Connections to Number 6 subway station, neighborhoods to the north, and the Bronx River Greenway

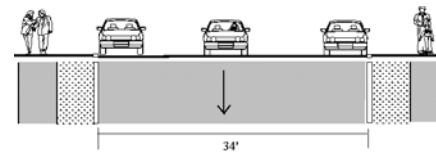
On-street lanes are proposed on *Boynton* and *Elder Streets* to connect the Soundview Greenway with the Number 6 subway station at Elder Street and Westchester Avenue and the Bruckner residential community located to the north of the Bruckner Expressway. North of Story Avenue, Boynton and Elder are one-way streets; Boynton below Story Avenue is a 50' wide, 2-way street. Improvements to the pedestrian bridge over the Bruckner Expressway are also needed to more safely accommodate bicycles.



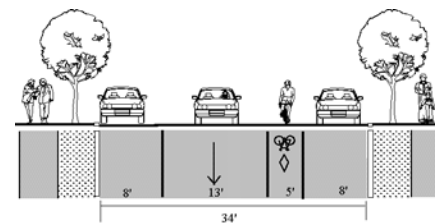
Existing  
Boynton below Story



Proposed  
Boynton below Story



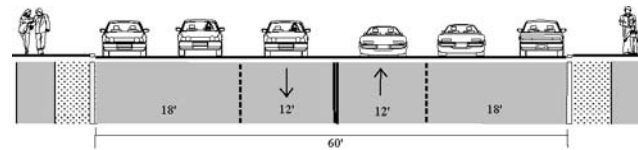
Existing  
Boynton and Elder Streets, north of Story Avenue



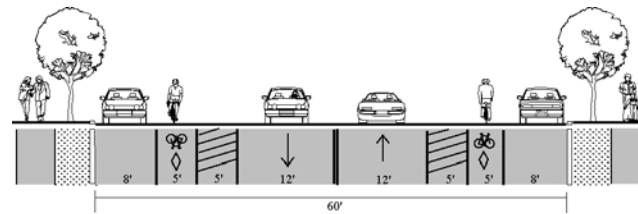
Proposed  
Boynton and Elder Streets, north of Story Avenue

## On-Street Connections: Soundview Park, Clason's Point Park, Pugsley Creek Park

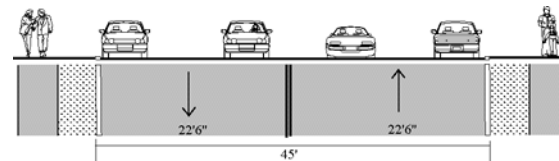
After leaving the southern portion of Pugsley Creek Park, users must travel on-street to continue on the greenway. Neighborhood streets have been selected to provide the critical connections. Cyclists and walkers will exit the Pugsley path at *Cornell Avenue*, a quiet residential street, and travel west for one block to reach *Soundview Avenue*. Cyclists and walkers will then travel north on Soundview for one block to reach *White Plains Avenue*. Both streets are 60 feet wide and will be improved with bicycle lanes and new landscaping to identify the roadways as greenways. New trees lining Soundview Avenue will provide a scenic gateway to Clason's Point Park and frame and enhance the spectacular view of the East River at the end of the roadway. Travelling north on White Plains, cyclists and walkers can use *O'Brien Avenue* to connect with Soundview Park to the west and Pugsley Creek Park to the east. O'Brien will also be improved with bicycle lanes and new street trees.



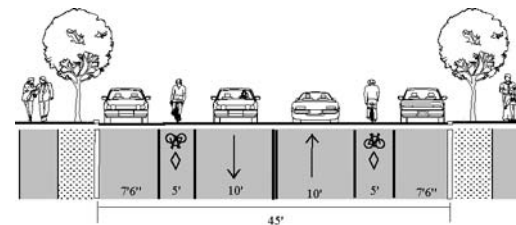
Soundview Avenue Existing



Soundview Avenue Proposed



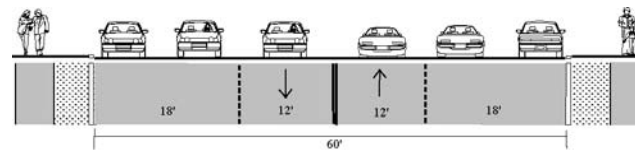
O'Brien Avenue Existing



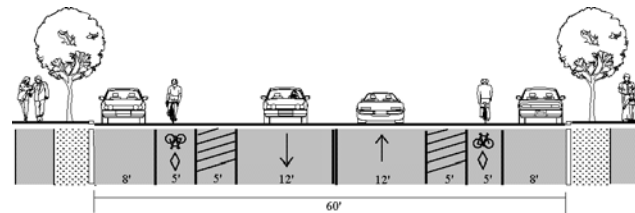
O'Brien Avenue Proposed

# Pugsley Creek Park On-Street Route

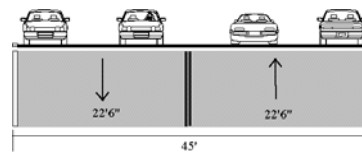
The proposed improvements to the northern section of Pugsley Creek Park will follow the completion of a master plan for the Park. In the interim, an on-street route will be implemented along the perimeter of the Park. This route will travel north from Soundview Avenue on *White Plains Road* to *Lacombe Avenue*. At this intersection, cyclists and walkers can connect with IS 54. Greenway users will travel east on *Lacombe Avenue*, along the perimeter of Pugsley Creek Park on *Screvin Avenue*, and connect with *Castle Hill Avenue*. *Lacombe Avenue* will be improved with bicycle lanes and a new sidewalk along the perimeter of Pugsley Creek Park.



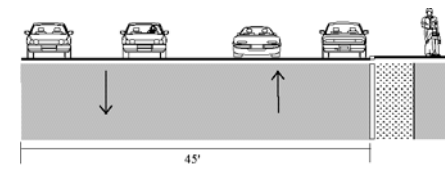
Existing  
White Plains Road



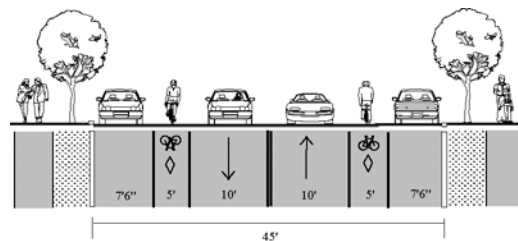
Proposed  
White Plains Road



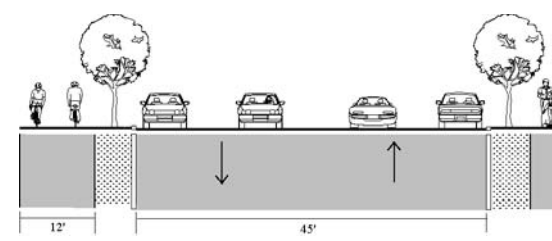
Existing  
Lacombe Avenue, west of Screvin



Existing  
Screvin Avenue



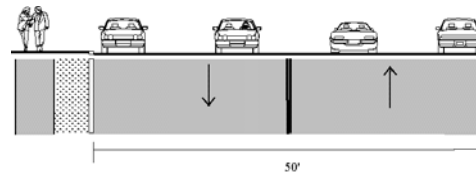
Proposed  
Lacombe Avenue, west of Screvin



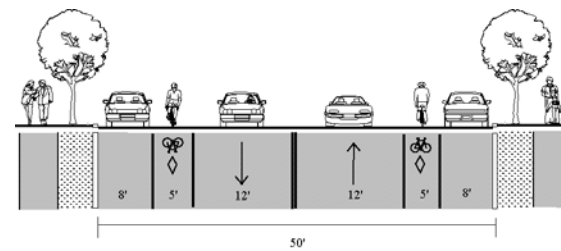
Proposed  
Screvin Avenue

# On-Street Connector to Hutchinson Greenway

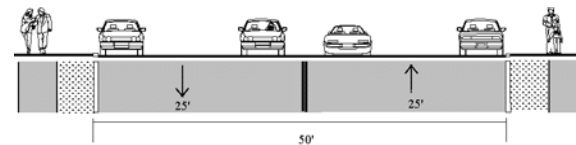
After exiting Castle Hill Park, greenway users then travel on-street for the final distinct section of the Soundview Greenway. The Castle Hill Park path will connect with the terminus of Castle Hill Avenue, a 60 foot wide roadway to be improved with bicycle lanes and new street trees. Cyclists and walkers will travel north on Castle Hill to connect with Lacombe Avenue. Turning east on Lacombe, users travel for three blocks to reach Havemeyer Avenue. A residential street, Havemeyer would also be improved with new trees and bicycle lanes. Travelling north on Havemeyer for almost its entire length, cyclists and walkers then travel east on Quimby for one block to reach Zerega Avenue. The entrance to the Unionport Bridge, the only crossing of Westchester Creek, is located on Zerega just north of Quimby. The intersections at the entrances to the Bridge on both sides of the Creek should be improved with pedestrian lighting, high visibility crosswalk markings and signs alerting motorists to pedestrian and bicycle crossings.



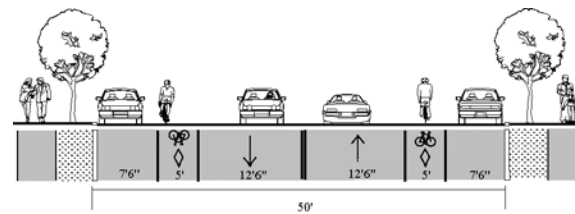
Existing  
Lacombe Avenue, east of Screvin Avenue



Proposed  
Lacombe Avenue, east of Screvin Avenue



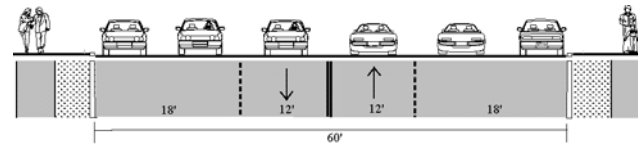
Existing  
Havemeyer Avenue



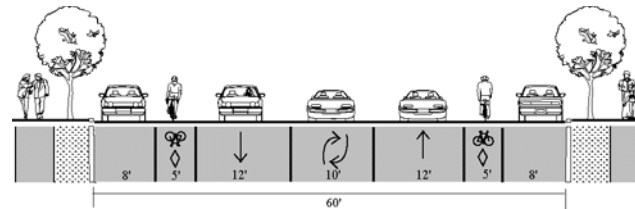
Proposed  
Havemeyer Avenue

## On-Street Commuter Route: Lafayette Avenue

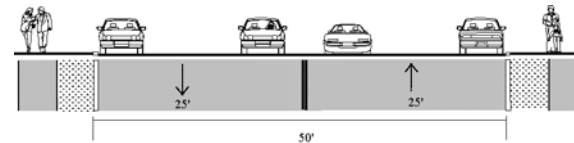
Travelling the entire east-west length of the Soundview Peninsula, Lafayette Avenue connects some of the area's major destinations, including schools (P.S. 100, P.S. 138 and Adlai Stevenson H.S.), Soundview Park, Serrano Playground, Space Time Playground and the recently developed commercial center at White Plains Road between Lafayette and Bruckner Expressway. Thus the roadway serves as an ideal commuter route for cycling; the parks and schools in particular could generate significant numbers of bicycle trips. The 60 foot roadway will be improved with bicycle lanes and new street trees. Parks & Recreation is also scheduled to construct a new 12 foot multi-use, east-west path within the Lafayette right-of-way between Morrison and Metcalf Avenues, thereby creating a critical connection on this route.



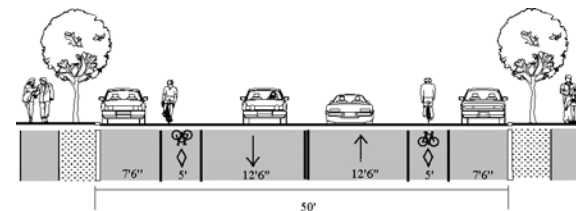
Existing  
Lafayette Avenue



Proposed  
Lafayette Avenue



Existing  
Brush Avenue, north of Lafayette Avenue



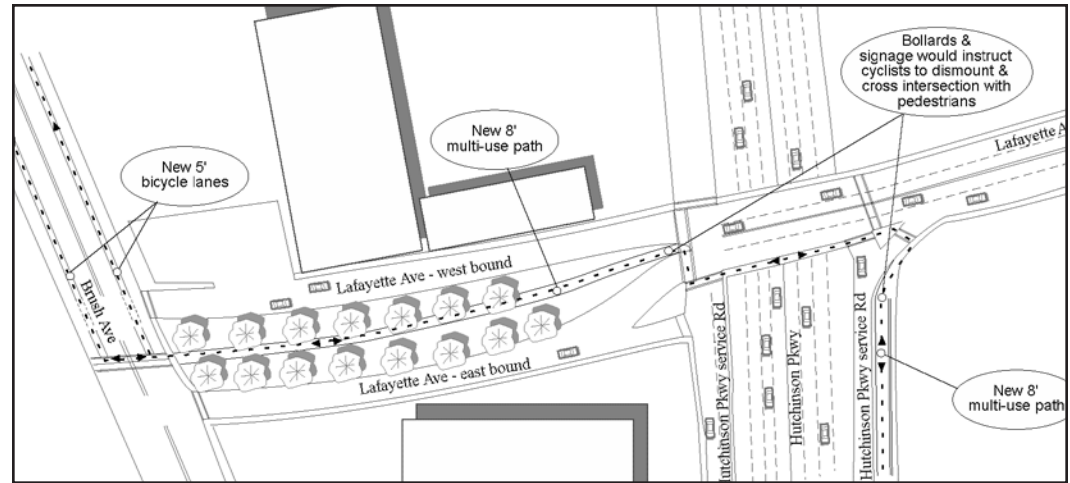
Proposed  
Brush Avenue, north of Lafayette Avenue

## Hutchinson River Greenway: Ferry Point Park Con-

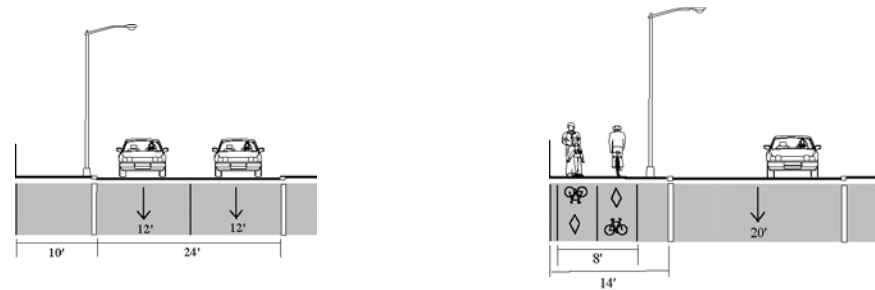
After travelling over Westchester Creek, cyclists and walkers turn south on Brush Avenue toward Ferry Point Park. Brush connects with Monsignor Scanlan High School and its recreational facilities (including waterfront running track) and CDOT's Safety City facility, a program which educates elementary school children about safe pedestrian, cycling and motor vehicle behavior. Brush will be improved with new bicycle lanes and street trees.

At Lafayette Avenue, cyclists and walkers will turn east to connect with Lafayette Avenue. An 8 foot multi-use path will be constructed within Lafayette's grassy median. After travelling on the new path, cyclists and pedestrians will share the existing 10 foot sidewalk on the south side of the Lafayette Avenue bridge over the Hutchinson River Parkway.

At the north-bound Parkway service road, a new path will be built along the perimeter of St. Raymond's Cemetery. The road's existing eastern curb could be extended to create a new 8 foot multi-use path. Currently 24 feet wide, the existing service road could be narrowed to 20 feet to accommodate the new path while providing sufficient space for the passing of a stalled vehicle. This proposal requires removal of a travel lane and relocation of street lights, hydrants and catch basins. While traffic currently appears light along the roadway, analysis is needed to determine the impact of removing a travel lane. The impacts of the new golf course development and the proposed Hutchinson Parkway off-ramp alignment on the proposed 20 foot roadway must also be assessed.



Proposed multi-use path along Lafayette Avenue right-of-way, between Brush Avenue and Hutchinson River Parkway



Existing  
Hutchinson River Parkway,  
north bound service road

Proposed  
Hutchinson River Parkway,  
north bound service road

# Appendix C - Manufacturers

## Trail Head Signs

Manhattan Signs and Designs  
New York, NY  
212-691-4343

Mineola Sign Co.  
Mineola, NY  
516-742-8469

## Thermoplastic Striping

Stimsonite Corporation  
847-588-7242

American Reflective Products  
908-647-1130

## Cantilever Path Structure

Saf-T-Path Corp.  
386 N. York  
Elmhurst, IL 60126  
630-279-4620

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Bronx/Community Board 10

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Conservation

Joanne Miller  
Ferry Point Civic Association

Jon Orcutt  
Tri-State Transportatoin Campaign

Madeline Provenzano, NYC Councilmember

John Robert  
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Elizabeth Rodriguez  
Bronx/Community Board 9

Haydee Rosario  
Harding Park Homeowners Association

Paul Sullivan

5 Boro Bike Club  
Rachel Tanner  
Winthrop, Simson, Putnam & Roberts  
(lawyers to Shorehaven Estates)

Sister Thomas  
Bronx/Community Board 9

Alexie Torres  
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Nancy Wallace  
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Robert Rieves

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Hui Mei Grove, Landscape Architect

Jim Mituzas, Landscape Architect

Nancy Prince, Landscape Architect

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Joanne Imohiosen, Assistant Commissioner

Alan Burton, former Project Manager

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