



LONGPOINT
CORRIDOR

Timber Bridge + Waterfront Proposal

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INTRODUCTION

*Between Brooklyn and Queens, New York there is a unique **opportunity** to promote a **connection** between the neighborhoods of Greenpoint, Brooklyn, and Long Island City, Queens.*

PAST & PRESENT

A history of two communities connected

The neighborhoods of Long Island City, Queens, and Greenpoint, Brooklyn were once connected by the Vernon Avenue Bridge which provided multiple transportation options including automobile, horse carriage, trolley, and pedestrian foot traffic. The Vernon Ave Bridge was eventually demolished for structural reasons, and thus became a lost piece of New York history.

The Pulaski Bridge was constructed a short way up the creek, and replaced the Vernon Ave Bridge in 1954.



~ 1954

VERNON AVE BRIDGE

- The Vernon Avenue Bridge crossed Newtown Creek connecting Vernon Avenue in Long Island City, Queens with Manhattan Avenue in Greenpoint, Brooklyn. It was deconstructed at the time of the Pulaski Bridge construction.



1954 ~

PULASKI BRIDGE

The Pulaski Bridge is a large drawbridge. It carries six lanes of traffic high over the Newtown Creek just down from where the Vernon Ave bridge used to sit. The pedestrian sidewalk is accessible only from the entrance ramp or by stairs.

A LOST CONNECTION

Redeveloping a missing corridor

Today, these communities have become disconnected, with Pulaski Bridge being the main point of access between the two neighborhoods. The Pulaski bridge mainly offers automobile access, and is not an ideal route for bikers and pedestrians.

As one of the solutions of the *LongPoint Corridor*, the LongPoint Bridge will reacquaint these two neighborhoods by creating a path over the creek and across the LIC rail yard.

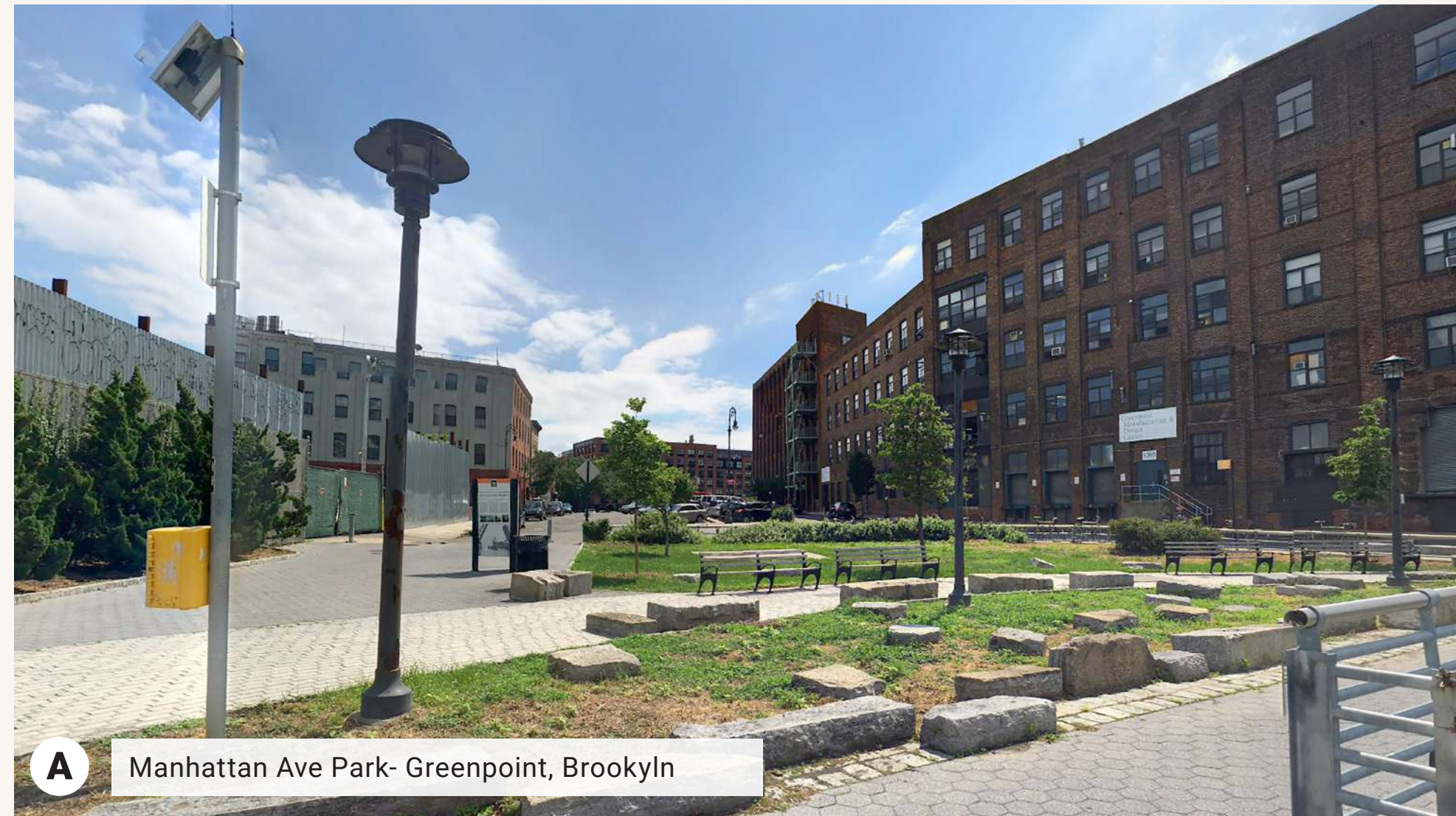


NEWTOWN CREEK

Seizing a long-missed opportunity

Two open spaces on either side of the creek serve as reminders of the former bridge - Manhattan Ave Park on the Brooklyn side, and an ad hoc parking lot on the Queens side. Here we see an opportunity to revitalize an underused area in a way that benefits both the community and the environment.

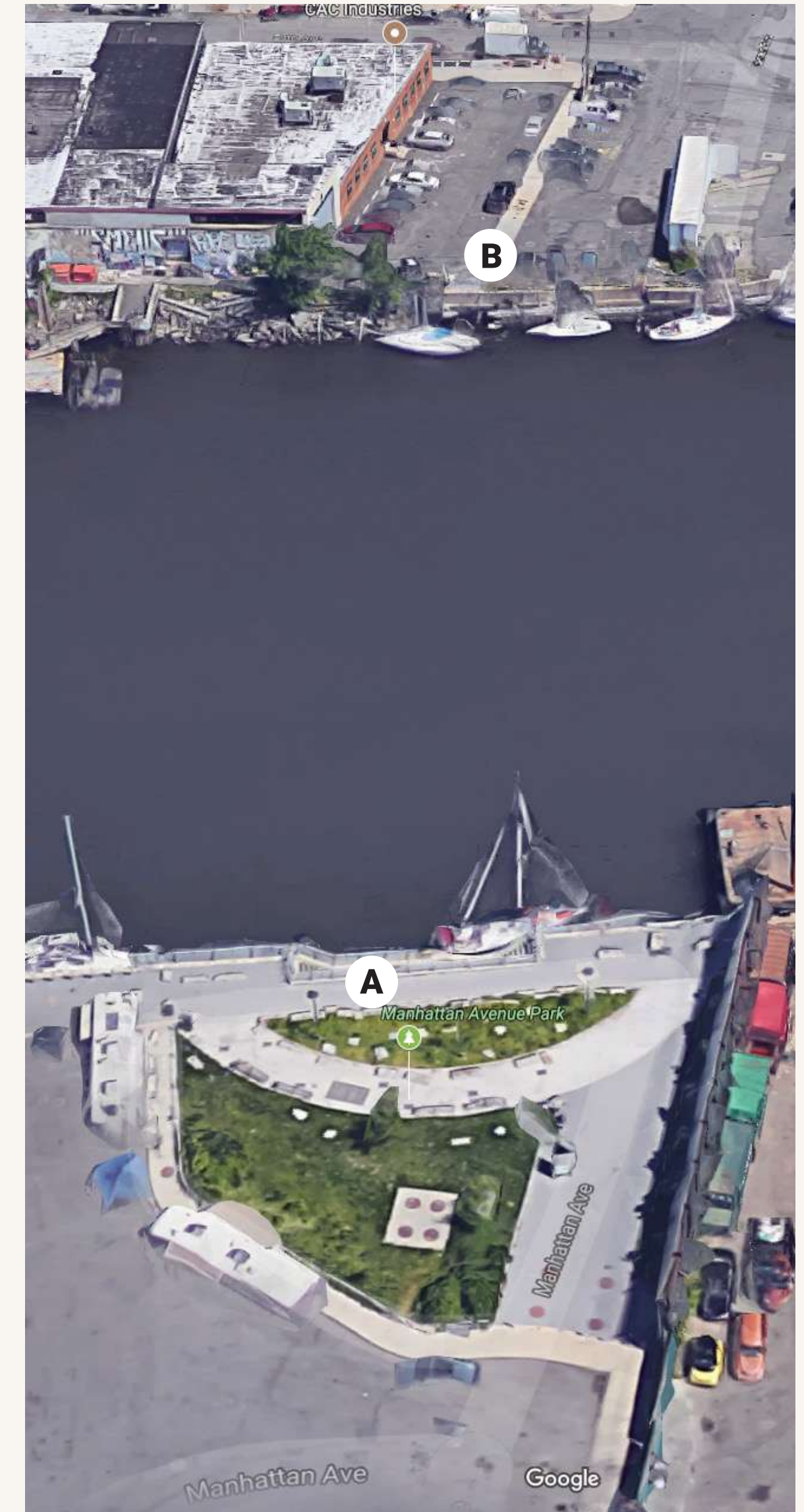
With populations growing exponentially in Long Island City and Greenpoint, now is the critical time to seize a long missed opportunity to provide transportation options and jump-start community engagement before the need becomes too overwhelming.



A Manhattan Ave Park- Greenpoint, Brooklyn



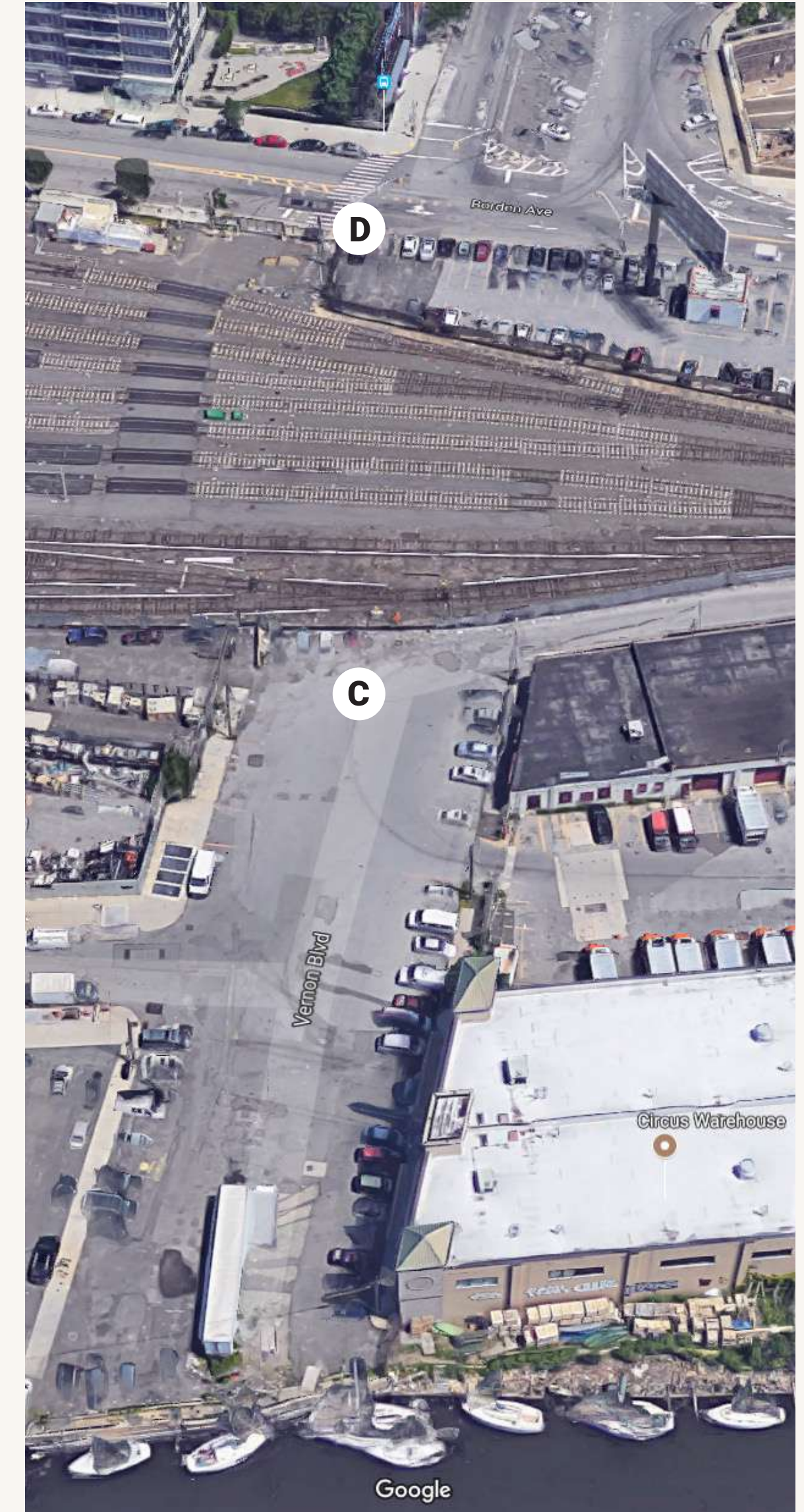
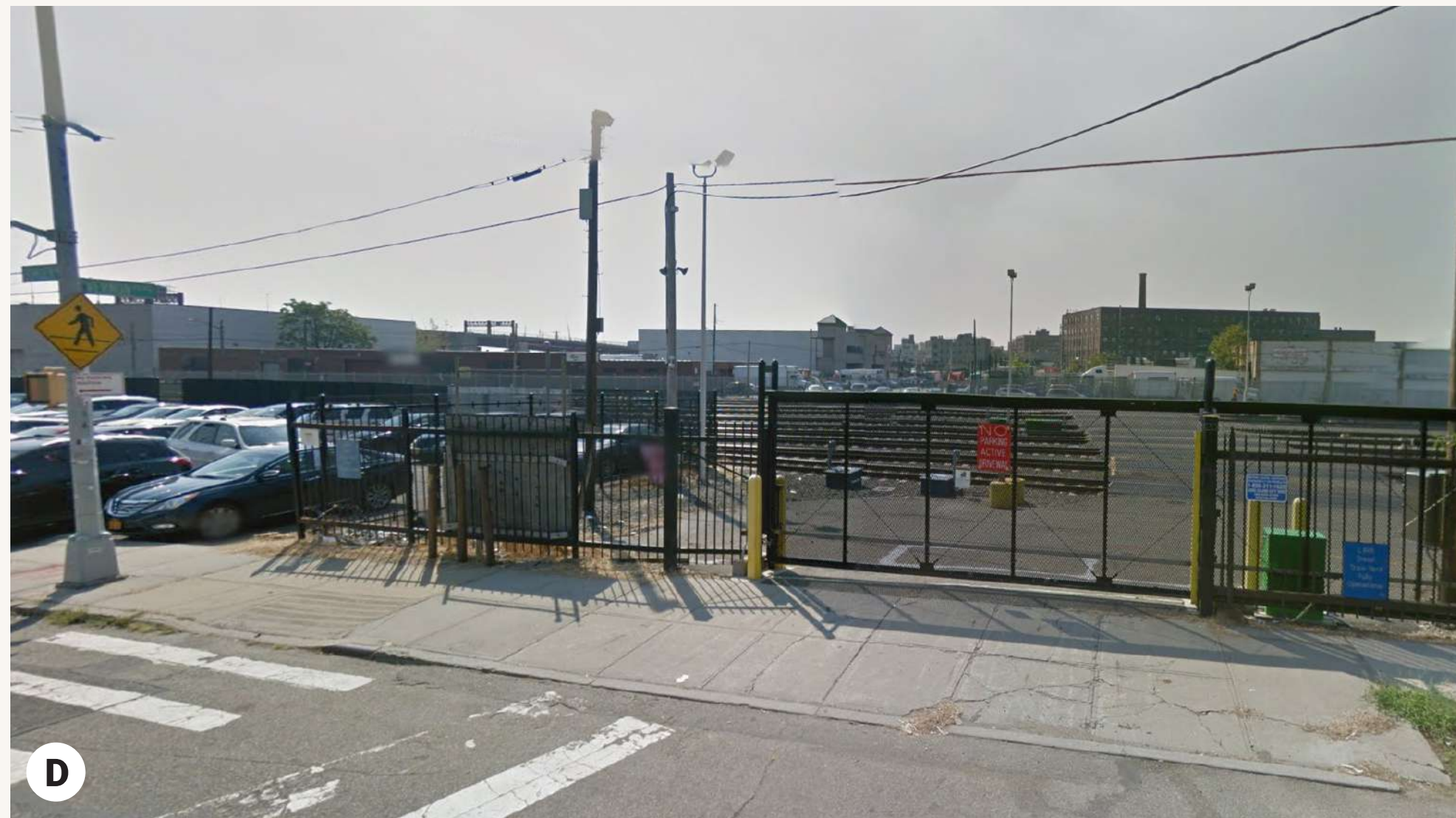
B Vernon Blvd Landing - Long Island City, Queens



LIRR - LONG ISLAND CITY RAIL YARD

Completing the new corridor

The proposed *LongPoint Corridor* will continue beyond the LongPoint Bridge, past 54th Ave in Long Island City, and will cross over the LIRR LIC Rail yard. Not only is this transportation corridor a necessary addition to both neighborhoods, the connection will feel completely natural. This is because the original layout of both neighborhoods accounted for the need for a bridge spanning the creek at Vernon Blvd. The surrounding rail yard area is not currently living up to its full potential, as can be seen in the large number of loosely managed parking lots.



TRANSPORTATION

Providing transportation options by offering new access

One of the primary goals of the *LongPoint Corridor* is to give people access to more transportation options. In addition to creating a pedestrian lane and a separate bike lane, the corridor would grant easier access to both the L train and 7 train.

CURRENT ISSUES TO ADDRESS:

- Need to anticipate the growing number of locals looking for alternatives to driving a car to work
- Need for a separate bike lanes and pedestrian lanes
- Need to give people access to different train stops on both sides of the creek
- 2019 L Train Shutdown traffic density

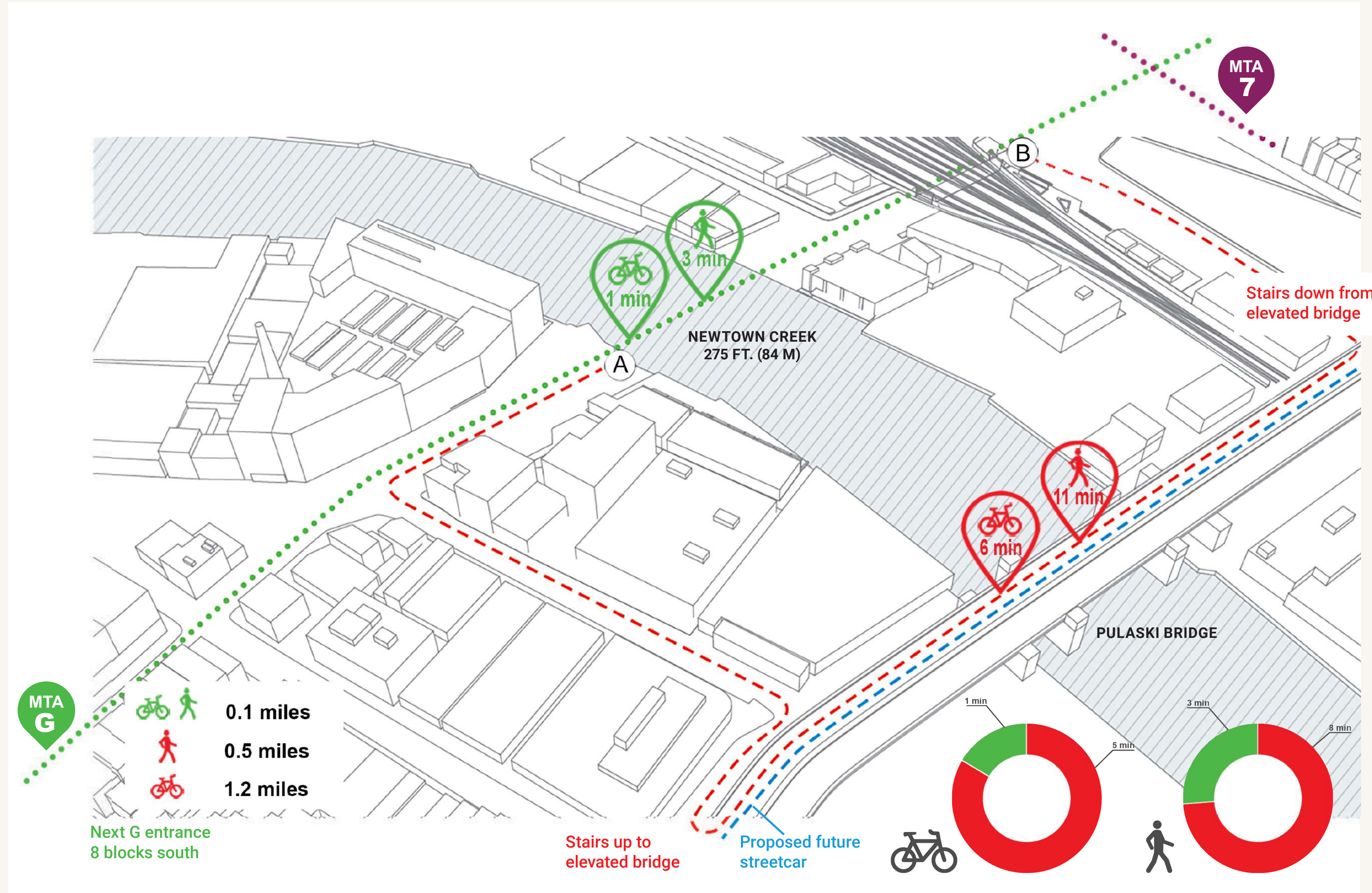


PEDESTRIAN FOCUSED

Providing a safe and convenient route for bikers and pedestrians

While Pulaski bridge is a functional solution for connecting Brooklyn and Queens, it is a large bridge, utilized mostly by multi-lane traffic. The proposed site for the LongPoint Bridge is one of the potential locations for the BQX streetcar, and Pulaski Bridge is one of the other options.

The LPC project proposes to implement the new LongPoint Bridge as a pedestrian and bike path route only, while Pulaski bridge will remain mostly an automobile route, with the addition of the BQX streetcar. This map visualizes the current commute of a pedestrian across the busy Pulaski Bridge, from point A to point B.



PROPOSAL

Longpoint Corridor is ***the missing piece*** with the power to reconnect these two neighborhoods and offer alternate commute solutions, the opportunity for community engagement, bring attention to the area's environmental concerns, and conserve the Newtown Creek waterfront.



Longpoint Corridor

A. Greenpoint, Brooklyn
B. Long Island City, Queens

- 1. Manhattan Ave. Landing
- 2. Longpoint Bridge
- 3. Long Island City Landing
- 4. Vernon Blvd. Crossing



Commute Solutions

The Pulaski bridge isn't ideal and mandatory L train shutdowns are expected in the upcoming years. This offers an alternative to running a tram over the Pulaski bridge.



Enhancement of Pedestrian Culture

Creating an environment that celebrates pedestrian culture and offers engaging spaces, events, retail, and local artisans to congregate and enhance the value of these communities.



Hurricane Relief and Waterfront

Rethinking this waterfront would allow the city to address issues and develop long term plans for hurricane relief and drainage solutions that came to light during Hurricane Sandy.



Environmental Preservation

We now have the opportunity to clean up the creek and waterfront for future sustainability, offer waterfront access to enjoy the creek, and even an education center.

1

MANHATTAN LANDING

*Coexisting and generating
business for adjacent
companies*

The Manhattan Ave. Landing has a small existing park and adjacent loading dock for surrounding businesses. But with the proposed LongPoint Corridor this area will become an energetic mixed-use space, with businesses spilling out into public spaces, and green spaces becoming a daily retreat for employees, commuters, and visitors alike.

Local storefronts offer retail opportunities and a new outlet for creatives, potentially in collaboration with The Greenpoint Manufacturing and Design Center.



2

LONGPOINT BRIDGE

Reconnecting New York City Communities

The Longpoint Bridge has the potential to become a buzzing micro-district for weekend activities and special events, and a pipeline for pedestrian friendly daily commutes with a bike hub. The Longpoint Bridge is a landmark for the gateway into the lively neighborhoods of Greenpoint and Long Island City.



3

LONGPOINT BRIDGE

A Landmark Bridge and destination for visitors

The Longpoint Bridge is the heart of Longpoint Corridor. By connecting these two borough waterfronts an opportunity arises for a new micro-district that offers a pedestrian focused commute solution in the way the Pulaski does not. In addition to the swinging functionality, the bridge is set to an elevation that allows small vessels to pass under the bridge at any time without opening.



4

LONGPOINT BRIDGE

A point of interest between two energized neighborhoods

This bridge is a huge opportunity for kicking off a whole new waterfront revitalization. These two waterfront areas had a very low population in the past with no real need for heavy pedestrian traffic. That has changed in an exciting way. In addition, the bridge operator booth could potentially be stationed in the Pulaski Bridge control center.

8 MIN *Saved time per trip*



5

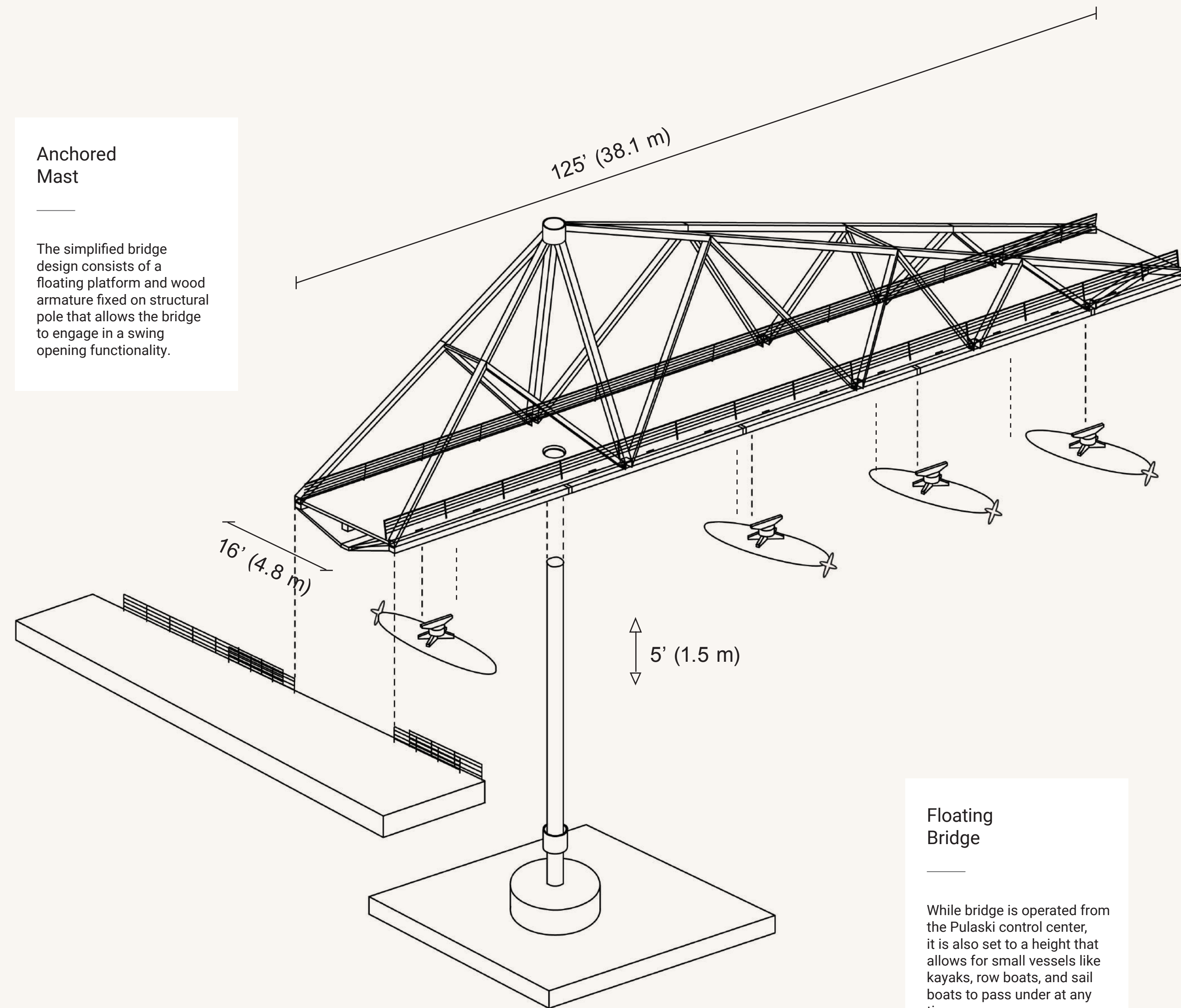
LONGPOINT BRIDGE

Bridge Structural Features and Functionality

The Longpoint Bridge will become a local landmark that is seamlessly integrated into the community by its design, functionality, and materials. The design of this bridge makes it both the fastest and least expensive construction solution. This design also offers the option of offsite construction and would only require minimal repairs over time. The diagram spotlights the uncomplicated functionality of the Longpoint Bridge, and shows how simple the installation process can be. The bridge height is set at an elevation that allows small vessels to pass without opening, and the elevation of the platform will rise and fall with the tide, protecting the bridge from flooding.

Anchored Mast

The simplified bridge design consists of a floating platform and wood armature fixed on structural pole that allows the bridge to engage in a swing opening functionality.



Bridge Swinging Functionality

Swing bridge functionality offers a solution for allowing larger vessels to pass down Newtown Creek with minimal disruption. Control will be by operator at the existing Pulaski bridge.

Tide Responsive Float Feature

Pontoon floating systems allow the platform to easily rise and fall throughout the day with the tides. Small rudders offer propulsion to move bridge against tide flow.

Floating Bridge

While bridge is operated from the Pulaski control center, it is also set to a height that allows for small vessels like kayaks, row boats, and sail boats to pass under at any time.

Tide Response at Landings

Tide responsive ramp connecting bridge to landing allows for minimal disruption during wake and tide changes, allowing pedestrians to easily pass on foot or on bicycle.

6

LONG ISLAND CITY LANDING

A micro-community for tomorrow's waterfront

The LPC continues into Queens at the Long Island City landing across Newtown Creek. Multiple buildings offer opportunities to activate the waterfront for retail, food, events and water based activities. Restaurants, coffee shops, MoMA PS1, and newly developed residential areas are just a walk from the waterfront The Longpoint Bridge.

With so many new residential buildings popping up in LIC and Hunter's Point, it makes logistical sense to have a walking and biking path along the creek to give access to public transportation, or access to the LongPoint bridge into Brooklyn.

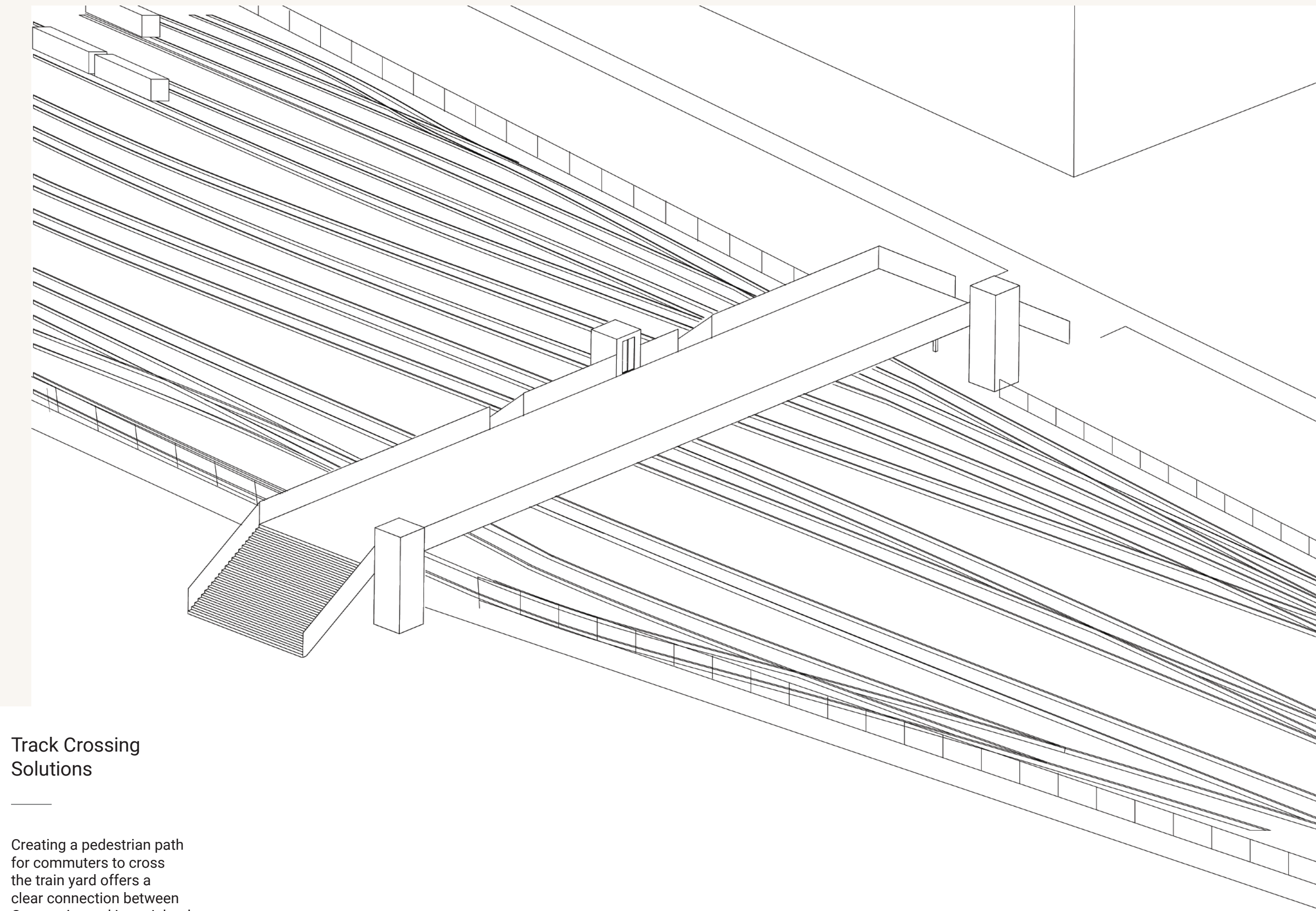


7

LIRR - LIC RAIL YARD CROSSING

*A down-to-earth
commute solution*

Vernon Blvd Crossing creates an opportunity to create fluid pedestrian access between Queens and Brooklyn with no obstructions. By creating a track crossing people can easily access not only the Longpoint Bridge create new opportunities for developing and preserving the Newtown Creek waterfront.



Track Crossing Solutions

Creating a pedestrian path for commuters to cross the train yard offers a clear connection between Greenpoint and Long Island City MTA lines.

Pedestrian Safety

The crossing will have safety gates at either end, which automatically close when a train is approaching. There will be an operator in an on-site booth, and they will also have the ability to raise and lower the gates as needed.

Community Access to Waterfront

The Vernon Blvd. crossing would also create Newtown Creek waterfront access for residents and open up various retail development opportunities at the waterfront.

Design

The pedestrian barrier will be a sculptural element that will move fluidly. It will be made largely of timber, giving the appearance of an extension of the bridge.



Enhancement of Pedestrian Culture

Greenpoint and Long Island City residential construction is booming. This is a demographic of relatively young people who are looking for easy walking access to trains, bikes, and pedestrian bridges. These are all opportunities to activate the potential of neighborhoods.



Hurricane Relief and Waterfront

Superstorm Sandy revealed some of the weaknesses of our New York waterfronts. Rethinking this area of the Newtown Creek waterfront would allow the city to address some of these issues and develop long term plans for hurricane relief.



Environmental Preservation

Newtown Creek is riddled with a long history of pollution and neglect. More recently major efforts have been made to clean up the creek and waterfront for future sustainability and health related reasons. We now have the opportunity to develop the waterfront for the community.



Commute Solutions


The Pulaski bridge isn't the most ideal commute tool and is difficult to access from the G and 7 train. Beyond that, mandatory L train shutdowns are expected in the upcoming years that could create a flood of commuters looking for an alternative commute solution.




Community Connection

These neighborhoods are noted for their ongoing residential growth, its waterfront parks, and its thriving arts community. A pedestrian bridge would not only connect these neighborhoods for commuting but also for community engagement opportunities.

\$ 32 million

 1000' total length

 2 years to construct

WHO WE ARE

CRÈME / Jun Aizaki Architecture and Design

is a collaboration of dynamic, international designers and creative professionals based in Brooklyn, NY.

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