

MOTT HAVEN - PORT MORRIS WATERFRONT PLAN

SOUTH BRONX, NY

The Mott Haven-Port Morris Waterfront Plan is a community-led campaign to create accessible open green space on our waterfront and to provide meaningful protection against flooding from storm surges and rising sea levels.



MOTTHAVEN-PORT MORRIS WATERFRONT PLAN

DEVELOP A MULTI-USE/MULTI-BENEFIT WATERFRONT OPEN SPACE FOR THE COMMUNITY PAIRED WITH CLIMATE RESILIENCE.

WIDE SUPPORT

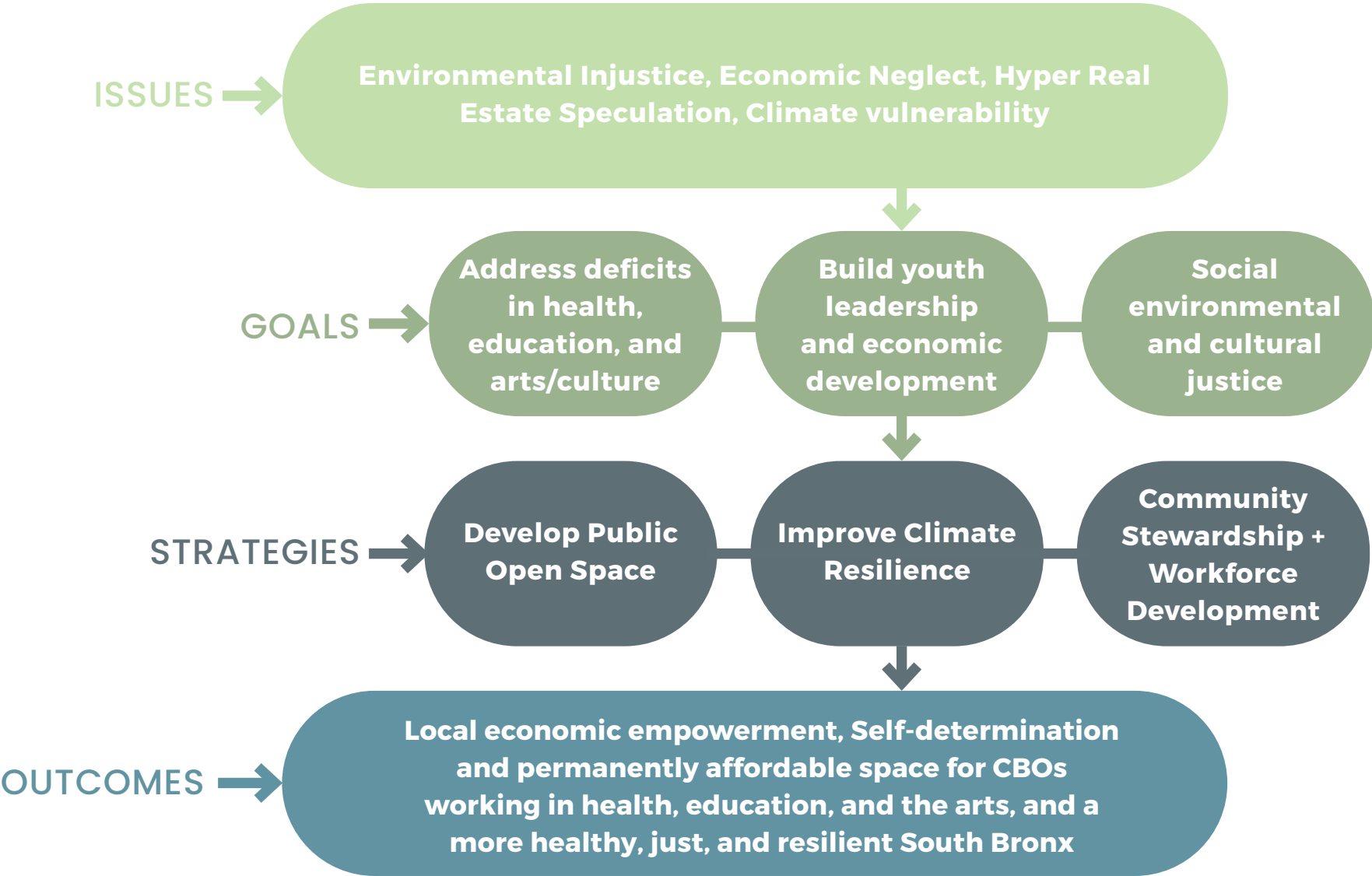
With the support and alliance of more than 30 South Bronx and other city-wide organizations, the Mott Haven-Port Morris community has held dozens of events gaining recognition of the historical significance of the waterfront and leading bike tours and boat tours along our shores. The community has also held several waterfront re-envisioning sessions, including public forums with urban planning teams from Columbia, Pratt and Hunter colleges as well as private landscape architects.

COMMUNITY CHALLENGES

- Highest asthma rates in New York City and highest death rates in the nation during the Covid 19 pandemic.
- 4.5 miles of waterfront with no public access.

COMMUNITY BENEFITS

- Address long-standing community priorities
- Economic and workforce development
- Access to cleaner air
- Offset toxic effects of storm surges
- Regenerate ecological habitat



ECONOMIC & COMMUNITY BENEFITS

MHPMCLS partnered with the non-profit organization, Earth Economics, to estimate our Waterfront Plan’s economic and community benefits, such as job creation, resident health, and stormwater management. The analysis finds that the Plan will provide over \$258 million (USD 2021) in social, environmental, and economic benefits every year. It is estimated to cost \$145 million (USD 2028) to acquire the land, design, and construct the phase one waterfront projects.

Community benefits include savings in stormwater management, savings related to improved health outcomes (like reduced hospital bills from heat-related illnesses and illnesses preventable through increased physical activity), savings related to energy bills. Benefits also account for gains in environmental and social metrics such as improved water quality, noise reduction, reduced carbon emissions, improved natural habitat for urban wildlife, increased perceived value of neighborhood aesthetics, improved sense of belonging and identity, and increased perceived value of recreational experiences.

Features such as waterfront access points, waterfront trails, and parks will improve community health while providing opportunities for recreation and interactions with both neighbors and nature.

Additionally, the Plan will support 537 construction jobs and another 1,063 jobs in related industries, generating at least \$105.3 million (USD 2021) in local economic activity over 50 years.

Features	Benefits
<div>Greenspace</div> 	<ul style="list-style-type: none">• Barriers to noise and pollution• Reduced heat and pollution related illnesses and hospital bills• Space for physical activity and social interaction• Improved natural habitat for urban wildlife• Increased perceived value of neighborhood aesthetics• Beautification of the surrounding area which attracts business and investment
<div>Urban trees, shrubs and vegetation</div> 	<ul style="list-style-type: none">• Shade and barriers to noise and pollution• Reduced heat and pollution related illnesses and hospital bills• Reduced emissions and energy bills• Increased water and air quality• Improved natural habitat for urban wildlife• Increased perceived value of neighborhood aesthetics
<div>Bioswales, raingarden or pervious pavement</div> 	<ul style="list-style-type: none">• Increased water quality• Reduced stormwater management bills• Reduced flooding benefits
<div>Parks</div> 	<ul style="list-style-type: none">• Space for social, educational, and cultural gathering to build community cohesion• Improved natural habitat for urban wildlife• Areas for physical activity and interaction with nature• Reduced bills from health-related doctor visits• Beautification of the surrounding area which attracts business and investment
<div>Trail</div> 	<ul style="list-style-type: none">• Area for physical activity• Reduced bills from health-related doctor visits• Pathway for residents to walk from their homes to the waterfront safely
<div>Pavillion, viewing or sitting area</div> 	<ul style="list-style-type: none">• Space for social, educational, and cultural gathering to build community cohesion
<div>Waterfront access points: Ramps, tide pools or piers</div> 	<ul style="list-style-type: none">• Areas for physical activity and interaction with nature

EARTH ECONOMICS FEATURES AND BENEFITS SUMMARY TABLE

MOTTHAVEN-PORT MORRIS WATERFRONT PLAN

Legend

Harlem River Yard Boundary
(NYS Public Ownership)

Phase 1 Projects

Phase 2 Projects

Existing Parks

Project List		
Mott Haven-Port Morris Waterfront Plan	Size (acres)	Shoreline (feet)
Phase 1 Waterfront Projects		
Historic Port Morris Gantries	1.34	300
132nd-134th Connector Trail	0.58	1,000
East 132nd Street Pier	0.16	50
Stony Point Trail	1.53	2,500
Bronx Kill Waterfront	11.05	5,865
Alexander Avenue Extension	1.79	1,100
Lincoln Avenue Waterfront	0.24	130
Park Avenue Boat Launch/Waterfront Park	0.90	660
TOTAL	17.60	11,605 (2.2 miles)
Phase 2 Waterfront Adjacent Parcels		
132nd-134th Connector Trail	0.58	inland
Hell Gate Gas Plant Redevelopment	4.08	inland
Historic Port Morris Gantries Expansion	1.04	inland
NY Post Site Redevelopment	16.36	inland
Harlem River Yard Vacant Lot A	3.49	inland
Stony Point Trail Expansion	1.04	inland
Harlem River Yard Gas Plant Redevelopment	2.05	inland
Harlem River Yard Vacant Lot B	3.88	inland

Motthaven - Port Morris Waterfront Plan | Executive Summary

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MOTTHAVEN-PORT MORRIS WATERFRONT PLAN

134TH STREET GANTRIES PARK

This site is located between East 134th Street and East 135th Street at the East River. The Historic Port Morris Gantries were recognized by the Historic Districts Council during its “Six to Celebrate” program which identified projects on the basis of the architectural and historic merit of the area, the level of threat to the neighborhood, the strength and willingness of the local advocates and the potential for HDC’s preservation support to be meaningful.

The site acquisition would enable a public green space at the Port Morris Gantries site and is consistent with the recognition given to the space as a priority area in Vision 2020 NYC Comprehensive Waterfront Plan, and the site is also included in the NYC Parks Department Harlem River Watershed and Natural Resources Management Plan for the Bronx. Finally, this coastal site is also important because it is located in a Zone B flood zone and was impacted by Hurricane Sandy with a significant water surge because of its location off of the Long Island Sound. Given its close proximity to power stations, this proposal would serve to offset the effects of waterfront storm surges on the power grid.

East 134 th Gantries Park: Project Site Information		
Current Ownership/Use	Size (Acres)	Potential Park Features
New York City General Services Department / Dilapidated Pier	1.34 ac	Sitting/ Viewing Area Lawn Multi-use Trail Flood Protection Living Shoreline
Total Estimated Construction Costs		\$29,867,847
Total Estimated Benefits		\$ 19,742,000



Conceptual Design of 134th St. Gantries Park, Source: OLIN



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EAST 132ND STREET PIER

There was previously a pier at this location (and even a floating pool in 1902); In the 1980s, a ConEd explosion destroyed the pier, and the company never replaced it; Currently residents are crawling through holes in the fence to fish along the banks of the shore; Adjacent to the pier are two of the area’s four peak power plants.

This site is located at East 132nd Street where it meets the East River and is a NYCDOT street end. There was a pier here previously and even a floating pool in 1902. In the 1980’s, an explosion by ConEdison destroyed the pier, and the company never replaced it. It is already being used as an ad hoc fishing site. New York Restoration Project became interested in the site, along with the Gantries and the connectivity to the Randall’s Island Connector, and South Bronx Unite became a community partner in its Haven Project, which seeks to restore the pier, among other component pieces. This coastal site is important because it is located in a Zone B flood zone of a SMIA (which was significantly impacted by Hurricane Sandy) and can help mitigate the effects of climate change and potential flooding of industry and electrical infrastructure on the waterfront in the future. Finally, this site was designated in the Vision 2020 NYC Comprehensive Waterfront Plan as an area of significance. The site is also included in the NYC Parks Department Harlem River Watershed and Natural Resources Management Plan for the Bronx

EAST 132 th St. Pier: Project Site Information		
Current Ownership/Use	Size (Acres)	Potential Park Features
New York City Department of Transportation / Dilapidated Pier	0.35 ac	Accessible Pier Pavilion Seating/Viewing Area Lawn Multi-use Trail Flood Protection Living Shoreline
Total Estimated Construction Costs		\$ 3,013,906
Total Estimated Benefits		\$ 3,093,00



Conceptual Design of E. 132nd St. Pier, Source: OLIN



Existing Piles Remain



Increased Vegetation



Protective Dunes



Tidal Pool Prototype

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STONY POINT TRAIL

This site includes a narrow sliver of vacant and underutilized shoreline that connects the East 132nd St Pier along the East River to the Bronx Kill Waterfront Park to the south. Historically known as Stony Point, the shoreline has commanding views west and east across the East River. The site is currently owned by Action Environmental Systems, which operates a waste transfer facility. The vacant portion of the shoreline is separated from the waste transfer facility by a tall continuous fence. Additional easements negotiated with the site owner might allow for a more significant trail with a living shoreline and flood protection included.

This coastal site is important because it is located in a Zone B flood zone of a SMIA (which was significantly impacted by Hurricane Sandy) and can help mitigate the effects of climate change and potential flooding of industry and electrical infrastructure on the waterfront in the future.



Conceptual Design of Stony Point Trail, Source: OLIN

Stony Point Trail: Project Site Information		
Current Ownership/Use	Size (Acres)	Potential Park Features
Action Environmental Systems /Vacant	1.53 ac	Seating/Viewing Area Multi-use Trail Flood Protection Living Shoreline
Total Estimated Construction Costs		\$7,016,951
Total Estimated Benefits		\$ 22,398,000

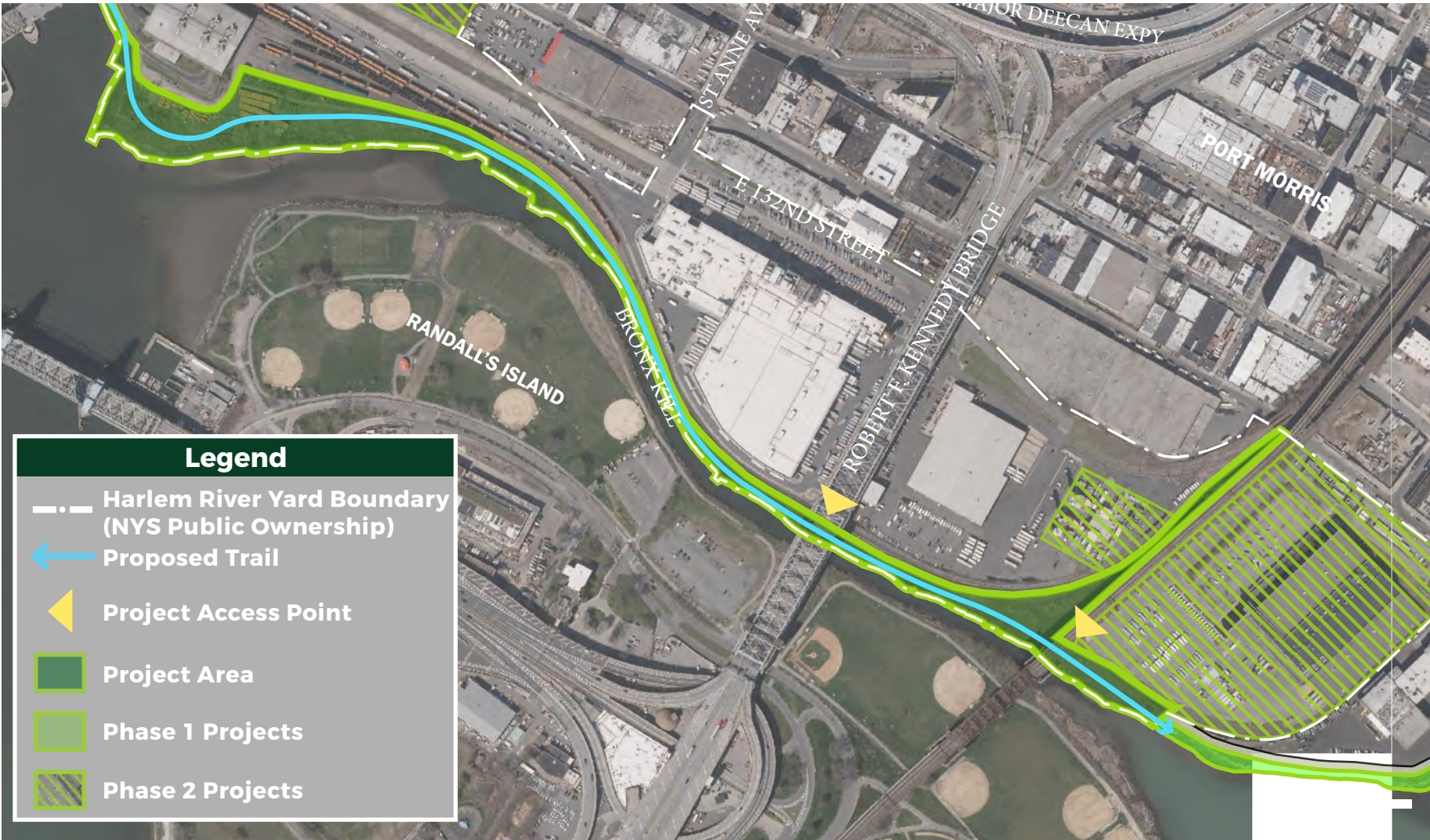


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BRONX KILL WATERFRONT

The Bronx Kill has been included in Vision 2020 NYC Comprehensive Waterfront Plan as an area in which to explore improvements, support habitat restoration and, where feasible, the navigability of the Bronx Kill for kayaks and canoes. In addition to a boat launch, the Bronx Kill Waterfront Park has also been re-envisioned to contain a low-cost earth and rock auditorium as well as sports fields and a playground. A memorial to the Ranzaqua will be included as well, as evidence exists of a Ranzaqua settlement and burial ground on the site. The southern extension of the Bronx Kill Waterfront Park would stretch along the coastline from St. Ann’s Avenue to the Hell’s Gate Bridge, directly connecting the park to the “Randall’s Island Connector”, a pedestrian and bicycle bridge connecting the South Bronx to Randall’s Island.

This coastal site is also important because it is located in a Zone B flood zone of an SMIA and is adjacent to a fossil fuel power plant. This proposal can help mitigate the effects of climate change and potential flooding of industry and electrical infrastructure on the waterfront in the future.



Conceptual Design of Bronx Kill Waterfront, Source: OLIN

Bronx Kill Waterfront: Project Site Information		
Current Ownership/Use	Size (Acres)	Potential Park Features
New York State Department of Transportation, Conrail, Con Edison / Vacant	11.05 ac	Small Boat Ramp Seating/Viewing Area Lawn Multi-use Trail Flood Protection Living Shoreline
Total Estimated Construction Costs		\$44,212,529
Total Estimated Benefits		\$ 160,496,000



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ALEXANDER AVENUE EXTENSION

This site is proposed to encompass Alexander Avenue to Willis Avenue and East 132nd Street to the Harlem River. This site would be an extension of the Lincoln Avenue Waterfront Park. The site is a vital part of the Mott Haven-Port Morris waterfront and is currently underutilized. This coastal site is also important because it is located in a Zone B flood zone of an SMIA (and was impacted by Hurricane Sandy with upwards of three feet of flooding), and this proposal can help mitigate the effects of climate change and potential flooding of industry and the waste transfer station on the waterfront in the future. Finally, this area was included in Vision 2020 NYC Comprehensive Waterfront Plan, and it is included in the NYC Parks Department Harlem River Watershed and Natural Resources Management Plan for the Bronx.



Conceptual Design of Alexander Avenue Extension, Source: OLIN

Alexander Avenue Extension: Project Site Information		
Current Ownership/Use	Size (Acres)	Potential Park Features
New York City Department of Transportation, Con Edison / Vacant	1.79 ac	Seating/Viewing Area Multi-use Trail Flood Protection Living Shoreline
Total Estimated Construction Costs		\$ 9,464,646
Total Estimated Benefits		\$ 26,279,000



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LINCOLN AVENUE WATERFRONT

This street end site is already being used as an ad hoc fishing site and is easily accessible by pedestrians. It provides direct access to the waterfront, and in a recent project conducted by Meta Local Collaborative, community residents expressed overwhelming enthusiasm for using this space for relaxation, celebrations, and recreation. This site is within an area proposed to be eliminated from SMIA designation and is included in Vision 2020. The site is also included in the NYC Parks Department Harlem River Watershed and Natural Resources Management Plan for the Bronx.



Conceptual Design of Lincoln Avenue Waterfront Source: OLIN

Lincoln Avenue Waterfront: Project Site Information		
Current Ownership/Use	Size (Acres)	Potential Park Features
New York City Department of Transportation / Vacant	0.24 ac	Pier Multi-use Trail Flood Protection Living Shoreline
Total Estimated Construction Costs		\$1,809,386
Total Estimated Benefits		\$ 4,222,000



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PARK AVENUE BOAT LAUNCH/WATERFRONT PARK

This site is located on Park Avenue where it meets the Harlem River and is west of the Major Deegan Expressway. It is already green space, and the site cannot be built on. It is one of the few areas with actual water access and is not blocked by the Oak Point Link rail. It is already being used as an ad hoc fishing and boat launch site. This coastal site is also important because it is located in a Zone B flood zone of an SMIA, and this proposal can help mitigate the effects of climate change on the waterfront in the future. It is also within an area proposed for elimination from the SMIA designation and is included in Vision 2020 NYC Comprehensive Waterfront Plan. The site is also included in the NYC Parks Department Harlem River Watershed and Natural Resources Management Plan for the Bronx.



Conceptual Design of Park Avenue Boat Launch/Waterfront Park : OLIN

Park Avenue Boat Launch/ Waterfront Park: Project Site Information		
Current Ownership/Use	Size (Acres)	Potential Park Features
City of New York / Vacant	0.90 ac	Small Boat Ramp Seating/Viewing Area Lawn Multi-use Trail Flood Protection Living Shoreline
Total Estimated Construction Costs		\$6,732,189
Total Estimated Benefits		\$ 13,872,000



The Mott Haven-Port Morris Waterfront Plan is a project of the Mott Haven-Port Morris Community Land Stewards and South Bronx Unite. For more information or to get involved, please email: info@southbronxunite.org

