



BOA STEP 2 STUDY

BRADHURST REVITALIZATION

JUNE 2019

Prepared for:

Harlem Congregations for Community Improvement (HCCI) Inc.



Prepared by:

Metropolitan Urban Design (MUD) Workshop LLC



With support from:

AKRF Inc.

Philip Habib & Associates

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Aerial view of the Bradhurst Brownfield Opportunity (BOA) Area showing development around the major avenues



1/ DESCRIPTION OF THE PROJECT AND BOUNDARY

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1.1/ LEAD PROJECT SPONSORS AND BOA TEAM

The Bradhurst Brownfield Opportunity Area (BOA) Step 2 Study, also known as the Bradhurst Revitalization – Step 2 Study, was led by the Harlem Congregations for Community Improvement (HCCI) Inc., a community based organization and coalition of 90 inter-faith congregations that is dedicated to the holistic revitalization of Harlem.

Harlem Congregations for Community Improvement

HCCI was established in 1986 and has since implemented a comprehensive portfolio of programs to provide affordable housing, economic development opportunities, and access to health care and educational programs for adults and young people. In partnership with other community organizations, elected officials and local residents, HCCI has helped reduce crime, make streets safer, increase public sanitation, and preserve and transform open spaces in Harlem. HCCI's real estate office has developed over 3,500 units of low, moderate and middle-income housing and approximately 50 commercial spaces in Harlem.

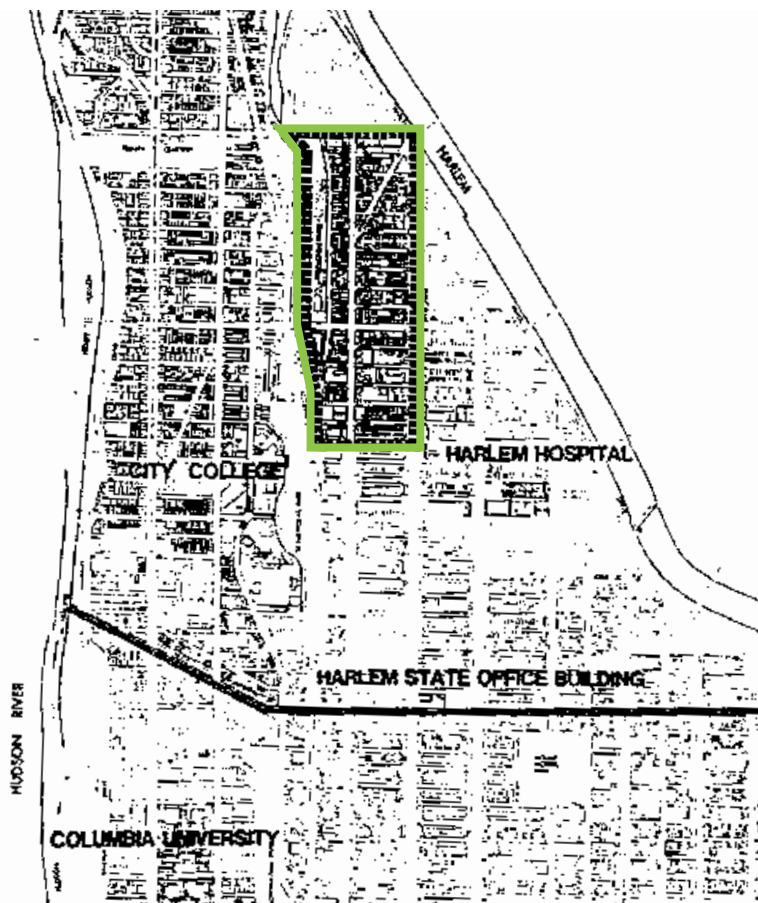
HCCI partnered with Harlem Community Development Corporation (HCDC), a subsidiary of the NYS Urban Development Corporation to conduct the Bradhurst Revitalization – Step 2 Study.

Harlem Community Development Corporation

HCDC (est. 1995) supersedes the Harlem Urban Development Corporation (HUDC | 1971 – 1995), which was responsible for initiating the Bradhurst Revitalization Plan (circa 1987) to address the redevelopment of housing and improvement of Harlem Neighborhoods with a focus on Central

Harlem. Since its inception, HCDC has served the greater Harlem community, including Central Harlem, El Barrio (East Harlem), Washington Heights and West Harlem. In partnership with other organizations, HCDC has planned and facilitated a wide range of community revitalization initiatives that have strengthened Upper Manhattan and helped preserve its economically and culturally vibrant communities.

For the current Bradhurst Revitalization – Step 2 Study, HCDC advised on outreach with the Steering Committee, the Community and all project stakeholders partaking in the planning and implementation of the Bradhurst Revitalization – Step 2 Study. HCDC also



Bradhurst Revitalization Area delineated in the Bradhurst Revitalization Plan initiated by Harlem Urban Development Corporation (HCDC's predecessor) Consortium for Central Harlem Development (HCCI's founder)
Source: HUDC Bradhurst Revitalization Plan

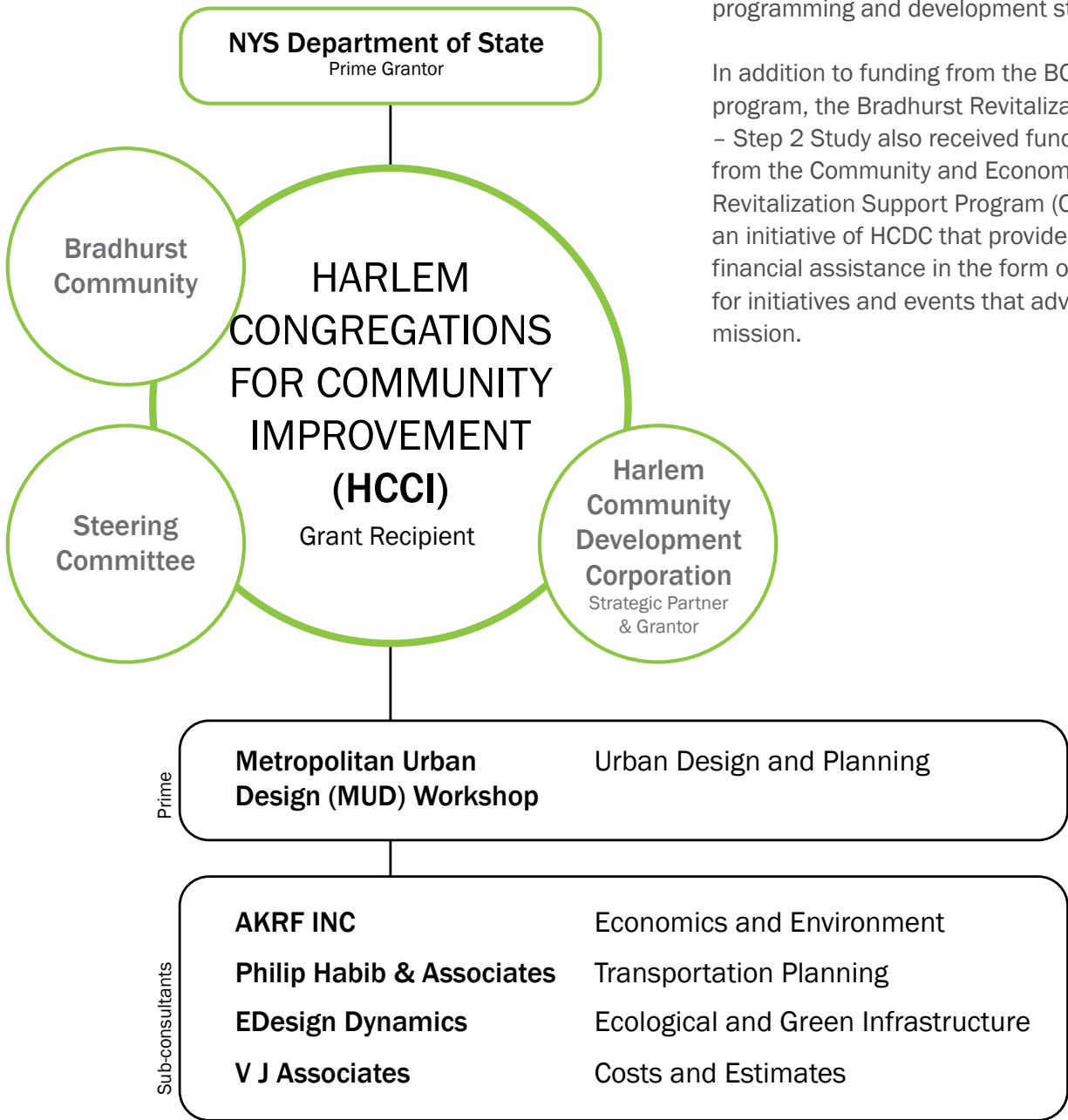
closely advised the technical work of the consultant team on the project.

Project Funding and the BOA Program

The majority of the Bradhurst Revitalization – Step 2 Study is funded by the NYS Department of State BOA program, initially established in 2003 and later revised in 2008. The BOA program provides resources to the New York Communities to establish effective

revitalization strategies to put dormant and blighted parcels into productive use. The BOA program is unique in the sense that it allows communities to create a neighborhood or area-wide approach versus the traditional site-by-site approach for the revitalization of dormant properties. This approach is rooted in community outreach and is centered on the goal that future developments on these dormant sites will help prioritize community development through relevant programming and development strategies.

In addition to funding from the BOA program, the Bradhurst Revitalization – Step 2 Study also received funding from the Community and Economic Revitalization Support Program (CERSP), an initiative of HCDC that provides financial assistance in the form of grants for initiatives and events that advance its mission.



Bradhurst BOA Team organization



Map showing Bradhurst BOA boundary, and major transit connections and regional attractions.

Consultant Team

In the fall of 2015, HCCI commissioned Metropolitan Urban Design (MUD) Workshop LLC to lead an interdisciplinary team of urban designers, community based planners, economic and financial analysts, environment specialists and civil and environmental engineers to prepare a comprehensive study for the revitalization of Bradhurst BOA. MUD Workshop is a community based urban design and planning firm dedicated to the regeneration of neighborhoods and public places. The firm emphasizes sustainability and community-centric thinking in all of its projects and recognizes this to be the greatest factor in bringing about positive change in communities and in ensuring the long term viability of all design and development works.

In addition to MUD Workshop, the consultant team includes the following firms:

1. AKRF Inc., known in the region for their environmental and economic practice, led the socio-economic and development analysis as well as the Phase 1 ESAs for strategic sites.
2. Philip Habib and Associates, specializing in planning and design of transportation facilities, environmental studies, and civil and traffic engineering, led transportation analysis and improvement strategies.
3. eDesign Dynamics, an environmental engineering and planning firm specializing in green stormwater infrastructure and resilience planning and design, led analyses and recommendations to employ green strategies for neighborhood development.
4. VJ Associates assisted with the estimations and costs.

1.2/

PROJECT OVERVIEW AND DESCRIPTION

Located in the Central Harlem neighborhood of Upper Manhattan, the Bradhurst BOA falls almost entirely within Manhattan Community Board 10 except for a small portion of Highbridge in the northern end of the BOA. The BOA spans approximately 40 standard Manhattan blocks (approx. 800' X 200') and is primarily a residential area surrounded by other residential neighborhoods; Hamilton Heights and Washington Heights. The BOA is very well connected by transit and road/highway/bridge system to Midtown Manhattan and regional scale amenities such as the Yankee Stadium, The Bronx Terminal Market and Lincoln Medical Center in the South Bronx. Six subway lines including A, C, E, B, D and 3 as well as several bus routes connect the Bradhurst BOA with other parts of NYC. In addition, Mother Clara Hale Bus Depot, which was reopened in November 2014 after an extensive "makeover" that addressed toxic emissions and employed sustainable technology as well as incorporated an employment agreement to encourage local training, hiring and contracting. Located at Malcolm X Blvd. and W. 146th Street this bus depot serves the M1, M7, M35 and SBS M15 routes and has made the Bradhurst BOA even more accessible.

HISTORY OF NEIGHBORHOOD DEVELOPMENT



1600

“Harlem’s” Farmland

The Harlem district was settled in the 1600s as a Dutch village, and was named after the city “Haarlem” in the Netherlands. The area was comprised of private estates and farms until it was gradually replaced by inexpensive family homes for new immigrants in the 1800s.

1800

Movement North

More middle class families moved to Harlem as various forms of transportation, such as the railroad and the Broadway IRT line, expanded north. To serve the growing neighborhood, religious and cultural institutions were established in the 1870s. The 155th Street viaduct was built in the 1890s.



1900

Escape from the City

In the 1900s, Harlem consisted of residential neighborhoods that offered single family row houses, tenements, and apartments, as well as cultural and entertainment venues. With continuing transportation and infrastructure development, additional housing and retail were added. Many of the row homes built at the time still exist.



1910

Local Park Space

Several facilities provided recreation and open space to the local and larger community. Highbridge Park, which provided access to the River and allowed for recreational activities such as horseback riding, was created in the late 1890s. Located on a steep escarpment, Jackie Robinson Park opened in 1911 as part of a national reform to increase urban open space and provide organized play to children.



1920

Harlem Renaissance

Beginning in the late 19th century, the white population began leaving the area, as middle class African-American New Yorkers moved in. This activated a cultural movement known as the Harlem Renaissance, spanning the 1920s and 1930s, and resulted in the creation of new music and literature.



1930

Public Housing

With the cultural movement, there was a growing civic focus on creating public housing. Occupying an entire city block, the Dunbar Apartments were developed under an innovative housing policy that provided the first co-operative (ownership) apartments to African-Americans. The complex has since been converted to rental units, and is now a registered New York City landmark.





1940

The Polo Grounds

Originally built as a stadium for polo in northern Bradhurst, the complex evolved into four stadiums and became a major draw for New Yorkers. The Mets, Yankees, Titans/Jets, Giants, and Black Yankees (of the Negro League) all played in the Polo Grounds IV Stadium. The stadium sat vacant between 1958 and 1961 until the City acquired the property and built the Polo Grounds Towers, a high rise NYCHA housing development which still remains active today.

1960

Harlem River Drive

After the Great Depression, vibrant Harlem neighborhoods began to deteriorate. The Harlem River Speedway, once a popular recreation spot offering horse and boat racing, and a waterfront promenade, was turned into the Harlem River Drive, as part of Robert Moses' grand roadway plans. It extended the East River Drive and connected the Triborough (now the Robert F. Kennedy Bridge) to the George Washington Bridge.



1970

Fading Vitality

After the 1960s, the vitality that characterized Harlem gradually faded. During this time, many people left the area, abandoning their foreclosed property and leaving it in the hands of the City. Bradhurst lost a significant share of buildings, leaving some blocks completely abandoned. Local community and recreational facilities fell into disrepair as shacks sprouted up in Highbridge Park.

1980

Abandoned Neighborhoods

In the 1980s, the City disposed of much of the foreclosed property to developers in efforts to catalyze private investment. The developers, in turn, sold their interests to local organizations at inflated rates, without undertaking any new projects. Without other policies and tools in place to encourage and incentivize development, these organizations defaulted on their (inflated) mortgages, and the properties remained vacant.



1990

Bradhurst Urban Renewal Plan

By the 1990s, a third of Bradhurst's housing stock was vacant or abandoned. In response, the State, City and community developed the Bradhurst Urban Renewal Plan in 1996, focusing on mixed-use development in City-owned buildings and lots. The Plan concentrated on neighborhood revitalization and blight elimination through housing development and encouragement of community facilities and other neighborhood amenities.

2010

Revitalization Projects

Since the Plan, numerous redevelopments have revived the area and attracted a variety of retail tenants and residents. These projects have largely been spearheaded by local organizations in partnership with HPD and developers. Recent developments include PS 90, Dr. Muriel Petioni Plaza, Ellington on the Park, and many others. Future plans, including upcoming phases of the Harlem River Greenway, will further revive the area.





Vacant and blighted building at 145th Street between Frederick Douglass Boulevard and Bradhurst Avenue
 Circa early 1990s | Source: HCCI Inc.

1.3/ COMMUNITY VISION AND GOALS

The Bradhurst Revitalization – Step 2 Study builds and expands on several other studies/projects and associated community engagement efforts. Chief among these studies is the Bradhurst Revitalization Plan, which was initiated by HUDC (HDC's predecessor) in 1987 after a series of planning studies for Central Harlem communities that it conducted with the Consortium for Central Harlem Development (CCHD), a group of 11 community organizations representing religious, development, real estate and business interests.

One of the most successful outcomes

of the Bradhurst Revitalization Plan was the delineation of the 'Development Area' or the 'Bradhurst Urban Renewal Area' encompassing the part of northern Harlem between West 139th Street and West 155th Streets, from Edgecombe Avenue and Bradhurst Avenue on the west to Adam Clayton Powell Jr. Boulevard on the east. A large stock of vacant and abandoned buildings that characterized this area became the prime focus Bradhurst Revitalization Plan. The Revitalization Plan prioritized mixed-use development on city-owned land and in city-owned buildings, both vacant and occupied, acquired through tax foreclosure or urban renewal. Subsequently, financial backing from NYC Housing Preservation and Development (HPD) supported CCHD



Revitalized area at 145th Street between Frederick Douglass Boulevard and Bradhurst Avenue
Year 2016

to begin the rehabilitation of rental units in 1994. Over time, CCHD created HCCI, a non-profit organization, to continue the rehabilitation work.

HPD also partnered with private developers based on an RFP process, and supported revitalization by providing access to various Federal, State and City subsidy programs.

Based on the success of the 1987 Bradhurst Revitalization Plan and Community Board 10's 197-A Plan from 1999, HCDC and HCCI partnered again to create a comprehensive urban design vision for the revitalization of public spaces, streets and community nodes. In April 2005, they hosted the first "Under the Viaduct: Bradhurst and Vicinity Plan"

community meeting at HCDC's offices. This meeting provided a comprehensive look at the Bradhurst neighborhood and presented a range of ideas on future land use, connectivity, open space revitalization and a discussion of other planning initiatives in the neighborhood. "Under the Viaduct Plan" laid the foundation for the first BOA application, which was submitted to the Department of State in June 2005, and the first community planning session was organized six months later in November 2005. Several meetings including CB10, representatives from Polo Grounds and the community that were organized by HCCI and HCDC over the next five years helped distill community goals, priorities and programming ideas for the revitalization of Bradhurst. These



Map from the preliminary BOA Step 2 study completed in June 2013 showing opportunity and strategic sites for development / neighborhood revitalization

Source: Bradhurst Brownfield Opportunity Area Existing Conditions and Development Feasibility Analysis Step 2 Nomination Study, June 2013

LEGEND

- ① Utility Building site (NYCHA)
- ② Davis Warshaw/Western Beef site
- ③ United States Post Office site
- ④ 260 West 153rd Street site
- ⑤ Harlem Vista Hotel site
- ⑥ Lenox Terminal/P.S. 200 site
- ⑦ City Lot site on 146th Street
- ⑧ 146th Street site (across from bus depot)
- ⑨ West Side of Lenox Avenue from 145th to 146th Streets



HUDC and CCHD's Bradhurst Development Project in the Bradhurst BOA.
Circa late 1990s | Source: HCCI Inc.

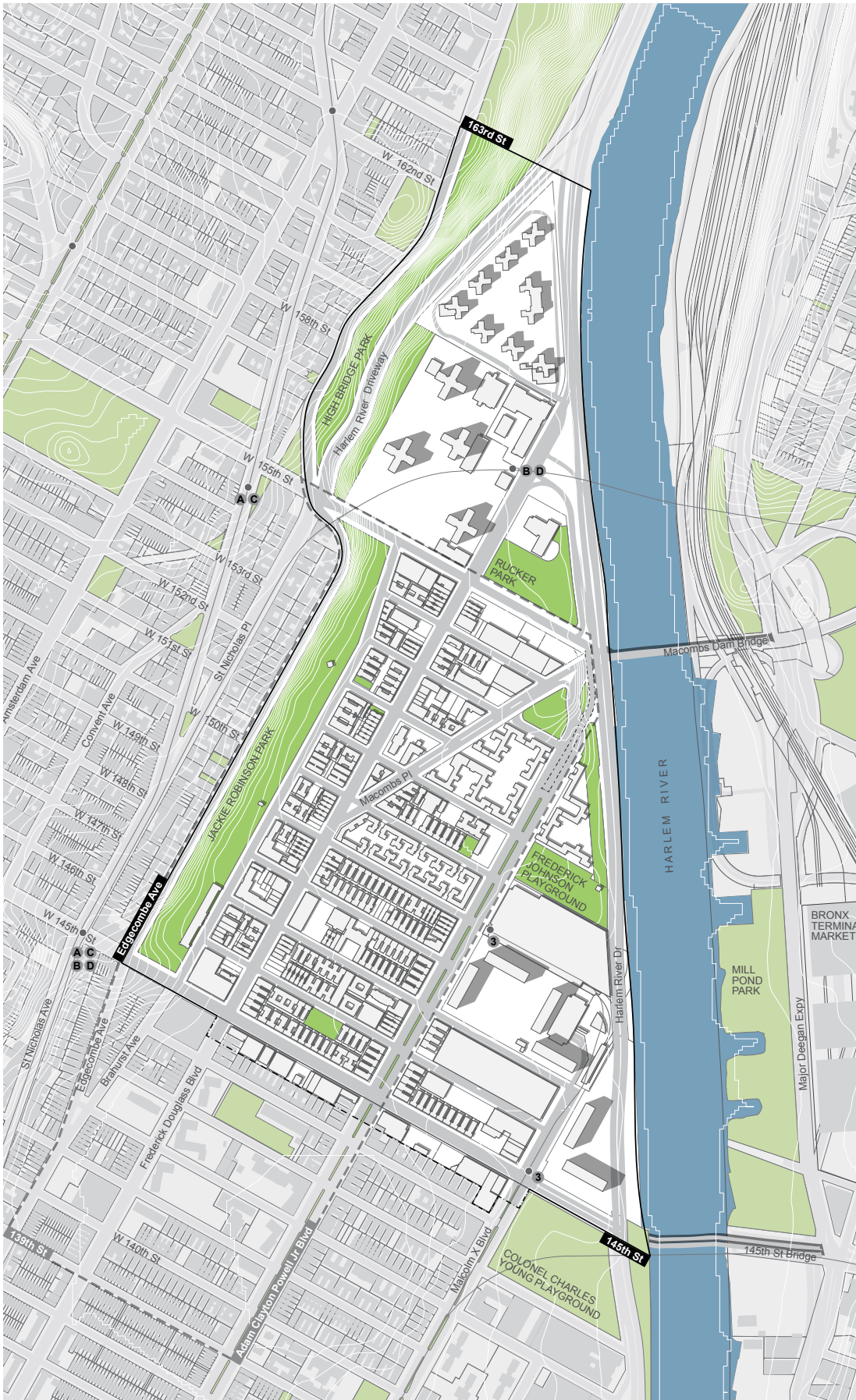
community goals were finalized in the concluding community meeting of the Step 1 BOA process held in December 2010 and included the following priorities:

1. Create employment, job training and youth recreational/educational opportunities for the local community;
2. Assess business needs and need for services to best implement a diverse mix of land uses;
3. Work with Bradhurst area businesses, the City and state to develop environmentally friendly business practices;
4. Create appropriate waterfront access, shoreline and habitat restoration and recreational use opportunities;
5. Create a set of Harlem urban design principles for the Bradhurst Area that improve physical connections in the neighborhood and make it more walkable, accessible and integrated, and;

6. Reinvigorate the area under the 155th Street viaduct and develop it into a community focal point.

These goals formed the basis of the preliminary BOA Step 2 Study, which concluded in 2013 prioritized four development sites and development programs that would further the community goals listed above.

The current supplemental BOA Step 2 Study (Bradhurst Revitalization – Step 2 Study), which began in Fall 2015, has expanded on the aforementioned revitalization efforts. It provides a holistic framework that addresses both the development of individual strategic sites for community development, and neighborhood wide urban design initiatives including connectivity, programming of community nodes, public waterfront access and resiliency.



Map showing Bradhurst BOA boundary and major transit connections.

The Bradhurst BOA is bounded by Harlem River in the east and Edgecombe Avenue in the west. 163rd Street is its northern boundary and 145th Street its southern boundary.

1.4/ **BOA BOUNDARY DESCRIPTION AND JUSTIFICATION**

The Bradhurst BOA is located northern Harlem almost entirely within the CB10 boundaries.

In the east it is bounded by Harlem River – a natural feature that physically divides this area from The Bronx. This section of the Manhattan island has dramatic topographic variations between its eastern and western portions. Edgecombe Avenue, which marks the edge of these higher and lower elevations, forms the western boundary of Bradhurst BOA.

In the north are Polo Grounds and Rangel Houses – both NYCHA public housing developments that have a “Towers-in-the-Park” urban form and layout, which is in stark contrast to the surrounding urban developments. These developments were included in the BOA area because of the history of community engagement,

which included active leaders from these developments who participated in crystallizing community revitalization goals for the Bradhurst Revitalization – Step 2 Study. Extending 163rd Street to the edge of Harlem River marks the northern edge of these developments and this also forms the northern edge of the Bradhurst BOA.

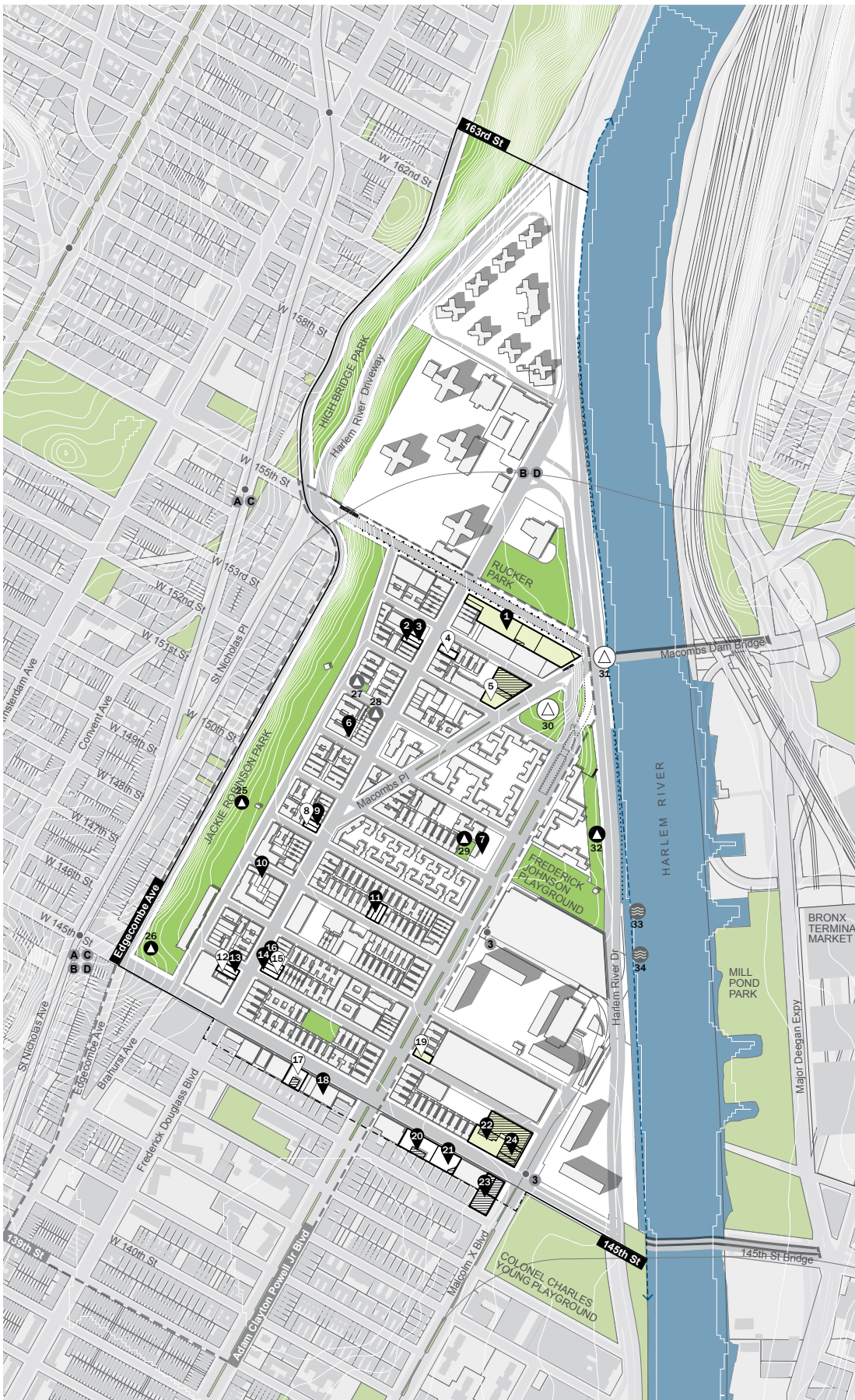
145th Street in the South is the main commercial corridor that also connects Manhattan to The Bronx. Although this commercial corridor generally forms the southern boundary of the Bradhurst BOA, an inventory update of vacant and underutilized sites in 2016 expanded this boundary to extend half a block to the south of 145th Street between Frederick Douglass Blvd. and Malcolm X Blvd.

To summarize, the Bradhurst BOA is bounded by Harlem River in the east, Edgecombe Avenue in the west, 163rd Street in the north and 145th Street in the south.



Aerial view of the Bradhurst BOA showing midtown Manhattan in the background

Map showing existing and proposed projects and initiatives that'll impact the Bradhurst BOA Study and Planning



LEGEND

PUBLIC REALM PROJECTS

- 
 Capital Projects
- 
 Plan/Strategy
- 
 Community Desire
-  Open Space
-  Waterfront

VACANT/UNDERUTILIZED SITES

-  Action post-2010
-  No action post-2010

1.5/ BOA PLANNING CONTEXT

Prior to the Bradhurst Revitalization Step 2 Study the consultant team examined existing studies and planned projects within the BOA boundary. The findings have been organized into two categories:

public realm projects and underutilized and vacant sites. Public realm projects noted range in physical impact from capially funded projects to community desires. Details in the following table additionally outline current action being taken on underutilized and vacant sites.

#	Ownership	Description	Date	Notes
1	Private - Cactus of Harlem LLC / City - NYC Dept. of Highways	Currently in use as a parking lot	01-11-2013	Cactus of Harlem LLC withdrew the following documents from application with the Department of Finance: ULURP #070578 ZMM , CEQR #10 DCP 041M, and Zoning Map Amendment Application
			12-28-2011	Application for a new 3-story building for office and retail use was disapproved
2	Private - Bethany Housing Development	Vacant lot	03-31-2014	The following documents were recorded with the Department of Finance: Assignment of Leases & Rents, and Assignment of Mortgage
			05-31-2012	Initial UCC1 was filed with the Department of Finance
3	Private - 154 Holdings, LP	Vacant lot	07-08-2016	The following documents were filed with the Department of Finance: Initial UCC1, Assignment of Leases & Rents, Assignment of Mortgage, Deed to the Property
			02-01-2017	Work Permit issued to begin work on a 6-story + mezzanine residential apartment development
4	Private - 2902 Frederick Douglass	Vacant lot		
5	Mixed - United States Postal Service	Currently in use as loading dock & distribution lot		
6	Private - Harlem Urban Development Corp	Vacant lot	11-19-2014	Initial UCC1 for partial lot was filed with the Department of Finance
7	Private - 2600 7th Ave Realty	New building under construction	10-2017	The following documents were recorded with the Department of Finance: Initial UCC1, Assignment of Leases & Rents, Mortgage Agreement
			07-04-2017	Work Permit issued to begin construction on a 7-story residential building with community facilities
			04-28-2016	A Deed to the Property was filed with the Department of Finance
8	City - Housing Preservation	Vacant lot		
9	Private - FDB Group LLC	Vacant lot	10-21-2015	A Deed to the Property was filed with the Department of Finance
10	Private - 306 W 148th St	New building under construction	10-10-2017	The following documents were recorded with the Department of Finance: Subordination Agreement, Initial UCC1, Assignment of Leases & Rents, Mortgage Assignment
			08-11-2017	Work Permit issued to begin construction on a 6-story residential development with community facilities at the street level
11	Private - HCCI	Vacant lot	12-23-2016	A Deed to the Property was filed with the Department of Finance
12	City - Housing Preservation	Vacant lot		
13	Private - 2737 Trading	Vacant lot	11-02-2015	A NYC Real Property Transfer Tax was filed with the Department of Finance

#	Ownership / Jurisdiction	Description	Date	Notes
14	Private - 2750 8th Ave Equitsin	New building under construction	07-10-2017	The following documents were recorded with the Department of Finance: Deed to the Property and Satisfaction of Mortgage
			01-19-2018	Application approved for a 7-story mixed-use retail and residential development
15	City - Housing Preservation	Vacant lot		
16	Private - Superb Vending Corporation	New building under construction	01-2018	The following documents were recorded with the Department of Finance: Certificate Pursuant to Zoning Lot and Zoning Lot Description
			12-22-2017	Work Permit issued to begin work on a 8-story residential development with community facilities at the street level
			07-10-2017	A Deed to the Property was filed with the Department of Finance
17	Private - Bill Wolf Petroleum C	Currently in use as a gas station		
18	Private - Gospel Spreading Church	New building partially approved	04-03-2018	Received partial approval on application to build 8-story mixed-use development
			02-07-2018	Zoning Lot Description was filed with the Department of Finance
19	City - DCAS	Vacant lot		
20	Private - 150 West 145 LLC	Currently in use as a gas station	09-25-2017	The following documents were recorded with the Department of Finance: Termination of Assignment of Leases & Rents, Satisfaction of Mortgage
			02-14-2017	A Deed to the Property was filed with the Department of Finance
21	Private - 124 West 145 LLC	Vacant lot	01-10-2017	Easement was filed with the Department of Finance
			12-27-2016	A Deed to the Property was filed with the Department of Finance
			09-08-2016	Work Permit issued to demolish and remove buried gasoline tanks
22	Private - 119 West 145 LLC	Vacant Lot	05-25-2017	Work Permit issued to demolish structures on-site and remove buried gasoline tanks
			07-13-2016	The following documents were recorded with the Department of Finance: Initial UCC1, Assignment of Leases & Rents, and Mortgage Agreement
			08-25-2015	A Deed to the Property was filed with the Department of Finance
23	Private - Lenox by the Bridge	Commercial / Retail establishments in use	04-01-2015	A Deed to the Property and Tax Lien Discharge were filed with the Department of Finance
24	Private - 703 Lenox / Private - Beth Achenbaum	Commercial / Retail establishments in use	11-2013	The following documents were recorded with the Department of Finance: Initial UCC1, Consolidation Modification and Extension Agreement, Mortgage Agreement, and UCC3 Continuation
25	NY Parks Dept	Jackie Robinson Park Reconstruction	Projected completion 2019	Active Procurement Phase - Improvements will be made to stairways, fencing, sidewalks, and entrances.
26	NY Parks Dept / Parks Without Borders	Jackie Robinson Park	Active	Active Design Phase - Edgecombe Avenue and 145th Street edges
27	NY Parks Dept / GreenThumb	Bradhurst Ave Tenant's Association Community Garden	In use	
28	NY Parks Dept / GreenThumb	Frederick Douglass Boulevard Community Garden	In use	

#	Ownership / Jurisdiction	Description	Date	Notes
29	NY Parks Dept	Bill Bojangles Robinson Playground Reconstruction	Projected completion 2020	Active Design Phase
30	NY Parks Dept	Colonel Charles Young Triangle Baseball Field Reconstruction		Plan Proposal
31	Department of Transportation	Harlem River Bridges Access Plan	03-2016	Project goals included improving safety for all modes of travel on and at the access points to Harlem River bridges
32	NY Parks Dept	Harlem Lane Playground Reconstruction	Projected completion 2021	Reconstruction will address comfort stations, stairs, sports areas, lighting, plantings, paths, benches, and sidewalks. The plan will re-establish the connection between the upper and lower portions of the park and may introduce new features like a walking and bike path.
33	NYC Planning	NYC Waterfront Revitalization Program	Published 06-2016	This set of guidelines addresses various waterfront policies including built development, water-dependent industrial uses, boating, ecological systems, water quality, flooding/ erosion, waste/ hazardous materials, public access, and scenic, historical and cultural resources.
34	NY Parks Dept	Resiliency Planning Study for East Harlem	RFP 05-2017 (Has since been archived)	NY Parks Department requested proposals from consultants regarding a Vision Plan which would outline feasible projects to increase coastal resiliency for East Harlem with the goal of reducing future impact from natural disasters and climate change



Residents of Polo Grounds and Esplanade Gardens work with facilitators from the consultant team to determine urban design priorities for Bradhurst BOA



2/ COMMUNITY PARTICIPATION AND TECHNIQUES TO ENLIST PARTNERS

CONTENTS

- 2.1 COMMUNITY PARTICIPATION
- 2.2 TECHNIQUES TO ENLIST
PARTNERS

2.1/ COMMUNITY PARTICIPATION

As described in Section 1 / Community Vision and Goals, community participation for the revitalization of the Bradhurst BOA (and the greater northern Harlem area) began in the late 1980s / early 1990s with the first Bradhurst Revitalization Plan. Since then many rehabilitation and redevelopment projects have been realized that have contributed to the gradual physical, economic, and cultural revitalization of the Bradhurst area. With these developments and the changes that they brought to the neighborhood, community priorities evolved. For example, the large part of 1990s and early 2000s, revitalization efforts primarily concentrated around the redevelopment/rehabilitation of individual blighted sites but the start of the BOA process in 2005 saw a strong community focus and desire for public space improvements, connectivity, urban design and overall neighborhood development.

For the Bradhurst Revitalization – Step 2 Study, the consultant team researched the history of community engagement to date and built on their findings to create a community outreach and stakeholder engagement plan with the following objectives:

1. Generate excitement about the BOA process and create a centrally accessible repository of information
2. Reexamine and update the strategic sites list from the preliminary Step 2 process completed in 2013
3. Determine urban design priorities for the community
4. Engage community leaders, private property owners, elected officials and City agencies to determine and put into action next steps toward implementation

The following table provides a brief summary of all of the related planning meetings that inform the current supplemental BOA Step 2 Study.

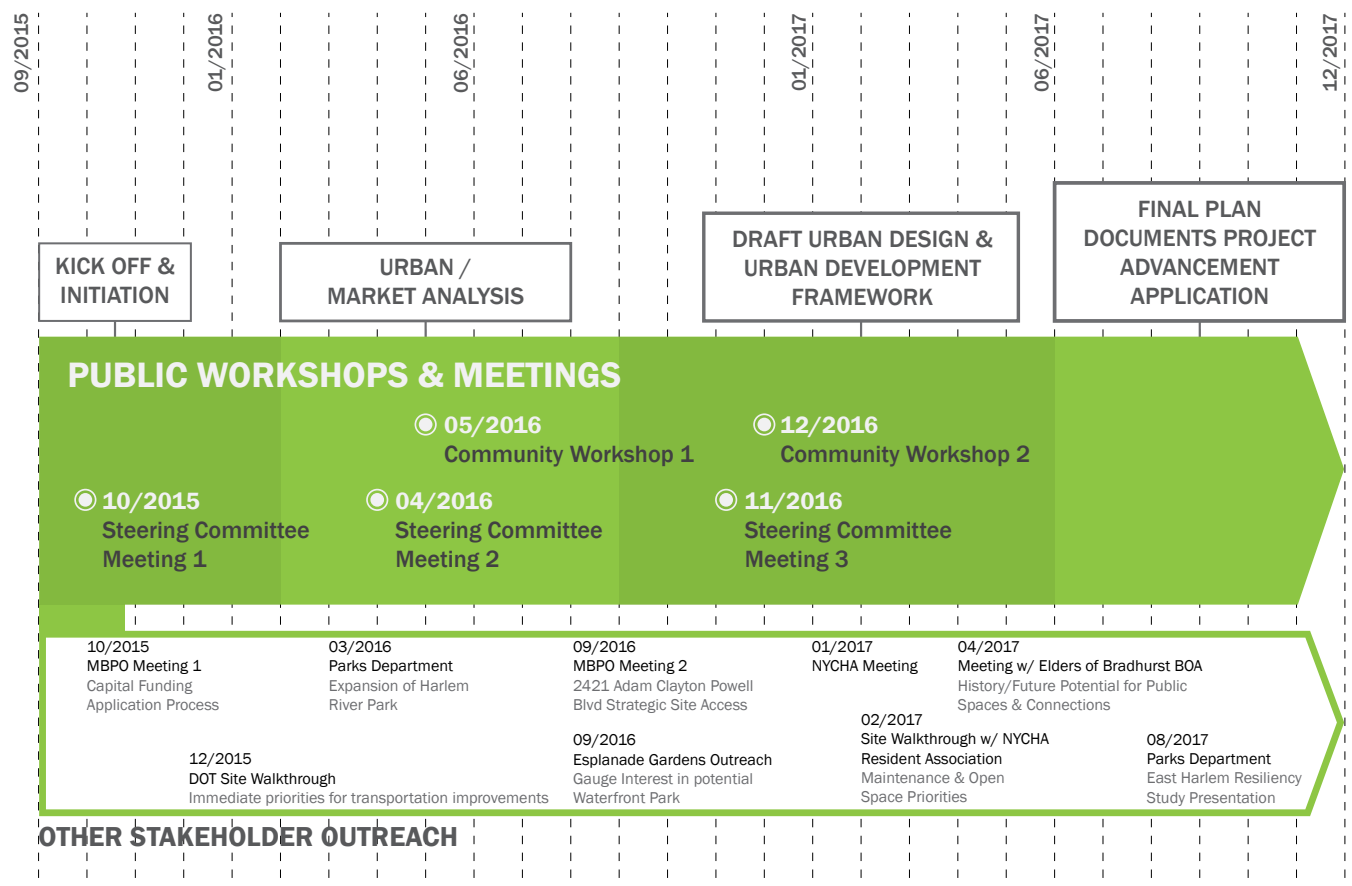
Date	Topics
April 20, 2004	“The North Harlem/Lower Washington Heights Planning Study” meeting which involved an introduction of the Bradhurst Plan, and the identification of commercial corridors, economic development sites and the study area boundary.
May 12, 2005	Introduction to the “Under the Viaduct: Bradhurst and Vicinity Concept Plan” with a discussion about improving neighborhood connections, land use, urban design and open space, possible uses under the viaduct, other planning initiatives in the area and preparation for the upcoming community design charrette.
November 3, 2005	Bradhurst Community Forum - a charrette to identify ideas for redevelopment and reprogramming of space under the viaduct.
February 20, 2008	Matthew Henson Plaza Community Design Charrette held at the Jackie Robinson Park Community Center to discuss redevelopment of the triangular open space fronting Frederick Douglass Boulevard between 149th and 150th Streets. Identified as one of the first projects to be conducted as part of the BOA.
September 10, 2008	Presentation to CB-10 of concept for 155th Street Viaduct Plaza including preliminary design concept developed by Meta Bruzema.
December 5, 2008	HCCL- public charrette to discuss redevelopment under the viaduct discussed the holistic redevelopment of four corners of 155th Street and Frederick Douglass Boulevard.
April 30, 2009	Bradhurst Planning Charrette- Continued discussions about proposed 155th Street and four corners development plans, discussed Brownfield Opportunity Area Program study and priority sites and redevelopment of Erbograph Building.
November 4, 2010	HCDC met with residents of the Polo Grounds to discuss issues including need for library and recreation center for youth, need to create community meeting places, and need to create a waterfront park north of 145th Street to 160th Street.
December 13, 2010	Presentation on BOA application and proposed priority sites as well as a facilitated discussion of predevelopment technical needs.

Relevant planning meetings that informed the BOA Step 2 Study

The consultant team and the Clients made a concerted effort to capture all the diverse voices from the community and stakeholders and employed a range of methods for engagement. These included a digital engagement strategy and in-person workshops, meetings, presentations focus groups, site walks and surveys. These techniques are described in greater detail in the following pages.

The engagement plan closely followed the project schedule. At the end of each milestone, the consultant team prepared a comprehensive presentation of technical findings, which was presented, to the appointed Steering Committee and the community to apprise them of existing conditions and potential opportunities and constraints to realizing their goals. This shaped and refined the community goals further and helped set realistic and realizable projects.

The community engagement timeline provides an overview of the outreach plan and timing.



Project timeline

2.2/ TECHNIQUES TO ENLIST PARTNERS

Digital Engagement

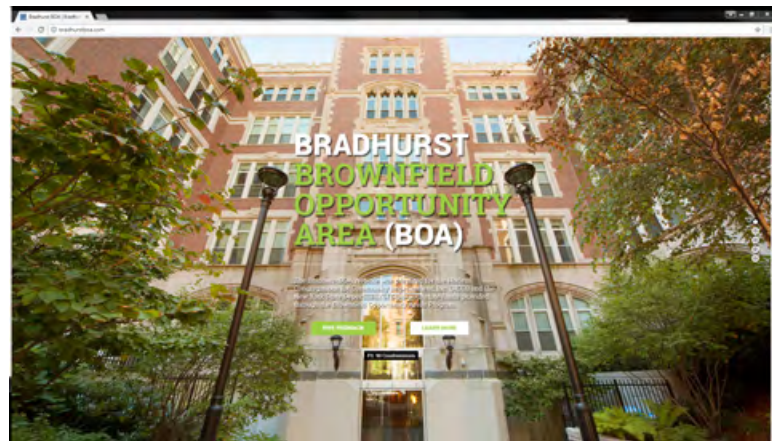
At the onset of process, MUD Workshop, who led the interdisciplinary project consultant team, set up a website (www.bradhurstboa.com) that was accessible on all types of digital devices including cell phones. This website reached a wider audience including but not limited to high school students / youth and young working mothers / parents whose work and family commitments sometimes kept them from attending evening meetings and workshops.

The website provided an overview of the BOA process, a brief history of the neighborhood's development, contact information for the BOA team and an interactive 'community-planning tool' for engagement. To the extent possible, community workshop exercises were hosted in the form of digital surveys / exercises under the community-planning tool. This enabled people who were unable to attend evening workshops to provide their input on development and urban design priorities. Community responses were tracked in real time for greater transparency.

In addition to being an engagement tool, the website also served as an announcement platform and provided information on upcoming meetings and project progress. Over time it has evolved as a repository of information including presentations, meeting summaries and progress documents produced by the consultant team.

Steering Committee

Through their revitalization and engagement work over the years, HCCI and HCDC have developed a relationship



Bradhurst BOA Digital Engagement Platform

with many local businesses, residents, elected officials and representatives from City agencies. These relationships were vital in guiding the efforts to set up a Steering Committee. To recruit the Steering Committee, HCCI sent out invitations to elected officials, Community Board 10, City agencies, local business owners, resident association leaders and other community leaders / organizations active in the community. Appendix A.0 shows a list of Steering Committee representatives who were invited to participate in meetings.

The Bradhurst BOA organized three full Steering Committee meetings at the completion of key project milestones. Details including presentation and meeting minutes for all the Steering Committee meetings can be found in the appendices. These were

- **#1 Project Kick Off:** This meeting provided an overview of current conditions in the Bradhurst BOA and recapped community desires / priorities up until 2013. During this meeting all Steering Committee members were asked to weigh in on the community revitalization goals and priorities and expand on or update them.
- **#2 Analysis of the BOA:** The second meeting was held at the end of the analysis for the BOA and presented all the findings including socio-economic, market and urban conditions to the Steering Committee. At this meeting, an updated strategic site list and map was also presented which expanded the number of sites from four in 2013 to 15 in number. This meeting was also used to invite feedback on workshop exercises planned for the first community workshop.
- **#3 Urban Design and Development Framework:** The third and final meeting introduced the draft urban design and development framework which included both urban design / connections / resiliency strategies along with strategic sites. The Steering Committee was requested to provide feedback on the open

space opportunities and urban design framework developed by consultant.

Members of the Steering Committee provided feedback even outside of these formal meetings and throughout the study, members engaged to discuss key elements of the plan and appraise the concepts, ideas and approaches prior to each community workshop.

Community Workshops and Presentations

As noted in the previous section, HCCI and HCDC began the revitalization work in Bradhurst in the early 1990s and consequently held a number of community meetings for several initiatives they furthered. Since the BOA process began in 2005 and leading up to this point, community desires and priorities have evolved with the changing landscape and market. The consultant team used the priorities and revitalization goals agreed upon by the community between 2005 – 2013 and built an outreach process that would help clarify the specific actions to further these goals. These revitalization goals included:

1. Create employment, job training and youth recreational/educational opportunities for the local community
2. Create a set of Harlem urban design principles for the Bradhurst Area that improve physical connections in the neighborhood and make it more walkable, accessible and integrated
3. Assess business needs and need for services to best implement a diverse mix of land uses
4. Work with Bradhurst area businesses, the City and state to develop environmentally friendly business practices
5. Reinvigorate the area under the 155th Street viaduct and develop it into a community focal point



Residents summarizing their priorities at the end of a Community Workshop

The consultant team organized two community workshops; one focused on community and economic development and the other focused on urban design to determine strategic sites programming, open space improvements and other actions and initiatives that would further each of these goals.

Community Workshop #1

The first community workshop was held after completion of all technical analyses and was focused on community and economic development. The workshop exercises were designed to gather feedback on strategic site development priorities and programming that would further community development in the Bradhurst BOA. Findings from the workshop revealed that youth development programs, workforce development for adults and affordable housing were the community's top priorities in terms of programming. Additionally, the community wanted to see 149th Street strategic site at the end of Macombs Place and across from Dunbar Apartments (2803-2805 Frederick Douglass Boulevard) developed as a priority. The feedback indicated that the community held the opinion that this site had the maximum potential to transform the neighborhood and that it should be developed to support youth development and affordable housing. Details of the workshop exercises, findings, community presentation and notes can be found in the appendix.

Community Workshop #2

The second community workshop was held with a focus on determining urban design priorities. The consultant team made a comprehensive presentation of findings and opportunities which was followed by break out working sessions that including seven to eight community members and two facilitators at each table. For the



Residents working with facilitators to map and draw urban design priorities

purpose of this workshop the Bradhurst area was divided into three section; North, Central and South and each break out table could choose if they wanted to focus on one area or provide feedback on each of the areas. Unlike the first workshop, which built consensus through voting and statistical data, this second workshop focused on detailed discussions and working together through solutions to urban design issues. Details of the workshop exercises, findings, community presentation and notes can be found in the notes.

Agency and Stakeholder Outreach

Simultaneous with community workshops and Steering Committee meetings, HCCI, HCDC and MUD Workshop made a concerted effort to apprise City agencies, elected officials and stakeholders of the

BOA study and where possible, engage them for setting up early implementation steps. While there were several meetings and conversations held during the course of the BOA study, the primary meetings and conversations are described below.

Planning Outreach

1. Department of Parks: Presentation and engagement for potential waterfront park with community centric uses that would also help stabilize the bulkhead / shoreline and provide flood protection. In addition, the consultant team continued to provide community feedback, which is now informing the east Harlem Resiliency project currently underway.
2. Esplanade Gardens: Meeting to determine interest in partnering on the development of their property between 145th and 150th Street along the waterfront, as a waterfront park
3. Department of Transportation: Site walk through with transportation improvement priorities for the community (see “Site Walks” below for more information)

Furthering Implementation

1. Office of Environmental Remediation (OER): Given sharp increase in development activity over the

last two years, HCCI and MUD Workshop engaged with the office of environmental remediation to conduct a build out analyses and provide recommendations for maintaining affordability using zoning as a tool. Subsequently, OER granted funds to complete this study in 2018. In addition, HCCI and MUD Workshop submitted further details on the Post Office strategic site for potential technical assistance (to conduct development analysis) from EPA.

2. Councilman Bill Perkins’ Office: HCCI and MUD Workshop met with Councilman Bill Perkins to present the Bradhurst BOA community priorities and engaged the Councilman to support capital improvements and community development initiatives that were a result of the outreach conducted over a period of two years. After the meeting three applications for discretionary grants were submitted to the City Council.
3. New York Institute of Technology (NYIT): NYIT partnered with HCCI in 2018 to build a more resilient community in the Bradhurst neighborhood. As part of this initiative, HCCI and MUD Workshop engaged students from the Masters in Architecture program to develop low cost and scalable solutions for the design and maintenance of the community open space at 223 West 148th Street.

Outreach details, notes and supporting materials for the aforementioned outreach initiatives can be found in the appendix.



Bradhurst residents sitting through a presentation of key findings and opportunities determined through technical analyses

Site Walks

At the onset of the project HCCI, HCDC and the consultant team organized a site walk and invited community members and Steering Committee members to join. This site walk included a tour of the strategic sites and open space improvement priorities determined in the 2013 BOA report. The consultant team invited feedback from all on the site walk to expand / provide updates on all of these sites and received anecdotal information regarding development potential on additional privately owned underutilized / vacant sites. Subsequently, the consultant team conducted several site walks which helped expand the list of strategic sites, determine urban design challenges as well as monitor development on privately owned strategic sites.

Chief among these site walks were:

- **Transportation Priorities with DOT:** Early in the process, the consultant team determined several transportation improvement opportunities and presented them to HCCI. In an effort to further implementation, HCCI and HCDC determined it best to use these finding to conduct a site walk with NYC DOT, which was done in December of 2015 and was attended by Margaret Forgione, Commissioner of Manhattan Borough. Subsequently, HCCI submitted an updated list of requested improvements and further information to DOT.
- **Resident Leaders Site Walk:** This was conducted in Winter of 2017 after the second public workshop where members of Polo Grounds and Esplanade Gardens expressed concerns about drainage, open space improvements and vacant / underutilized properties on their sites.



Consultants on sitewalk determining feasibility of bike connection between Adam Clayton Powell Jr. Boulevard (Willie Mays Drive) and 155th Street Viaduct at the lower level

Further details and findings from both of these site walks are included in the appendix.

Private Owner Engagement Strategy

The revitalization work led by HCCI and HCDC over the last few decades, has made Bradhurst a secure and safe neighborhood and added (as well as preserved) many affordable housing units for the community currently residing in the area. In addition, Bradhurst's excellent transit connectivity and recent public investments announced by the NYC Department of Parks & Recreation has attracted the attention of many developers who are keen on exploring this area for "highest and best use" (most profitable use in response to market conditions). Meaning, sites that were utilized for lower revenue generating uses such as gas

stations, car wash etc. can now support higher revenue generating uses such as housing, commercial etc.

After the first pass at updating the strategic sites list, the consultant team discovered through site walkthroughs and public records that several of the privately owned strategic sites which were otherwise vacant had started to show signs of development. However, almost all of these developments responded to the market and tried to maximize profits with little consideration to the community feedback received during the outreach process. Such development trends threaten to displace current residents by driving up the rents and real estate values. Therefore the consultant team prepared a private owner engagement strategy and submitted it to HCCI (see appendix for details). Section 4/ Review of Strategic Sites was also expanded to include and monitor the latest development activity and apprise HCCI.

Invitations and Communication

Given HCCI and HCDC's extensive experience in furthering community revitalization in the BOA over the last few decades, they had an extensive and up to date contact list in place. This contact list was used by HCCI to send out invitations for each Steering Committee meeting and community workshop. MUD Workshop developed flyers / posters and invitations for each of these meetings and HCCI and HCDC used them to send out e-blasts, posted them at key locations and left printed copies at community nodes (community center, library, recreation center etc.). For the Steering Committee meetings, in addition to e-blasts HCCI communicated individually with each Steering Committee member with and maintained an RSVP list. The BradhurstBOA.com website was also used to post information for each meeting

as well as provide any reports / project updates to the community.

As a part of other task forces and organizations that are involved in the planning, community development and revitalization works in the area, HCCI and HCDC spread the word about the Bradhurst BOA Study to these organizations and encouraged involvement from them. This added more members to the Steering Committee along the way.



Aerial view of the Macombs Place and Macombs Dam Bridge connecting the Bradhurst BOA to the Yankee Stadium



3/ ANALYSIS OF THE PROPOSED BOA

CONTENTS

3.1 COMMUNITY AND REGIONAL SETTING

3.2 INVENTORY AND ANALYSIS

- Existing Land Use
- Existing Zoning
- Land Ownership Pattern
- Affordable, Subsidized and Public Housing Developments
- Building Inventory
- Historic and Archaeologically Significant Sites
- Parks and Open Spaces
- Transportation Systems
- Natural Resources and Environmental Features /
- Infrastructure
- Brownfield, Abandoned and Vacant Sites
- Strategic Sites

3.3 ECONOMIC AND MARKET TRENDS ANALYSIS

3.4 KEY FINDINGS AND RECOMMENDATIONS

3.5 SUMMARY, ANALYSIS, FINDINGS AND RECOMMENDATIONS



Map showing the Bradhurst BOA and surrounding regional amenities. The BOA lies almost entirely within the Community Board 10 boundary

LEGEND

- Bradhurst BOA Boundary
- CB10 Boundary
- Other CB Boundaries

3.1/ COMMUNITY AND REGIONAL SETTING

The Bradhurst BOA is located in the Central Harlem area of northern Harlem. It lies almost entirely within the Community Board (CB) 10 boundaries with a small portion of Highbridge Park in the north, straddling CB 10 and 12.

Bradhurst BOA Boundaries

The Bradhurst BOA is bounded by Harlem River in the east and Edgecombe Avenue in the west. 163rd Street is its northern boundary and 145th Street its southern boundary.

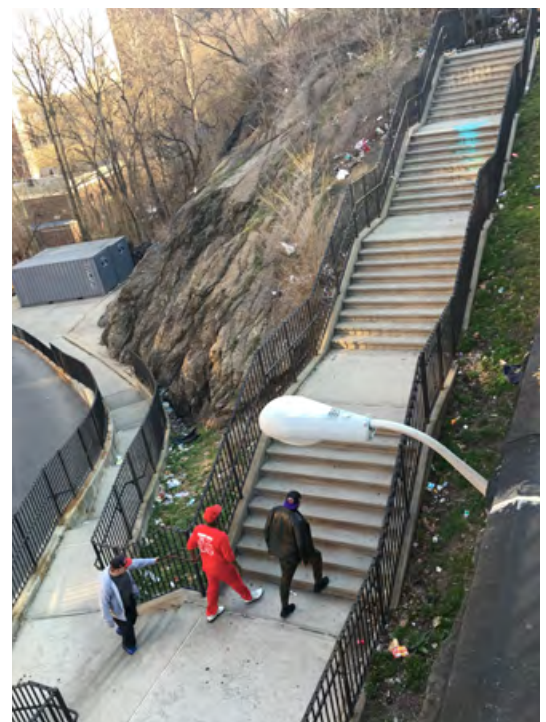
The BOA is served by several subway lines, bus routes and is well connected to its neighboring borough, the Bronx through the 145th Street and Macomb's Dam Bridges. These bridges connect the BOA to regional amenities in the Bronx, like the Yankee Stadium, the Bronx Terminal Market and Lincoln Medical Center. In

Manhattan, City College of New York is one stop to the south on the A/C subway line and the Port Authority Terminal and Times Square are a 15 minute subway ride on the A/C and 3 subway lines respectively. The Bradhurst BOA's central location and convenient transit access make it a highly desirable location for all types of development.

Although very well connected to its surrounding region and set within close proximity to many regional destinations and facilities, the terrain in the Bradhurst BOA and its surrounding areas make connections within the neighborhood a challenge. Although steps and ramps in various locations connect important open spaces, communities and public amenities, the dramatic elevation changes in this northern part of Manhattan make these connections difficult. In addition, large infrastructure developments such as the Harlem River Drive have cut off the Bradhurst BOA community from the Harlem River waterfront.



Map showing the Bradhurst BOA in relation to the boroughs of New York City



Steps at different locations in the BOA connect it to neighboring communities

Map showing land use distribution within the Bradhurst BOA



3.2/ INVENTORY AND ANALYSIS

Existing Land Use

The Bradhurst BOA is primarily a residential area which is comprised of a mix of multifamily developments and mixed-use buildings with neighborhood scale retail / commercial / community uses at the street level and residential above. This constitutes 56% of the total land area (23% residential and 33% mixed-use buildings). Five large public housing areas; Polo Grounds, Rangel Houses, Harlem River Houses, Esplanade Gardens and Dunbar Apartments contribute to this high percentage of residential land use. All of these developments, except Esplanade Gardens have neighborhood scale retail / community facilities such as day care center, community center, senior center, library and grocery store / retail uses etc. at the street level with towering residential developments above. Other multifamily developments are scattered around the Bradhurst BOA south of 155th Street and west of Adam Clayton Powell Boulevard.

Similar to its surrounding neighborhoods, Bradhurst has few properties which are

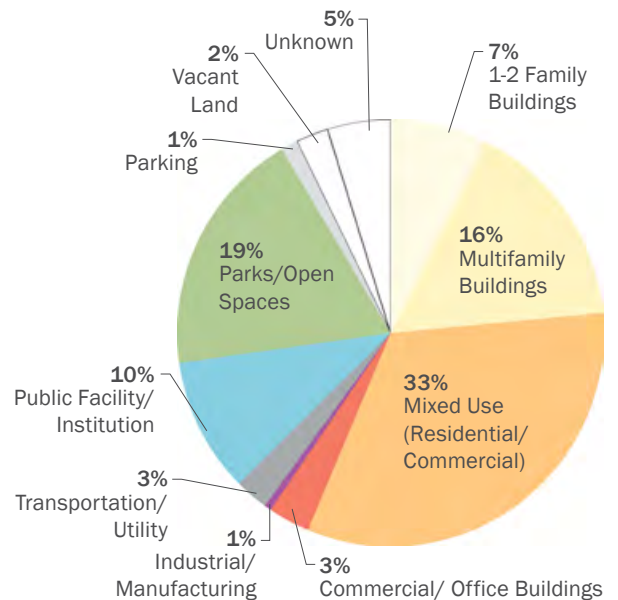
entirely commercial or office. The most recent commercial development is the Mother Clara Hale Bus Depot which serves several bus routes and makes this area even more accessible. 145th Street is the main commercial corridor in the neighborhood and it also serves communities south and west of the BOA.

Frederick Douglass Boulevard, Adam Clayton Powell Jr. Boulevard, and 155th Street have secondary scale commercial uses including restaurant and neighborhood scale retail that primarily serves the Bradhurst BOA community.

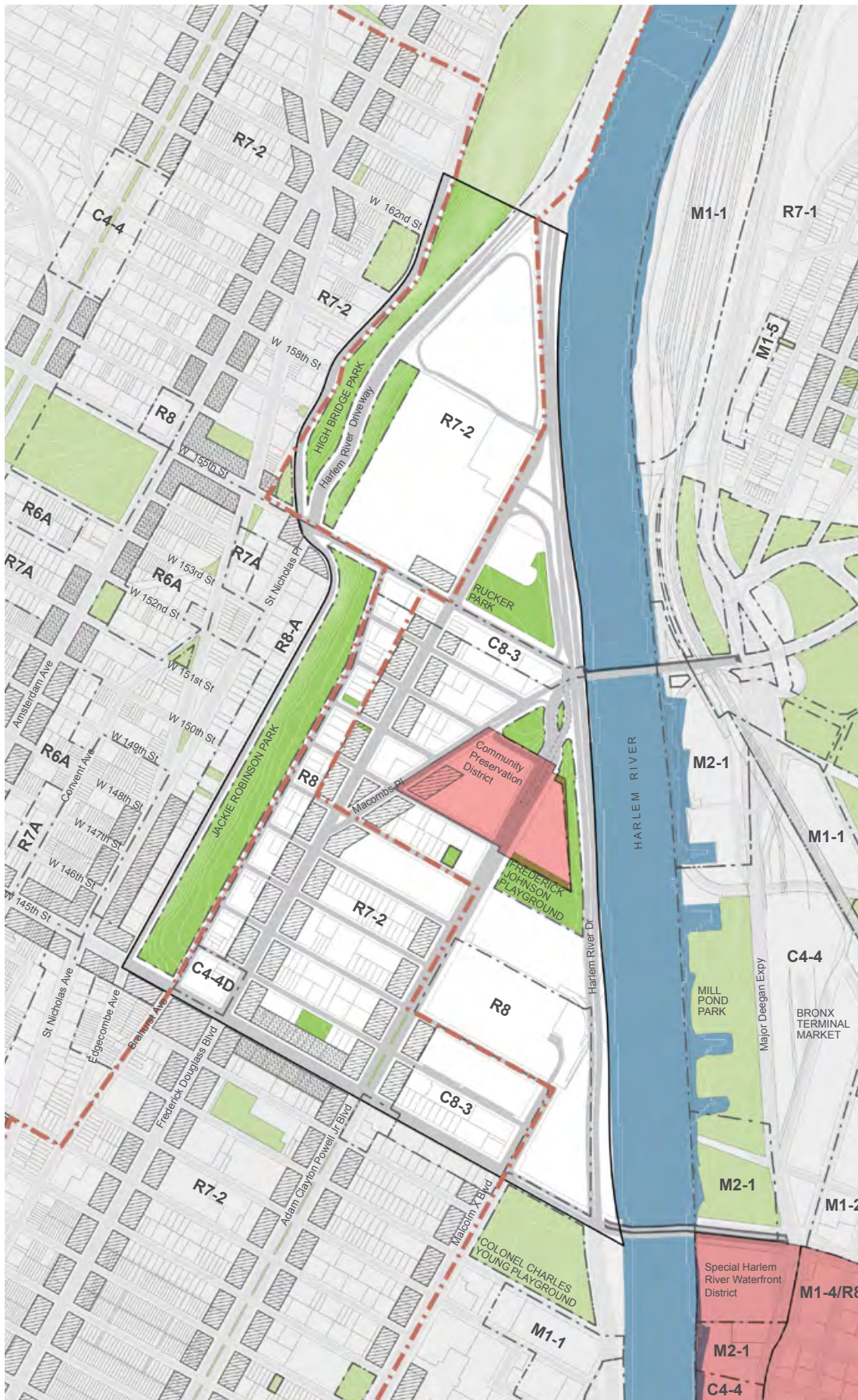
A number of large parks are scattered in the Bradhurst BOA including Jackie Robinson Park which has a recreation center and swimming pool, Frederick Johnson Playground with championship tennis courts Holcolme Rucker Park, which is famous for basketball tournaments. Rucker Park is currently shown as community facility because of a Department of Education building located on the site.

Land Use Category	Area	Percentage
1-2 Family Buildings	10.69	7%
Multifamily Buildings	23.29	16%
Mixed Use (Residential / Commercial)	47.5	33%
Commercial / Office Buildings	4.57	3%
Industrial / Manufacturing	0.75	1%
Transportation / Utility	3.68	3%
Public Facility / Institution	14.75	10%
Parks / Open Spaces	27.11	19%
Parking	1.82	1%
Vacant Land	3.56	2%
Unknown	6.91	5%

Table and graph breakdown land use distribution within the Bradhurst BOA



Map showing zoning, special and preservation districts within the Bradhurst BOA



LEGEND

- Zoning District Boundary
- C1-4 Commercial Overlay
- C2-4 Commercial Overlay
- Special Districts
- Federal Empowerment Zone

3.2/ INVENTORY AND ANALYSIS

Existing Zoning

The Brahdurst BOA is primarily zoned as medium density residential use (R7-2) which allow for apartment buildings. This zoning allows both Quality Housing (generally lower buildings with larger lot coverages on smaller zoning lots) and Height Factor Regulation (encourage lower apartment buildings on smaller zoning lots and taller buildings with less lot coverage on larger zoning lots). E.g. at 30 stories, and built on a large lot in the 1960s Polo Grounds Towers are much higher than the R7-2 district residential development to the south of 155th Street viaduct, which have much smaller lot areas.

R-8 districts with almost double the residential density as R7-2 (6.02 Vs. 3.44) can be found along Jackie Robinson Park, and in the south along the Harlem River Esplanade Gardens). Quality Housing and

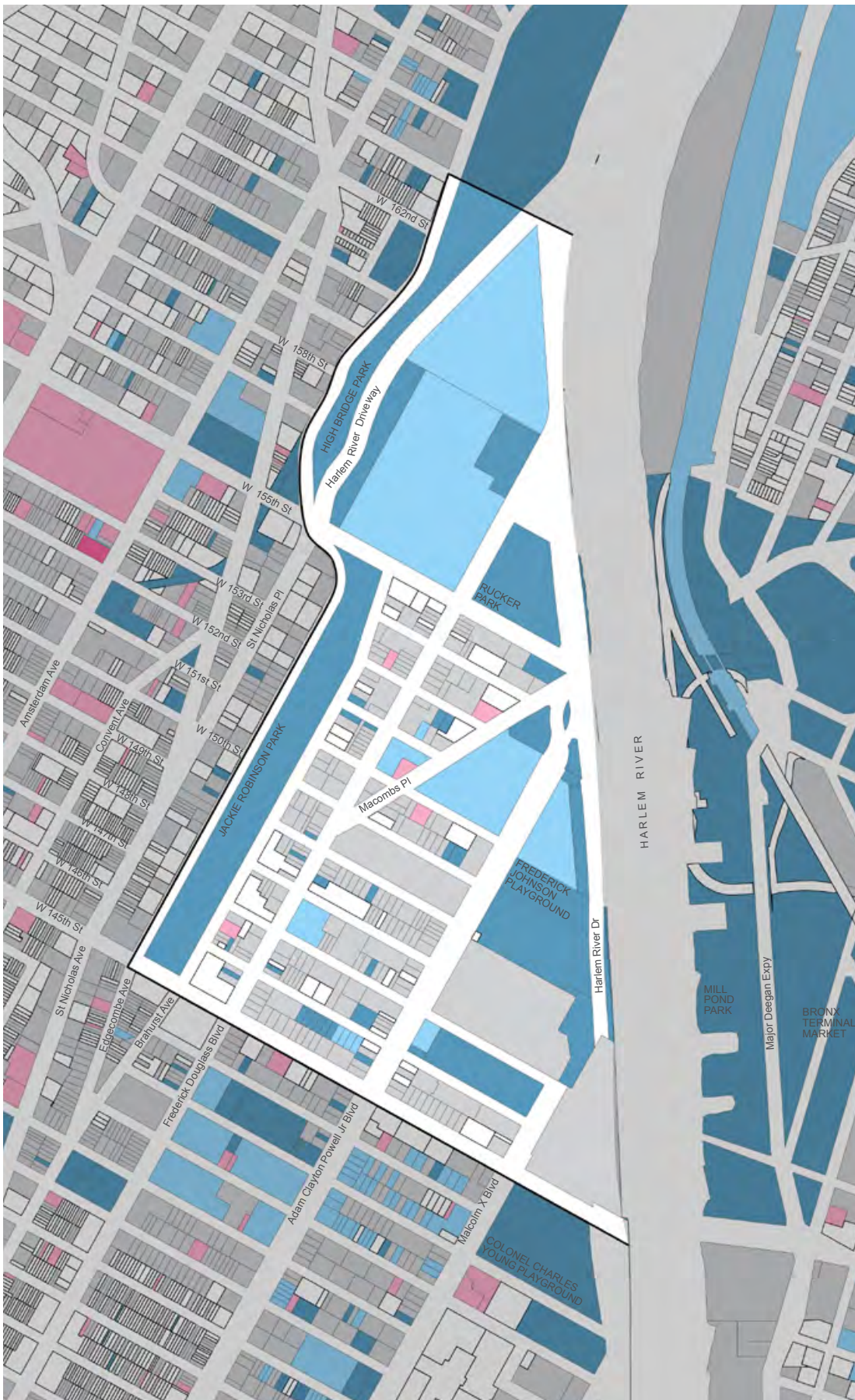
Height Factor Regulation allow for bulk variations similar to R7-2 districts.

Major avenues and streets serving the BOA; Frederick Douglass Boulevard, Macombs Place, the southern portion of Adam Clayton Powell Jr. Boulevard and 145th Street have commerical overlays that allow up to 2 FAR of neighborhood scale retail. Automotive and heavy commercial uses (C8-3) are zoned along the south side of 155th Street and on 145th Street.

The Harlem River Houses, located on two large blocks (between Macombs Place and Harlem Land Playground, and 153rd and 151st street) are part of a Special Planned Community Preservation District Area. This is a specific zoning category meant to preserve architecturally significant large-scale developments created prior to 1961.

Aerial showing the varying bulk and forms for R7-2 medium density housing development. Polo Grounds; lower lot coverage and taller buildings on large zoning lot as compared to lower buildings on smaller lots to the south of 155th Street viaduct (quality housing / larger lot coverage and lower height)





Map showing land ownership patterns (public vs. private) within the Bradhurst BOA

LEGEND

- Public (City Agency Owned)
- Public (State / Federal Owned)
- Private
- Public + Private
- Tax Exempt
- Unknown (Usually Private)

3.2/ INVENTORY AND ANALYSIS

Land Ownership Pattern

The Bradhurst BOA has a significant portion of publically-owned land and less than 1/3rd of the area held under private ownership. This large percentage of publically owned land is primarily due to the large areas under park use, public housing and infrastructure (MTA yards, Mother Clara Hale bus depot), all of which have large lots / land areas. The smaller lots are primarily privately owned and have seen significant development activity in recent years.

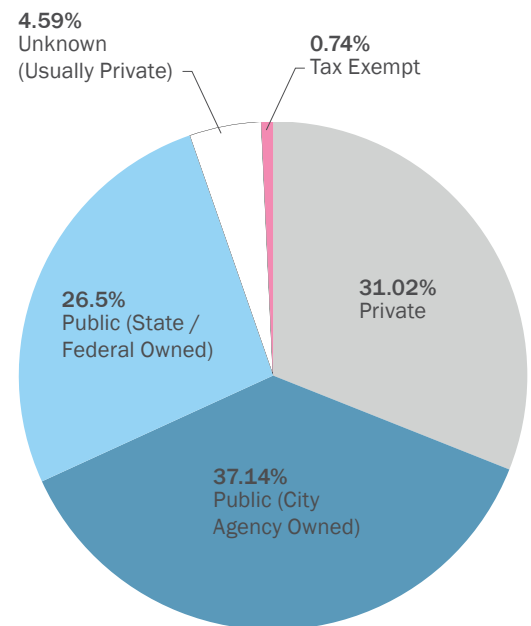
In the past decade, many publically owned parcels were developed as part of the Bradhurst Revitalization Plan and in partnership with HCCI and HUDC. Initially these development were responsible for revitalizing the Bradhurst neighborhood and bringing back population to the area. Today, these developments whose

management continues to be overseen by HCCI, help maintain affordability and prevent displacement. The following page shows the distribution of affordable, subsidized and public housing developments in the area.

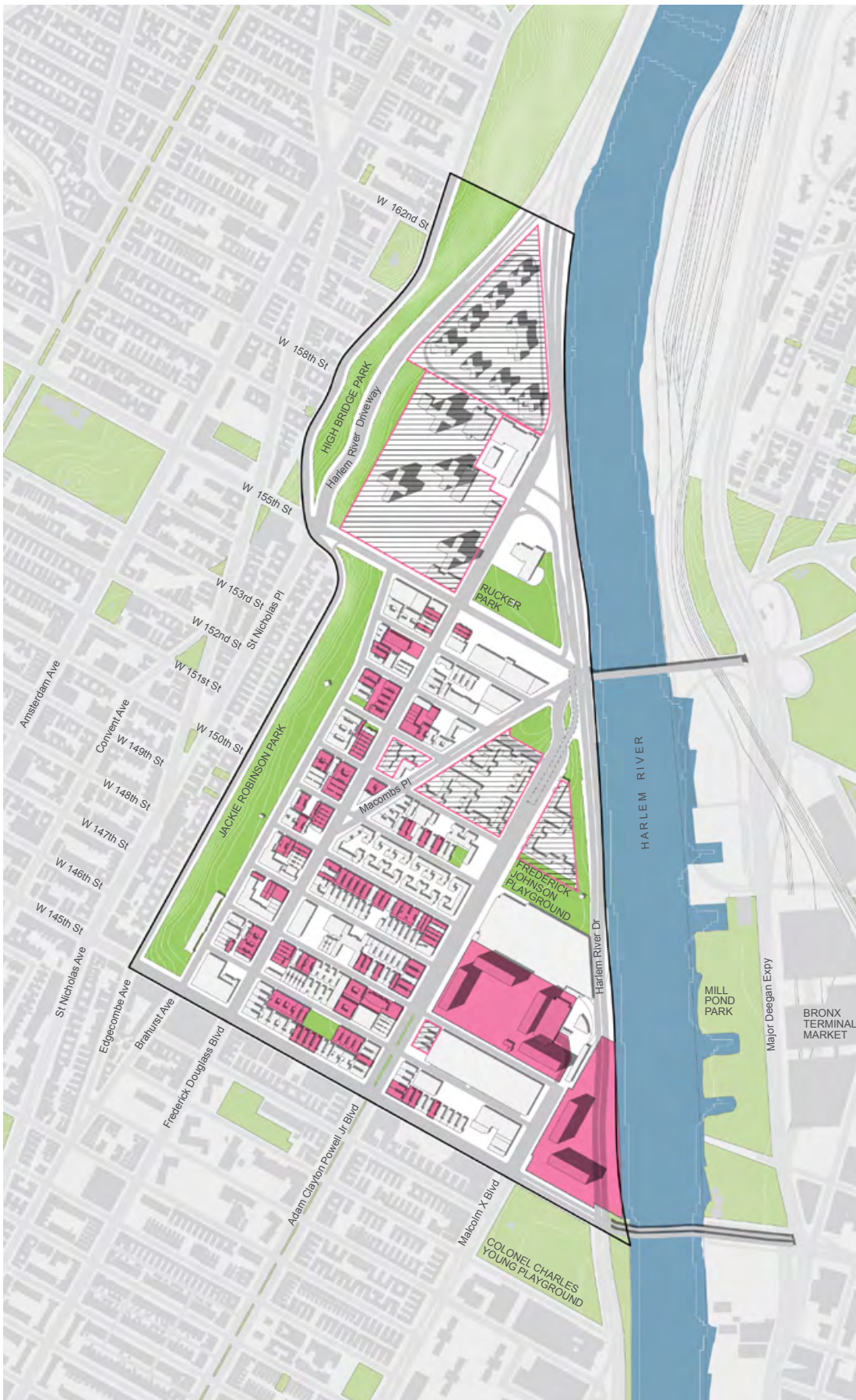
There are a few lots scattered in the BOA that are tax-exempt and are categorized as such owing to the fact that they could be owned by insitutions, private owners/ organization or public agencies.

Ownership Type	Area	Percentage
Private	45	31.02%
Public (City Agency Owned)	54	37.14%
Public (State / Federal Owned)	39	26.5%
Unknown (Usually Private)	7	4.59%
Tax Exempt	1	0.74%

Table and graph breakdown land ownership patterns (public vs. private) within the Bradhurst BOA



Map showing distribution of affordable housing stock (NYCHA + other subsidized housing) within the Bradhurst BOA



LEGEND

-  NYCHA Owned Properties
-  Subsidized Housing

Affordable, Subsidized and Public Housing Developments

The Bradhurst BOA has a large stock of affordable, subsidized and public housing developments which has maintained real estate values and rents within affordable limits.

Chief among the public housing developments (primarily NYCHA and Mitchell Lama) are:

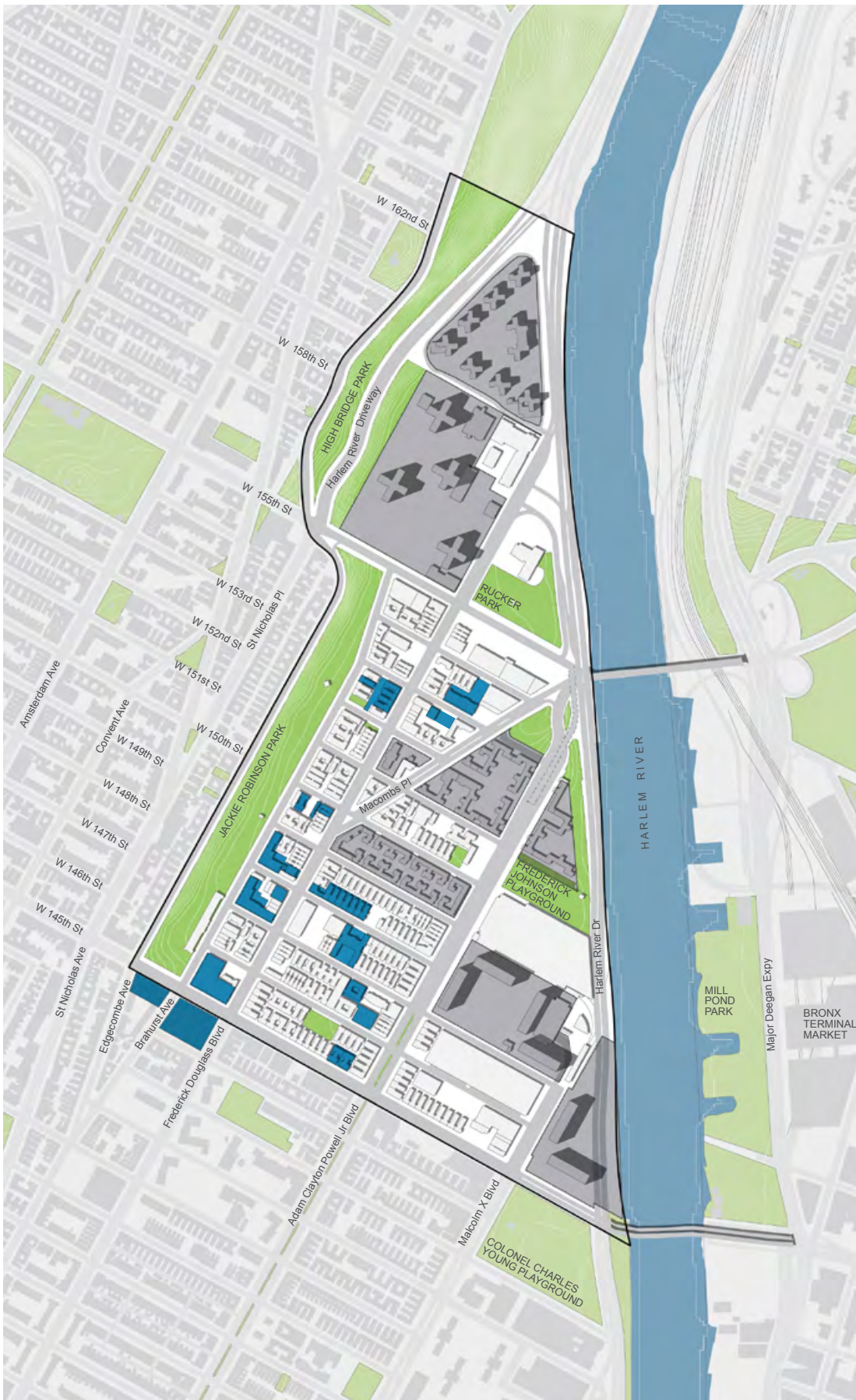
1. Rangel Houses - completed in 1951
2. Polo Grounds - opened in 1968
3. Harlem River Houses - completed in 1937
4. Esplanade Gardens - opened in 1968
5. Dunbar Apartments - housing cooperative built by John D. Rockefeller Jr. in 1928 to alleviate housing shortage for African Americans in Harlem

However, recent studies conducted by the Furman Center show that this area of Central Harlem is quickly becoming gentrified and there has been a marked increase in development activity favoring market rate condominium developments or highest and best commercial uses. In addition, a number of subsidized housing units that may have taken advantage of tax abatements are also due to expire post 2020 or 2030. This would further increase cost of rental units and the general affordability in the neighborhood.

Aerial view showing the public housing developments in the Bradhurst BOA



Map showing significant buildings and developments over the years within the Bradhurst BOA



LEGEND

- Development Pre-1970s
- Development Post-1970s

3.2/ INVENTORY AND ANALYSIS

Building Inventory

Most of the larger public and social housing developments within the BOA were completed prior to the 1970s. These are characterized by a towers-in-the-park urban form with very high buildings on a large lot of land. Although this type of urban development provided efficiency in terms of density and construction, it disrupted the urban fabric making the street level environment less pedestrian friendly. This is evident in the layouts of Rangel Houses, Polo Grounds and Esplanade Gardens. Harlem River Houses and Dunbar Apartments

In contrast the revitalization work that began in the 1990s were adaptive reuses, rehabilitations and infill developments. These smaller scale developments respected the existing urban fabric and have strengthened interconnectivity within the neighborhood and with surrounding communities.

Project Name	Address	Bldgs	Stories	Res units	Ttl units	Gross Sqft	Original Use	Current Use	Condition	Ownership	Ownership Structure
Rangel Houses	159-16 Harlem River Drive	8	14	991	984	810,090	-	Residential		NYCHA	Rental
Polo Grounds Towers	2927 Frederick Douglass Blvd 231 West 151st Street, 44 Macombs Place	4	30	1614	1616	2,531,670	-	Residential		NYCHA	Rental
Harlem River Houses	2802 Frederick Douglass Blvd	7	4-5	571	571	430,700	-	Residential		NYCHA	Rental
Dunbar Apartments	2541 Adam Powell Blvd + 700 Esplanade Gardens Plaza	6	6	538	550	436,115	-	Residential		Pinnacle Dunbar Manor	Rental
Esplanade Gardens	300 West 145th Street	6	26-27	1870	1870	2,244,377	-	Residential		Esplanade Gardens Inc - Mitchell Lama	Cooperative
Bradhurst Court	130 Bradhurst Ave	9	7	126	131	200,000	-	Mixed Use	New	HCCI, Leewood Real Estate Group, Related Duvernay Brooks, HCCI, Pennrose	Cooperative
Ellington on the Park	68 Bradhurst Avenue	1	12	133	133	160,000	-	Mixed Use	New	Gotham Organization, The Richman Group	Cooperative
The Langston	102 Bradhurst Avenue	1	10	173	180	330,000	-	Mixed Use	New	Duvernay Brooks, HCCI, Pennrose	Condominium
The Sutton	2785 Frederick Douglass Blvd	1	11	135	133	115,570	-	Residential	New	HCCI Bradhurst Housing	Cooperative
Bradhurst Apartments	220 West 148th Street	1	7	23	25	34,430	-	Mixed Use	New	L+M Development Partners	Rental
PS90	203 West 146th Street	1	5	75	75	90,000	NYC public school film storage warehouse built in 1920	Residential	New (infill)	HCCI Bradhurst Housing	Condominium
Erbograph	255 W. 148th Street	1	8	65	65	62,000		Residential	New (infill)	HCCI Bradhurst Housing	Rental
The Washington	320 West 145th Street (also 53 Bradhurst Avenue)	8	6	104	105	145,708		Mixed Use	New (infill)	HCCI Bradhurst Housing	Cooperative
The Hamilton		1	6 + 9	77	77	110,000	-	Mixed Use	New	Gotham Organization, The Richman Group	Cooperative

Comparison of some of the major developments in the Bradhurst BOA

Source: Bradhurst Brownfield Opportunity Area Existing Conditions and Development Feasibility Analysis Step 2 Nomination Study / June 2013

Map showing landmarked structures and districts, and places registered on the National Historic Register within the Bradhurst BOA



LEGEND

- Landmarked Structures and Districts
- National Historic Register

3.2/ INVENTORY AND ANALYSIS

Historic and Archaeologically Significant Sites

The BOA has a rich architectural history but and some significant sites that are listed on the National Historic Register and Landmarks Commission. Chief among these are:

1. Harlem River Houses
2. Dunbar Apartments
3. Macombs Dam Bridge
4. 155th Street Viaduct
5. Historic Lamp Posts between 153rd and 152nd Street

Harlem River Houses





Map showing publicly accessible open space, parks, playgrounds, and programming / equipments within each of the open spaces the Bradhurst BOA

LEGEND

- Parks, Playgrounds and community gardens
- Swimming Pool

3.2/ INVENTORY AND ANALYSIS

Parks and Open Spaces

Bradhurst BOA has a good mix of large scale and small neighborhood scale parks and recreation facilities. Almost 20% of the area in the Bradhurst BOA is under parks and recreation uses. The major parks with recreation and sports facilities are Jackie Robinson Park and Recreation Center, Frederick Johnson Playground and its tennis courts, Holcombe Rucker Park with its basketball courts.

In addition to these, several playground equipments are scattered throughout Bradhurst, such as Harlem Lane Playground and on school / residential development grounds such as the Rangel Houses and Polo Grounds Towers.

There are also a number of community gardens registered with GrowNYC, an environmental not-for-profit and the Green Thumbs program - gardens that are located on previously vacant lots.

The BOA is also linked to other parts of Harlem and the city through Highbridge Park which has access at the upper level on 155th Street. There is a connection along the Harlem River Drive for pedestrians and cyclists to get to the Harlem River Waterfront north of the site. However, this connections needs significant improvement and expansion.

Jackie Robinson Park has received new grants for improvements to access points from higher elevations, as part of NYCDPR's Northern Manhattan Park 2011 Master and the Parks Without Borders initiative. In addition, Harlem Lane Playground and Bill Bojangles Park have received some funding for upgrades and parks planning.

Image of steps at Edgecombe Avenue leading to Jackie Robinson Park and Recreation Center at the lower level in the Bradhurst BOA



Image of Harlem Lane Playground next to Harlem River Drive with access from Harlem River Houses





Figure 1: Map showing vehicular and public parking in the Bradhurst BOA and surrounding area

- P Midblock on 139th Street between Lenox & 5th Avenue
- P Corner of 5th Avenue & 137th Street

3.2/ INVENTORY AND ANALYSIS

Transportation Systems / Motorized Transportation

1. Highways

Bradhurst is connected to the broader New York metropolitan area traffic network via three major highways: the Major Deegan Expressway (I-87), the Franklin Delano Roosevelt (FDR) Drive / Harlem River Drive, and the Henry Hudson Parkway (NY-9A). These highways are shown in Figure 1.

The Major Deegan Expressway is a limited highway located just east of the BOA in the Bronx and runs along the Harlem River. This highway runs from south Bronx at the interchange of the Bruckner Expressway (I-278) and Robert F. Kennedy Bridge and ends at the Bronx-Westchester County border in Yonkers where it continues as the New York State Thruway. According to the New York State Department of Transportation (NYSDOT) 2013 Traffic Volume Report, approximately 96,709 vehicles per day utilized a 1.26 mile segment of the Major Deegan in the vicinity of the Macomb's Dam Bridge in 2012. According to the NYSDOT report

data, volumes on this corridor have experienced a steady decline between 1999 and 2012. Additionally, according to data from the NYSDOT Traffic Data Viewer database, annual average daily traffic (AADT) was estimated at 95,813 vehicles in this particular portion of the Major Deegan in 2013.

According to the NYSDOT 2013 Traffic Volume Report, approximately 97,839 and 97,058 vehicles per day utilized the portion of the Harlem River Drive in the vicinity of the Macomb's Dam Bridge in 2012 and 2013, respectively. That indicates are 0.8% decrease in traffic volume between 2012 and 2013. The most recent AADT volumes provided in the NYSDOT Report indicate that nearly 135,041 vehicles utilized the Henry Hudson Parkway segment closest to the Bradhurst neighborhood in 2012. Per the report, volumes on the parkway have increased between 2002 and 2012. However, in 2013, only 133,963 vehicles (0.8% fewer than in 2012) used this particular segment according to available AADT volume data provided by the NYSDOT Traffic Data Viewer.



View of Harlem River Drive between 145th St and 150th St from the Bronx

2. Major BOA Corridors

Major local roadway corridors include Lenox Avenue/Malcolm X Boulevard, Frederick Douglass Boulevard\8th Avenue, Adam Powell Jr. Boulevard/ 7th Avenue, Bradhurst Avenue, Edgecombe Avenue, West 145th Street, and West 155th Street. Lenox Avenue/Malcolm X Boulevard, Frederick Douglass Boulevard\8th Avenue, Adam Powell Jr. Boulevard/ 7th Avenue, Bradhurst Avenue and Edgecombe Avenue corridors serve north-south traffic – refer to Figure 1. Adam Clayton Powell Jr. Boulevard provides direct access to the Macombs Dam Bridge. Lenox Avenue and Bradhurst Avenue terminate at West 147th and 155th Streets, respectively. West 155th and 145th Streets are east-west cross-streets and provide direct access to the Macombs Bridge and 145th Street Bridge, respectively. Table 1 summarizes daily traffic volumes based on the most recent data made available by the NYSDOT and NYCDOT. As shown in the table, Adam Clayton Powell Jr. Boulevard is the most heavily used north-south corridor with daily volumes of over 11,000 vehicles in both directions. Along the cross-streets, daily traffic volumes are typically higher along West 145th Street as this is not only a connection to the 145th Street Bridge but also the main cross-town retail corridor in the neighborhood. Volumes along West 155th Street is generally lower

than on West 145th Street – eastbound volumes are slightly higher however – as West 155th Street runs along a viaduct in the northern portion of Bradhurst that interfaces with just two intersections in the area.

3. Bridges

The BOA is directly served by two bridges connecting the Bradhurst neighborhood to the Bronx across the Harlem River – 145th Street Bridge and Macombs Dam Bridge – see Figure 1. Both bridges are designated local truck routes. The 145th Street Bridge connects West 145th Street in Bradhurst to E 149th Street in the Bronx. This bridge is accessible via the West 145th Street and Malcolm X Boulevard intersection in Manhattan and in the Bronx, via the intersection of E 149th Street and Gateway Center Boulevard and River Avenue. According to NYCDOT data collected in 2009, daily volumes along 145th Street Bridge averaged 12,756 eastbound vehicles and 11,608 westbound vehicles. According to data collected over 17-days in September 2014, gathered from NYCDOT's Traffic Information Management System (TIMS), the bridge carried on average approximately 14,342 eastbound vehicles and 13,912 westbound vehicles

In Bradhurst, the Macombs Dam Bridge is accessible via West 155th Street and

Corridor	Eastbound/Northbound	Westbound/Southbound
Edgecombe Ave (S) ²	-	2,124
Frederick Douglass Blvd (N-S) ³	6,884	6,705
Adam Clayton Powell Jr. Blvd (N-S) ³	12,279	11,487
Lenox Ave (N-S) ¹	8,337	2,528
W 145th St (E-W) ¹	5,127	10,552
W 155th St (E-W) ⁴	5,685	6,138

Table 1 - Daily Local Street Volumes

¹ – September 2014 data obtained from NYCDOT Traffic Information System

² – August 2010 data obtained from NYSDOT

³ – September 2011 data obtained from NYSDOT

⁴ – April 2010 data obtained from NYSDOT

Adam Clayton Powell Jr. In the Bronx, the bridge is accessible via off-ramps from the Major Deegan Expressway (I-87), entrances from the 161st Street and Ruppert Plaza Garages, and intersections with E 161st Street and Jerome Avenue adjacent to Yankee Stadium. According to the 2009 NYCDOT data, daily traffic volumes averaged 19,029 and 20,479 vehicles in the eastbound and westbound directions, respectively. According to the September 2014 TIMS data, the bridge served on average 18,097 eastbound vehicles and 20,464 westbound vehicles a day.



Aerial view looking north of Macombs Dam Bridge

4. Parking

On-street parking is generally allowed in most of the Bradhurst area. Along the residential corridors, curbside parking is generally only governed by alternate-side street cleaning regulations. Along major corridors, like Frederick Douglass Boulevard, Adam Clayton Powell Junior Boulevard, and West 145th Street, parking is restricted at many locations due to the presence of bus stops. In addition, many segments of West 145th Street are restricted due to the presence of curb cuts and driveways. The most restricted street portion is the west side of Adam Clayton Powell Junior Boulevard between West 151st and 155th Streets as parking is prohibited at all times. Also, during the day, between 7am and 7pm, parking is not allowed along the south side of West 145th Street between Adam Clayton Powell Junior Blvd and Lenox Ave.

There are 11 Department of Consumer Affairs (DCA) licensed public off-street parking sites within and up to 500 feet of the BOA. These eight sites provide a combined total of 806 parking spaces for residents and businesses in the area (verified by field visit). There are two additional off-street parking sites within 1000 feet of the BOA. These sites provide

#	Name	Address	Capacity
1	J&L Enterprises Systems, Inc.	280 W 155th St 10039	100
2	TPEC 148 LLC	234 W 148th St 10039	110
3	145 Bradhurst Garage Corp	68 Bradhurst Ave 10039	63
4	MP 144 LLC	300 W 145th St 10039	158
5	World Tower Parking Garage	310 W 144th St 10030	130
6	West 145th Garage Corp	330 W 145th St 10039	23
7	MTP Operating Corp	261 Edgecombe Ave 10031	42
8	St. Nicholas Parking Mgmt, LLC	673 Saint Nicholas Ave 10030	180
9	Uptown Parking Corp.	6 W 137th St	128
10	Park 139th	34 W 139th St	72

Table 2 - Off-Street Parking Facilities

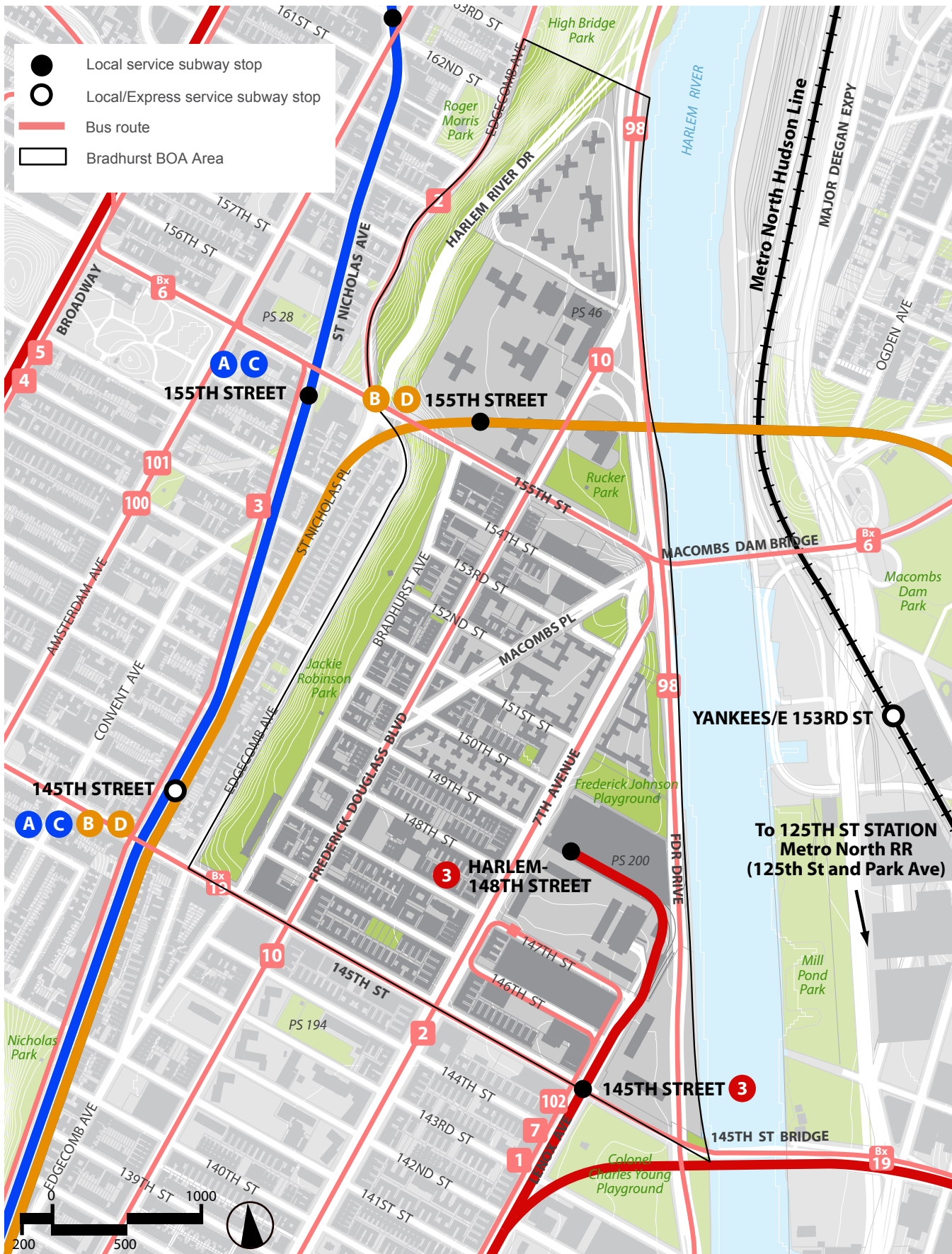


Figure 2: Map showing transit connections in the Bradhurst BOA



Parking Lot below the 155th Street Viaduct

an additional 200 parking spaces. A list of these sites, locations and capacities are provided in Table 2. The location of these facilities is also shown in Figure 1.

5. Transit

The Bradhurst neighborhood is well served by Metropolitan Transit Authority (MTA) Subway service. Area resident can access five subway lines via the following five stations:

- 145th Street Station (at Malcolm X Blvd) – 3 Line
- Harlem - 148th Street Station (Lenox Terminal) – 3 Line
- 155th Street Station (at Frederick Douglas Blvd) - B and D Lines
- 145th Street Station (at St. Nicholas Ave.) – A, B, C, and D lines
- 155th Street Station (at St. Nicholas Ave.) – C Line

The location of each station is shown in Figure 2. The 3 is an express line that starts at the Harlem - 148th Street Station and terminates at New Lots Avenue in Brooklyn. The B subway is an express line that operates between Brighton Beach in Brooklyn and Bedford Park in the Bronx. The D line operates between Coney Island in Brooklyn and Norwood in the Bronx. The A line operates between Ozone Park and Far Rockaway in Queens and Inwood in upper Manhattan. Lastly, the C line operates from East New York in Brooklyn to Washington Heights in upper Manhattan.

Table 3 summarizes the 2014 weekday and annual ridership data at the five area subway stations. For comparison purposes, ridership data from 2010 is also included in Table 3. As shown below, average weekday ridership has increased at all stations, with the 145th Street Station (3 line) exhibiting the highest growth rate (26.4 percent) and the 155th Street Station (B and D lines) the lowest (5.2 percent). The annual ridership growth rates are also highest (27.6 percent) and lowest (4.7 percent) at the same stations, respectively. The 145th Street Station, the most utilized in the BOA, is served by the A, B, C, and D lines and was ranked 52nd in city according to annual ridership. The 155th Street Station served by the C line, is the least utilized station in the BOA, with a city ranking of 377th.

Lines	Station	2010		2014	
		Weekday	Annual	Weekday	Annual
3	145th Street	2,873	873,390	3,631	1,114,674
3	Harlem-148th Street	3,277	989,568	3,952	1,209,633
B, D	155th Street	3,823	1,241,223	4,022	1,299,098
A, B, C, D	145th Street	20,730	6,694,537	23,805	7,778,992
C	155th Street	2,279	735,801	2,586	852,716

Table 3 - Average Weekday and Annual Subway Ridership

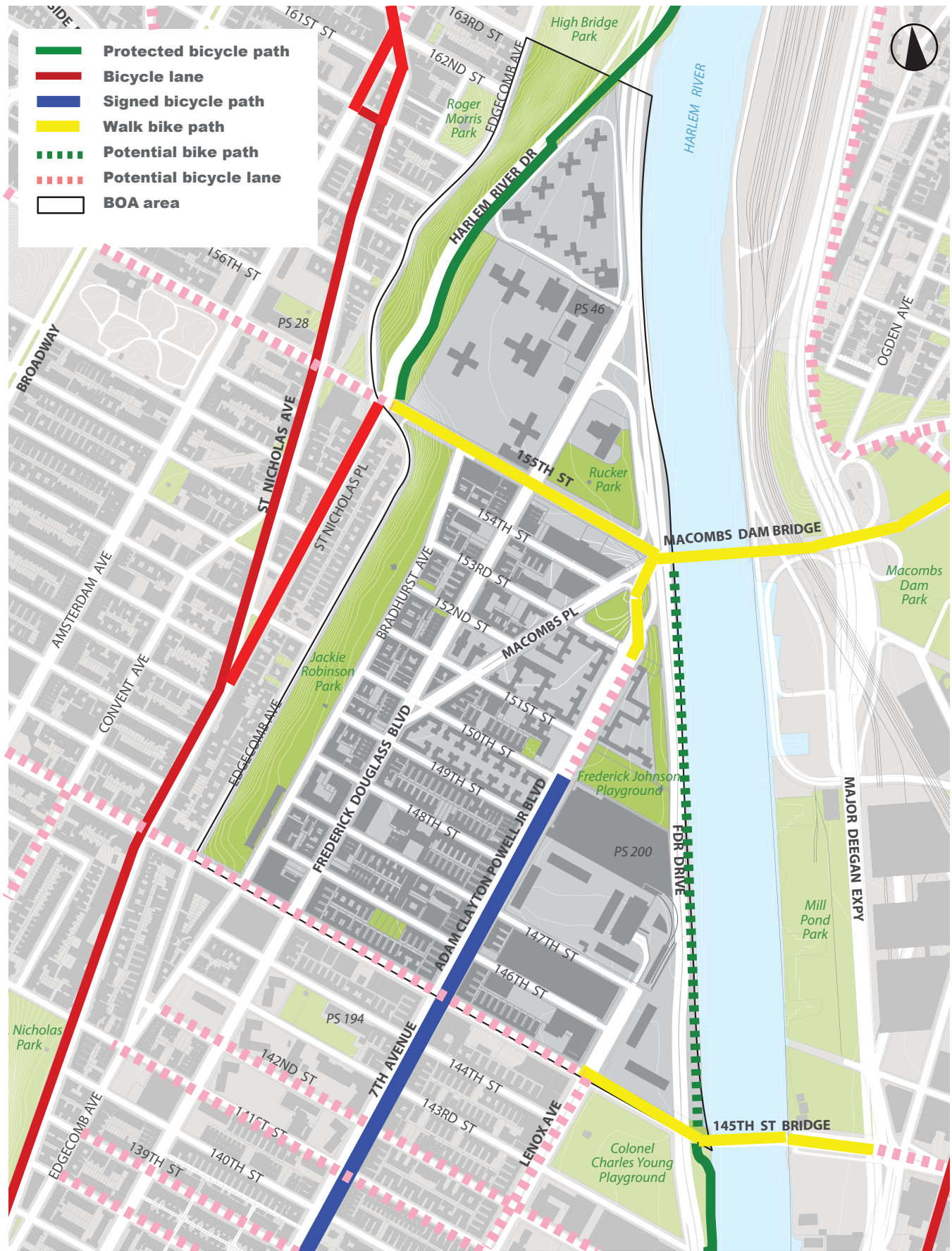


Figure 3: Map showing bike networks in the Bradhurst BOA

BOA residents and visitors are also well served by MTA public bus service. Eight bus routes run within the BOA study area. Three additional routes run just outside the area as well. These routes are shown in Figure 2 and listed below:

Routes in the BOA:

- M1 – starts at West 147th St. and Adam Clayton Powell Jr. Blvd and terminates in the East Village
- M2 – operates between the East Village and Washington Heights
- M7 – starts at West 147th St. and Adam Clayton Powell Jr Blvd. and terminates in Chelsea
- M10 – starts at Frederick Douglas Blvd and West 159th St. and terminates at Columbus Circle
- M98 – limited operations between the Upper East Side and Washington Heights
- M102 – starts at West 147th St. and Adam Clayton Powell Jr Blvd. and terminates in the East Village
- Bx6 – operates between Washington Heights and Hunts Point, Bronx
- Bx19 – operates between Riverbank State Park and Bronx Park, Bronx

Routes just outside of the BOA include:

- M3 – operates between East Village to Fort George, via Fourth and Fifth Aves
- M100 – operates between East Harlem and Inwood
- M101 - operates between the East Village and Fort George, via Lexington and Third Aves

Table 4 (left), summarizes ridership data for 2014. For comparison purposes, the 2010 data is also included in the table. Both average weekday and annual ridership has decreased on 10 of these 11 bus routes between 2010 and 2014. The average percentage decrease in weekday and annual ridership on the Manhattan local routes (M1-M3, M7, M10, M98, and M100-102) was 18.3 and 17.8 percent, respectively. This decrease was greater than that of the average Manhattan local route which saw a drop of 13.1 and 12.5 percent in average weekday and annual ridership, respectively. The only route within or around the BOA to increase in ridership was the Bx6 bus route which saw a 14.1 and 14.4 percent increase in average weekday and annual ridership over the five-year period.

Bus Route	2010		2014	
	Weekday	Annual	Weekday	Annual
M1	14,792	4,160,640	12,210	3,587,900
M2	13,512	4,182,920	10,282	3,206,877
M7	17,456	5,717,847	15,160	4,935,721
M10	9,442	3,082,412	7,775	2,554,523
M98	2,943	744,622	1,852	470,464
M102	16,951	5,501,175	13,143	4,329,297
Bx6	21,593	6,607,501	24,645	7,556,781
Bx19	32,203	10,357,095	31,434	10,195,338
M3	16,412	5,262,273	14,093	4,471,231
M100	17,307	5,524,990	16,200	5,111,646
M101	32,266	10,043,685	28,258	8,900,689

Table 4 - Average Weekday and Annual Bus Ridership
Source: MTA

Transportation Systems / Non-Motorized Transportation

1. Bike Network

The Bradhurst neighborhood's bike network is generally less extensive than many other Manhattan neighborhoods. There is an existing signed bike route on Adam Clayton Powell Jr. Boulevard that runs up to West 150th Street. Access to the Harlem River Drive bikeway is provided at the intersection of Harlem River Drive and Bradhurst Avenue and West 155th Street. The Harlem River Greenway runs through Hudson River Park and adjacent to the Harlem River Drive from West 155th Street to Dyckman Street to the

north. On West 155th Street to bicyclist are permitted to walk their bikes from Edgecombe Avenue onto the Macombs Dam Bridge. Bicyclists may also walk their bike on Adam Clayton Powell Jr. overpass (from West 153rd Street) onto the bridge.

Planned bike network expansions and improvements include extending the Adam Clayton Powell Jr. Boulevard route to Macombs Dam Bridge. Also a new east/west route along West 155th Street is proposed to connect the “Walk-Bike” route in Bradhurst to the path near Audobon Terrace to the West. A planned extension of the portion of the waterfront greenway (between the 145th Street Bridge and the Robert F. Kennedy Bridge) would provide greater continuity along Manhattan’s eastern waterfront. The latest bike map routes are shown in Figure 3.

2. Pedestrian Environment

The Bradhurst neighborhood’s pedestrian network is defined by three distinct types of pedestrian corridors: retail/commercial facing, residential, and a viaduct. The retail and commercial corridors include wide sidewalk spaces with few obstructions impacting pedestrian flow. These streets are typically lined with streetscape features like bus shelters, bike racks, seating, and trees. Residential corridors include narrower sidewalk space that are readily obstructed by fences and steps to building entrances. West 155th street is divided vertically into two street segments as a result of the grade change on the west side of the area. A viaduct structure connects the above grade portion of the area at St. Nicholas Place and the lower grade level to the Macombs Dam Bridge. Pedestrian can use the uninterrupted but, narrow sidewalk space running along the roadway on this viaduct.



Existing Pedestrian Environment under the 155th Street Viaduct

3. Accident Data

According to accident data provided by the NYCDOT, there are no ‘high crash locations’ in the vicinity of the Brownfield Opportunity Area. Per the City Review Environmental Review (CEQR) 2014 Technical Manual, a ‘high crash location’ is defined as intersection with “48 or more total crashes (reportable and non-reportable) or five or more pedestrian/ bicycles injury crashes in any consecutive 12 months of the most recent 3-year period.”

According to most recent 3-year period of data, seven intersection within the BOA experienced 15 or more total crashes. The data for these seven locations is summarized in Table 5. As shown in the table, the number of crash incidents at these locations has fallen between 2012 and 2014. Per the CEQR definition criteria stated above, four intersections within the BOA would be classified as high crash locations:

- W. 155th Street and Edgecombe Avenue (five total pedestrian/bicycle injury crashes in 2012)
- W. 145th Street and Frederick Douglas Boulevard (five and six in 2012 and 2013, respectively)
- W. 145th Street and Adam Clayton Powell Jr. Boulevard (five in 2012)
- W. 145th Street and Lenox Avenue (seven in 2012)

It should be noted that according to NYPD fatality data from 2012-present, three pedestrian fatalities occurred at intersections within the BOA, with one pedestrian fatality occurring at each of the following locations:

- W. 145th Street and Adam Clayton Powell Jr. Boulevard (in 2012)
- W. 146th Street and Adam Clayton Powell Jr. Boulevard (in 2012)
- W. 147th Street and Adam Clayton Powell Jr. Boulevard (in 2010)

Intersection		Pedestrian Crashes			Bicycle Injury Crashes			All Crashes		
		2012	2013	2014	2012	2013	2014	2012	2013	2014
W. 145th St	Edgecombe Ave	0	0	0	0	3	2	6	8	4
W 155th St	Edgecombe Ave	4	1	2	1	0	0	18	11	15
W. 145th St	Frederick Douglass Blvd	5	5	0	0	1	0	11	12	2
W 155th St	Frederick Douglass Blvd	1	1	0	1	0	0	8	4	3
W. 145th St	Adam Clayton Powell Jr. Blvd	4	1	0	1	1	0	18	13	4
W 155th St	Adam Clayton Powell Jr. Blvd	1	0	0	0	0	0	15	10	5
W. 145th St	Lenox Ave	6	1	1	1	0	0	13	7	6

Table 5 - Crashes in the vicinity of the BOA, 2012-2014

Note: Pedestrian and Bicycle crash data shown above include both injury and fatality crashes

Source: NYCDOT

Transportation Systems / BOA Travel Characteristics and Regional Connectivity

1. BOA Residents and Workers Mode Choice

Journey-to-work (JTW) and reverse journey-to-work (RJTW) data analyzed to better understand how Bradhurst residents and workers choose their mode of travel. JTW data provides information on how area residents are commute to work. The data is based on five-year American Community Surveys (ACS) from 2010-2014. RJTW data provides insight on how workers not residing originating area travel to work at local businesses. RJTW data is based on ACS data from 2006-2010

As ACS data is collected according to census tracts, the following Bradhurst area census tracts were used: tracts 234, 235.02, 236, 243.02 and part of tracts 232 and 259. Tracts 311, 231, and 235.01 contain the open space areas of the BOA, including the Jackie Robinson Park and the High Bridge Park, therefore, data in those areas were omitted. All other tracts are mostly high density residential and mixed uses with scattered commercial uses along the major streets and avenues like Adam Clayton Powel Jr. Boulevard, Frederick Douglass Boulevard, West 145th Street, and West 155th Streets.

The latest JTW and RJTW data is summarized in Table 6. As shown in Table 6, nearly 70% of BOA residents utilize the subway as their main mode of transportation to work. For individuals who commute to work in the Bradhurst area, the choice of transportation is well distributed between automobiles, public bus, subway, and biking/walking.

2. BOA Residents Travel Times to Work
ACS data (2010-2014) also provides insight on how long it takes residents to

Mode	JTW	RJTW
Auto	16.6%	30.7%
Taxi	1.7%	0.8%
Bus	12.1%	13.7%
Subway	61.6%	28.8%
Bike/Walk/Other	8.1%	26.0%

Table 6 - Journey-to-Work and Reverse-Journey-to Work Data Summary
Census tracts: 234, 236, 235.04, 243.02, and a portion of 232 and 259

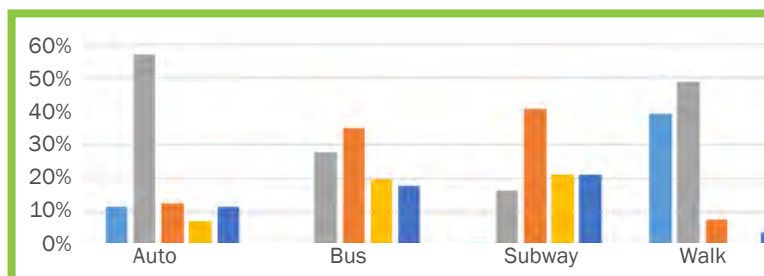


Figure 4 – Travel Time to Work by Mode

■ <15 min
■ 15-30 min
■ 30-45 min
■ 45-60 min
■ >60 min

get to work. According to additional data for the same tracts described above that were used to determine mode choices, the majority of residents have commute times of 45 minutes or less. Approximately 18 percent commute for one hour or more. The complete commute travel time breakdown, by 15-minute intervals is as follows: 6 percent less, than 15 minutes; 27 percent, between 15 and 30 minutes; 32 percent, between 30 and 45 minutes; 17 percent, between 45 and 60 minutes; and 18 percent, more than 60 minutes.

ACS data is further categorized by mode choice for each time range. Figure 4, shows the percent breakdown of each of the four main modes of transportation (automobile, bus, subway, and walking) according to commute time. It should be noted that less than 5 percent of trips are done using other means of travel beside the main four.

As would be expected, for short commutes (less than 30 minutes), residents tend to walk or use automobiles. In fact, approximately 88 percent of walkers and 68 percent of automobile users commute

for less than 30 minutes. Public transit is likely to be the mode of choice for residents that have longer commutes. 72 percent of bus users and 83 percent of subway users, spend 30 minutes or more on their commute.

3. Regional Connectivity

Within the regional context of transportation accessibility, local transportation options provide Bradhurst neighborhood residents and visitors ways to connect to New York City's major transportation hubs. As shown in Table 7 and Figure 5, the major hubs include Grand Central Terminal, Penn Station, La Guardia Airport, John F. Kennedy Airport, and South Street Ferry. It should be noted that the travel times shown below assume a trip is originating/terminating in the middle of the Bradhurst area, specifically, the intersection of Macombs Place and West 150th Street. It should also be noted that the automobile travel times shown below are for uncongested conditions as rush hour times are variable.

Grand Central Terminal provides access to Upstate New York and New England via Amtrak. Once completed, MTA's East Side Access project will introduce Long Island Railroad (LIRR) service to this station. Penn Station, via Amtrak and coach bus service, provides access to major metropolitan areas along the East Coast. Access to areas in Long Island is also provided via the LIRR. Penn Station

also serves customers traveling between New York City and areas in New Jersey via New Jersey Transit and PATH train service. La Guardia Airport serves continental US travel through 72 aircraft gates. John F. Kennedy Airport provides direct connections to destinations around the world via its 125 aircraft gates. South ferry not only provides ferry services to Staten Island but also serves multiple terminal in New York City as well as New Jersey.

Transportation Hubs	Automobile	Public Transportation
Grand Central	18	33
Penn Station	28	28
La Guardia Airport	14	64
John F. Kennedy Airport	30	83
South Street Ferry	19	46

Table 7 – Travel Time to Major Transportation Hubs
Travel Time Source: Google Maps



Map showing the dramatic topographic variation between the Bradhurst BOA and communities directly to the west of the BOA. The map also shows locations of all combined sewer overflows (CSOs) into the Harlem River and the 100 year floodplain according to the latest FEMA datasets

LEGEND

- 100 Yr. Floodplain
- NYS Coastal Boundary
- CSO Outfalls

3.2/ INVENTORY AND ANALYSIS

Natural Resources and Environmental Features

The Bradhurst BOA lies within the Cambrian-Ordovician Inwood Marble geologic formation and is also bordered by the Cambrian Manhattan formation. Thus, the western side of the BOA has significant topographic variations, with a drop of approximately 55 feet from Jackie Robinson Park on the west to the Harlem River on the east. Given that the Bradhurst BOA is at a lower elevation compared to the communities in the west, some of the areas including Esplanade Gardens and Polo Grounds are within the 100 year floodplain.

This area is also characteristic of shallow bedrock due to these geologic features. Given that this area is highly developed, upper layers of soil are expected to consist of disturbed fill.

The area is bounded by two natural features: the Harlem River to the east and Jackie Robinson Park and High Bridge Park

to the West. This section of the Harlem River is classified by the United States Fish and Wildlife Service as Estuarine and Marine Deepwater and does not consist of any wetlands. The Harlem River is also jointly designated as Waters of the United States by the U.S. Army Corps of Engineers and New York State Department of Environmental Conservation, which holds regulatory jurisdiction. Given the developed waterfront edge condition, there are no flood plains or erosion hazard areas within the BOA. Additionally, groundwater is not used for production within the BOA, and the area is heavily sewered.

While the BOA has been highly developed for residential and commercial use, it still retains natural resource value due to the connection to the Harlem River and the presence of significant parkland. The Harlem River is part of the larger New York Harbor Estuary, which provides habitat and passage for an array of wildlife. Fish species of regional interest documented in the Harlem River include winter flounder (*Pleuronectes americanus*), windowpane flounder (*Scophthalmus aquosus*), and Atlantic herring (*Clupea harengus*). Upland natural resources include Jackie Robinson Park and High Bridge Park, both of which consist of contiguous closed canopy woodland. Several courtyards within the BOA are highly canopied as well. Given that the BOA lies within the larger Atlantic Flyway for migratory birds, these canopies provide resting stops and serve as habitat.



Steps from Edgecombe Avenue leading into Jackie Robinson Park at the lower level

Maps Showing the Change in Harlem River Shoreline alongside the Urban Development Progression Through the Years

1782

Source: British Headquarters Map, 1782
Courtesy of The National Archives, United Kingdom



1819

Source: Historic Randal Map, 1819
Courtesy of Manhattan Borough President's Office



1865

Historic Viele Map, 1865
Courtesy of Manhattan Borough President's Office



New Urban Developments

Kingsbridge Road, Bloomingdale Road and 8th Avenue connect north and south Manhattan Island

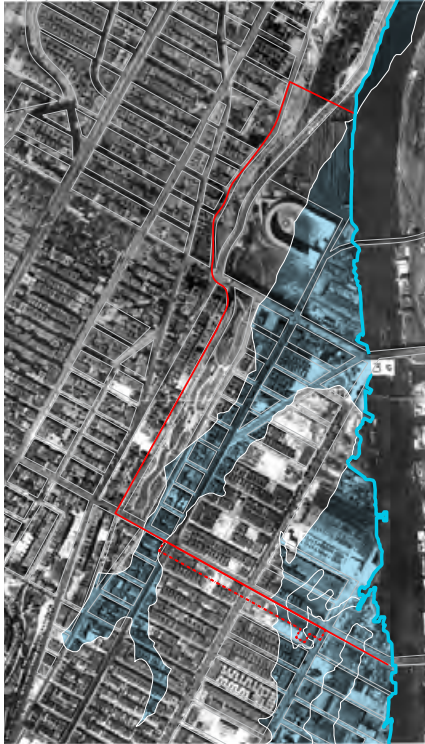
Macomb's Bridge and Dam transport horse and carriage traffic between Manhattan and the Bronx

Croton Aqueduct system distributes water for New York City

City blocks begin to form as more families settle

1924

Aerial View of Manhattan, 1924
 Courtesy of the Government's Office of
 New York



Infilled land is built on to support
 expanding urban development

155th Street Viaduct and 145th
 Street Bridge expedite distant
 travel

Polo Grounds Stadium and
 Jackie Robinson Park become
 frequented attractions

1951

Aerial View of Manhattan, 1951
 Courtesy of the Government's Office of
 New York



The shoreline becomes
 more stabilized as larger
 developments spread toward the
 waterfront

NYCHA Public Housing
 Developments emerge

PRESENT DAY

Aerial View of Manhattan, 2018



Harlem River Drive is constructed
 along the water's edge blocking
 access to the shoreline

Frederick Johnson Playground
 and other open spaces are
 formed

LEGEND

- Shoreline to Date
- 1782 Shoreline
- Marshes
- Urban Development
- Site Boundary

3.2/ INVENTORY AND ANALYSIS

Infrastructure

The following paragraphs are sourced from the June 2013 Preliminary BOA Step 2 Report

Representatives from HCCI note that utility service in the BOA, including electrical, telecommunications, water, and sewer, is generally adequate and that ample capacity exists to provide for redevelopment.

HCCI also mentioned that some individual apartment complexes, most notably the Esplanade Gardens on 147th Street, institute voluntary electrical power downs. Esplanade Gardens institutes these power downs twice a year, just before and after the summer months when power usage is at its highest.

Communications networks in the BOA are also adequate for development and provide residents and businesses with access to telephone, internet and wireless services. Cable television services in the area are provided primarily by Time

Warner Cable, with RCN Communications and Verizon FIOS and DSL also available. Phone service is provided primarily by Verizon with Time Warner and RCN also providing their customers the option of telephone service as well. These cable companies also provide broadband internet service.

According to the New York City Department of Environmental Protection (NYCDEP), the BOA is part of the Croton Water Distribution Area with water service provided through the Croton Aqueduct, which opened in 1890. It runs from the New Croton Reservoir in Westchester County to the Jerome Park Reservoir in the Bronx, from which it distributes water to certain areas of the Bronx and Manhattan before emptying into Tunnel 1 of the Catskill/Delaware System. NYCDEP completed the rehabilitation of this 123 year-old New Croton Aqueduct in February 2014 which will ensure a future supply of fresh drinking water for years to come. Despite concerns about water



Map of New Croton Aqueduct

Source: NYCDEP Flickr account 'New Croton Aqueduct' documenting construction and rehabilitation updates

quality in the past, these issues are being addressed and ample capacity will exist to provide for redevelopment within the BOA. The study area is located in the Wards Island sewershed and its wastewater treatment needs are served by the Wards Island Water Pollution Control Plant (WPCP) whose receiving waterbody is the Upper East River. This plant has a design capacity of 275 million gallons per day (mgd). The Wards Island Plant has been in operation since 1937 and services a population of 1,061,558 in Manhattan, The Bronx, and Wards Island itself.

The following paragraphs were added in 2016 as part of the supplemental update made in 2016

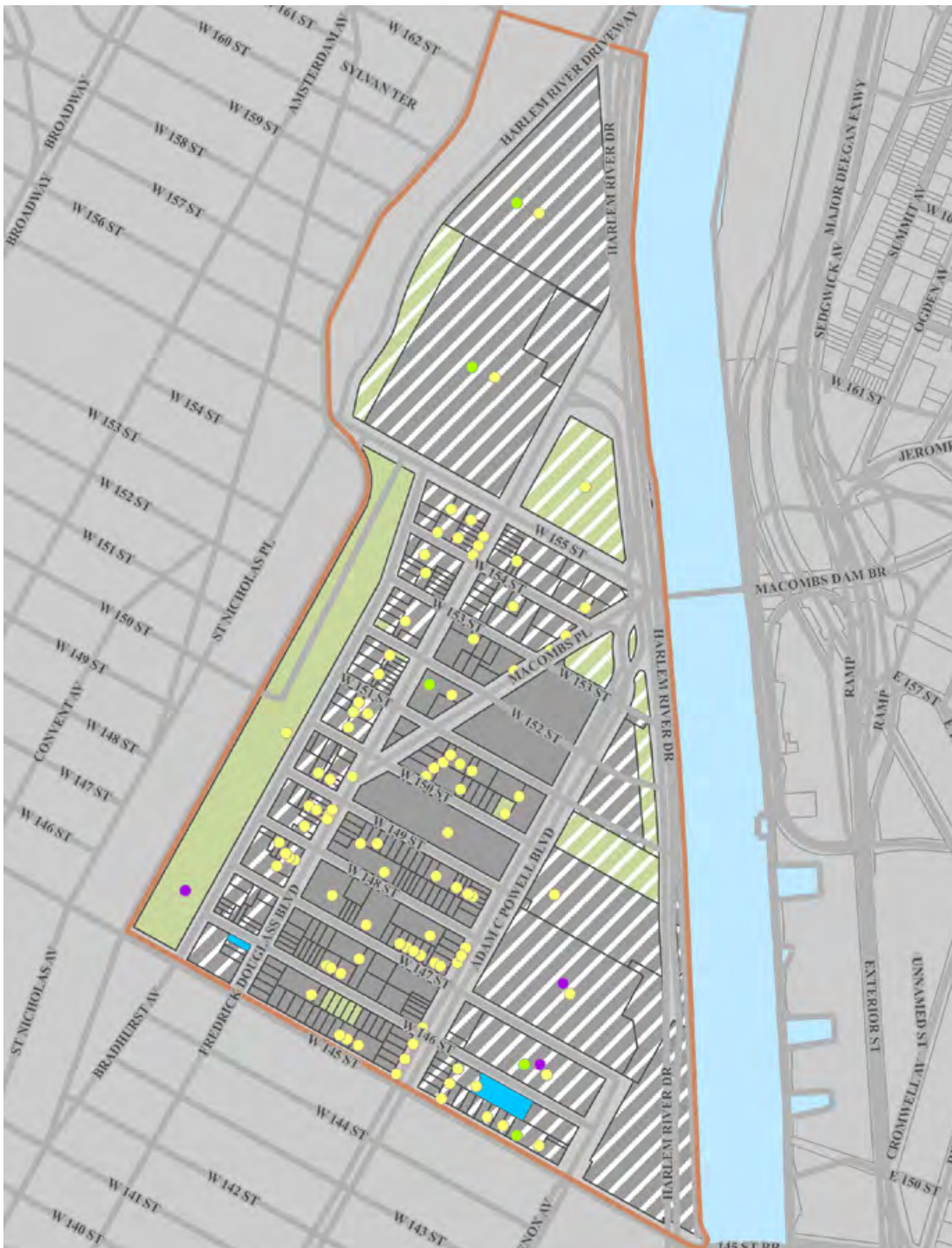
To reduce the contribution of stormwater to combined sewer overflows (CSO), NYCDEP has been implementing green stormwater infrastructure across the City to reduce and detain stormwater runoff. NYCDEP has been focusing these efforts in Priority CSO Tributary Areas, which are currently located in Brooklyn, Queens, and The Bronx. According to the NYCDEP's NYC Green Infrastructure 2014 Annual

Report, the northern half of Manhattan, which encompasses the BOA, is now a Planned Priority CSO Tributary Area. This designation may result in City planned right-of-way green infrastructure within the BOA through future NYCDEP right-of-way area-wide contracts.

In addition to the right-of-way, green infrastructure may increasingly be implemented on the parcel level within the BOA. In 2014, the Mother Clara Hale Bus Depot on Malcolm X Blvd was retrofitted with a green roof and a rainwater collection system for washing buses. Additionally, the BOA is within the Community Parks Initiative (CPI) Zone, which is a NYC Department of Parks and Recreation initiative to target park improvements in underserved neighborhoods. NYCDEP has committed funds to CPI towards green infrastructure construction as part of the larger park revitalization effort. Thus, parks within the BOA may be eligible for future revitalization and stormwater management features through CPI.

Mother Clara Hale Bus Depot which was completed and opened in 2014





Map categorizing the findings from environmental research of the following databases:

1. The New York State Department of Environmental Conservation (NYSDEC) Open Spills Database
2. The Resource Conservation and Recovery Act (RCRA) Database
3. The New York State Inactive Hazardous Waste Disposal Sites (IHWDS) Database
4. The Brownfield Cleanup Program/ Volunteer Cleanup Program (BCP/VCP) Database
5. The Petroleum Bulk Storage (PBS) and Chemical Bulk Storage (CBS) Databases
6. The Major Oil Storage Facility (MOSF) Database
7. The Solid Waste Database

Source: Bradhurst Brownfield Opportunity Area Existing Conditions and Development Feasibility Analysis Step 2 Nomination Study / June 2013

Listed on NYS Department of Environmental Conservation Databases:

- Spills List
- Chemical Bulk Storage List
- Petroleum Bulk Storage List
- Historic Fill Sites
- BOA Boundary
- Vacant Properties per NYCOER
- Parks and Community Gardens

Brownfield, Abandoned and Vacant Sites

The June 2013 preliminary BOA Step 2 existing conditions report created a comprehensive inventory of Brownfield, Abandoned and Vacant Sites list which was based on a database search of seven databases including The New York State Department of Environmental Conservation (NYSDEC) Open Spills Database, The Resource Conservation and Recovery Act (RCRA) Database, The New York State Inactive Hazardous Waste Disposal Sites (IHWDS) Database, The Brownfield Cleanup Program/Volunteer Cleanup Program (BCP/VCP) Database, The Petroleum Bulk Storage (PBS) and Chemical Bulk Storage (CBS) Databases, The Major Oil Storage Facility (MOSF) Database and The Solid Waste Database.

For the supplemental study, the consultant team analyzed historic maps to map the change in Harlem River shoreline along with new urban developments over the years (see inventory and analyses on Natural Resources) which indicated that almost 50% of the parcels within the BOA are fill sites on low terrain and marshlands of Harlem. These fill sites are most likely underlain with unregulated historic fill material which has been known to contain construction and demolition debris, soil, gravel, industrial debris, and various forms of ash and may contain contaminated material. In addition, the consultant team also reviewed the SPEED database to document any additions to the list of contaminated sites but found none.

The inventory from 2013 did not provide a comprehensive list / mapping of underutilized and vacant sites as the data was pulled up from publically accessible environmental databases listed above.

The consultant team therefore conducted several sitewalks and database analyses to document these sites. The first sitewalk was conducted with HCCI and Steering Committee members and subsequently the consultant conducted several sitewalks for a thorough analysis of the vacant/underutilized sites.

A detailed review and analysis of selected strategic sites is provided in Section 4 / Review of Strategic Brownfield Sites.

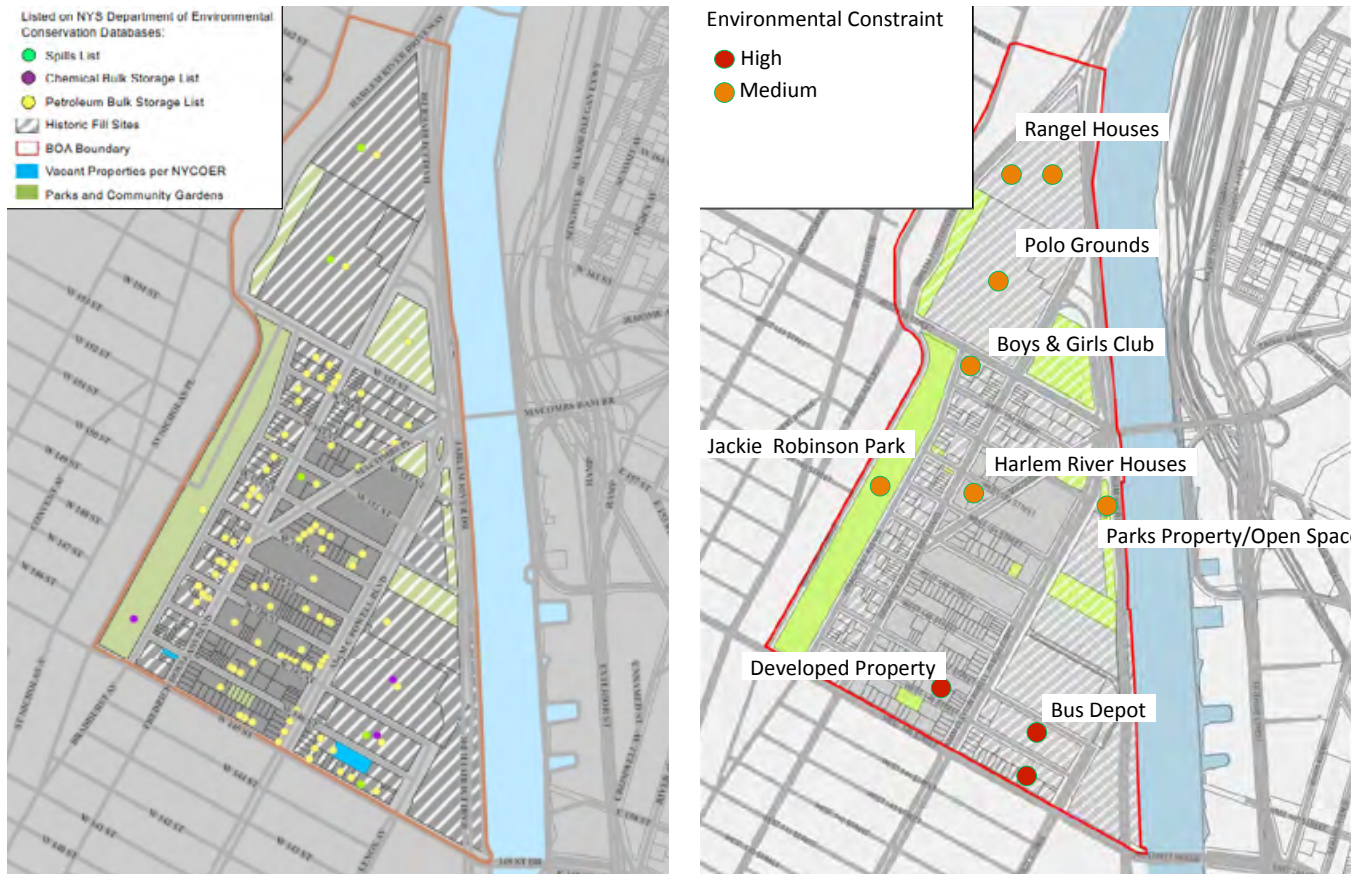
It is recommended that Phase I Environmental Site Assessments (ESAs) be conducted for strategic sites being prioritized for redevelopment and if deemed necessary by the Phase I ESAs, Phase II Environmental Site Investigations (ESIs), should be performed on these sites to determine the nature and extent of environmental concerns and the subsequent impact on redevelopment potential, associated with each property.

3.2/ INVENTORY AND ANALYSIS

Strategic Sites

Selection and elimination methodology below.

For a detailed description, development potential and implications, please review
Section 4 / Review of Strategic Brownfield Sites



STEP 1:

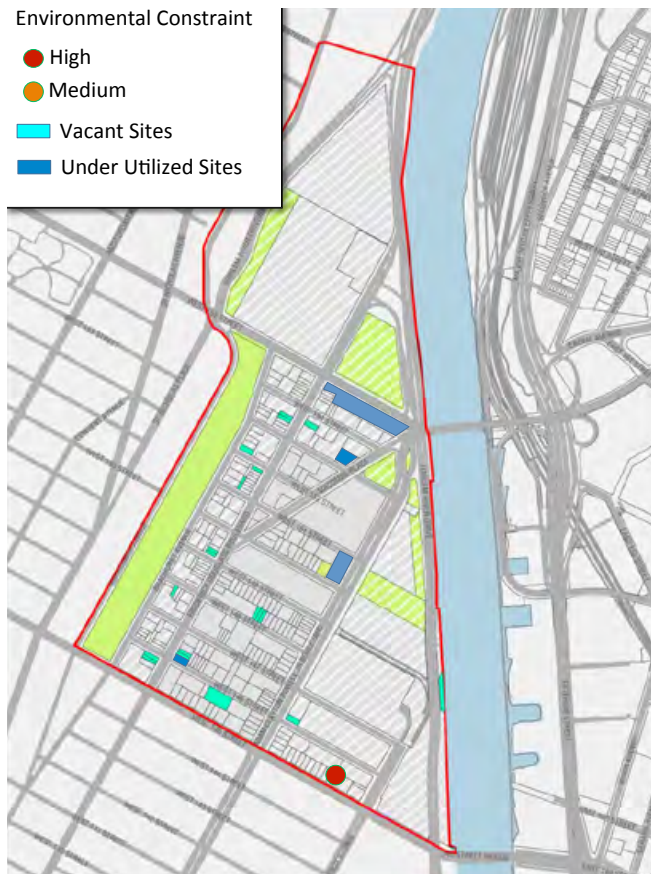
Review of 2013 inventory of brownfield, vacant and underutilized sites



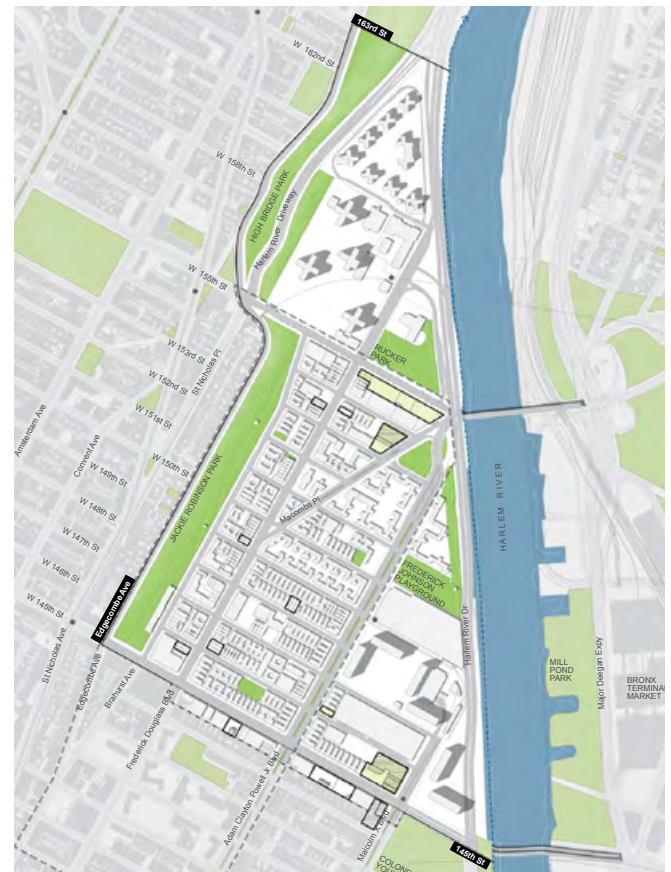
STEP 2:

- Categorization of high / medium / low brownfield contamination
- Elimination of low contamination sites as it was mostly related to historic fill
- Mapping of existing / proposed urban developments on high and medium contamination sites that will not be changing within the next decade.
- Elimination of sites in step C above





Final Strategic Sites Map



STEP 3:

- Mapping of vacant and underutilized sites based on ZoLA and OASIS City records
- Site walkthrough to eliminate sites that had started showing signs of development
- Ownership research and meeting with HCCI to determine any eliminations



STEP 4:

- Community survey for any further eliminations
- Community meeting on ranking of sites for priority redevelopment
- Programming priorities determined based on community input and technical market analysis

3.3/ ECONOMIC AND MARKET TRENDS ANALYSIS

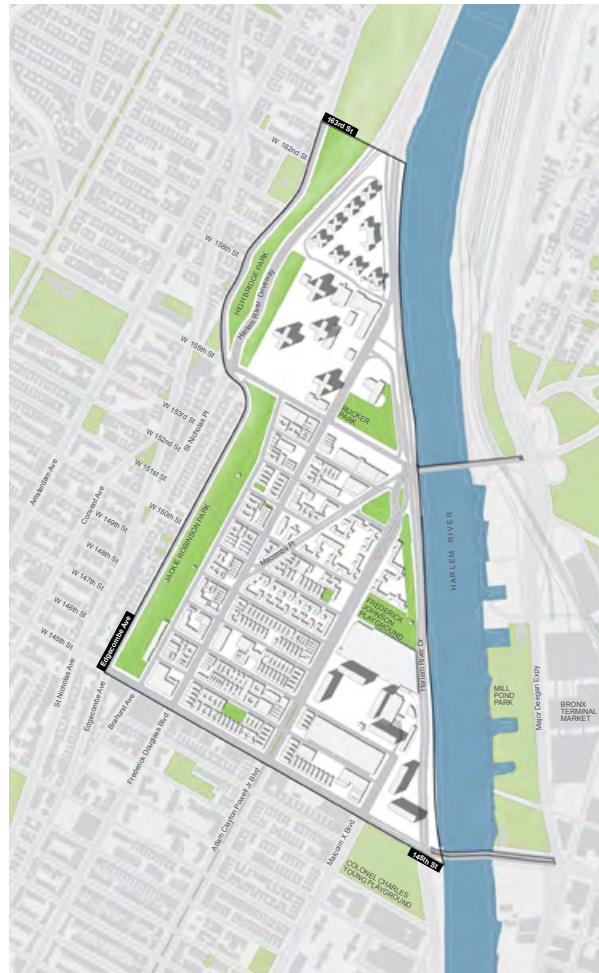
Introduction

When planning for the future Bradhurst BOA, it is important to identify the most suitable mix of commercial and community uses. This analysis will focus on uses that complement and strengthen the existing fabric of the community but also help to create new opportunities for residents and businesses. The study developed a comprehensive framework for the Bradhurst neighborhood based on demographic and socioeconomic data.

Real estate market trends observed in the predecessor 2013 Step 2 Bradhurst BOA Nomination Study, continue to be relevant. Since the study was completed in 2013, many of the larger trends in New York City, such as the booming housing market, have accelerated. For example, in Bradhurst ongoing population growth will continue to create demand for new homes but also additional neighborhood businesses and retail stores.

The past study provided a framework, thoroughly evaluated housing and commercial trends. The current analysis builds on the previous effort placing a stronger emphasis on the demand for community uses that are needed to develop a stronger neighborhood fabric. Besides assessing “classic” market factors, this report provides a closer examination of socioeconomic challenges that profoundly impact the neighborhood’s ability to provide an environment suitable to the needs of all its residents.

To assess the current assets and weaknesses and to identify potential opportunities, the study benchmarked conditions in the BOA against Upper Manhattan and New York City. Upper



Map for the Bradhurst BOA

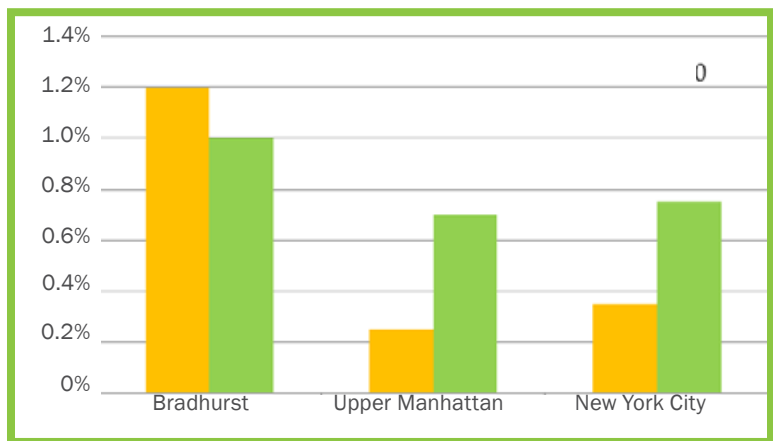
Manhattan is the area north of 96th street on the east side, and north of 110th street on the west side. New York City is all five boroughs.

Key Trends – Population Growth

The following three trends source data from the 2013 Step 2 Report and ESRI (Community Profile, 2015)

The 2013 initial Bradhurst BOA Step 2 Nomination Study (“initial study”) previously illustrated that the BOA was a high-growth area in terms of population growth when compared to the rest of New York City .

For the current report, a larger range and more recent window, spanning from 2000 to 2015, was assessed which confirmed



Population Growth
Source: ESRI & AKRF

the overall results from the initial study. Over the past 15 years, Bradhurst has been one of the fastest growing neighborhoods in New York City. Its population grew at an impressive annual growth rate of about 1.1% and outpaced the surrounding Upper Manhattan area (0.25% annually) and New York City (0.33% annually). By 2015, the Bradhurst BOA had approximately 25,600 residents and 10,525 households. The neighborhood is anticipated to experience continued growth over the coming 5 years at a projected annual rate of approximately 1% (or a total of 1,260 people). While there was a noticeable amount of housing units added to the neighborhood, a steady population growth will sustain demand for new housing in the Bradhurst BOA.

As a direct result of the population growth, the area will need to satisfy growing demand in other sectors such as retail, neighborhood services, as well as recreational and educational opportunities for new and existing residents. New

Area	Average Size
Bradhurst BOA	3.13
Upper Manhattan	3.26
New York City	3.32

Average Family Size in 2015
Source: ESRI

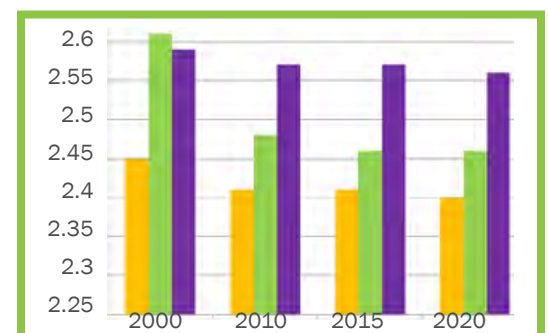
retail storefronts along the 145th Street corridor are an indication of the kinds of goods needed. Neighborhood goods and services, such as barber shops, insurance brokers, and limited service dining places have created significant demand and pushed commercial rents above the \$40 per square foot water mark, according to local business owners.

However, strong population growth will not only continue to create demand for additional commercial space but also create the need for other uses that help to maintain the social fabric of the Bradhurst neighborhood.

In order for Bradhurst to continue to offer residents a high quality of life, it will be important to implement uses that support educational, recreational and health-related needs.

Key Trends – Household Characteristics

The number of households in the Bradhurst BOA mirrored the overall population growth, increasing at a comparable rate. In all three geographies the average household size has been steadily decreasing since 2000. This trend can also be observed outside of New York City as changing lifestyle patterns and smaller less traditional family households has led to different household sizes. For example, many people are getting



Average Household Size
Source: ESRI & AKRF

■ Bradhurst
■ Upper Manhattan
■ New York City

married later in life and have fewer children.

In the Bradhurst BOA, the average household size has always been significantly smaller than in Upper Manhattan and New York City. It also has remained fairly stable over the past 15 years, decreasing only from about 2.45 to 2.40 people per household.

At the same time, the average family size in Bradhurst was also noticeably smaller than in the other geographies. In 2015 the average Bradhurst family size was 3.13, about 0.19 percentage points smaller than the average family size in New York City. The average family size and the average household size combined, provide a clear indication of the mix of unit sizes needed in the Bradhurst BOA. While the neighborhood will have a need for larger sized units, smaller average household and family sizes suggest that developers should focus on one- and two-bedroom units instead of providing too many larger units.

Key Trends – Age Distribution

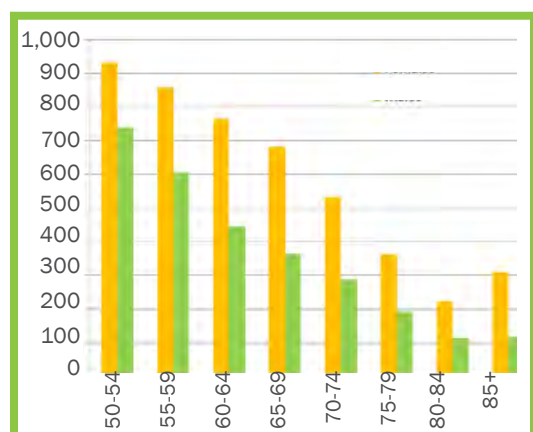
The initial study from 2013 had already found the prevalence of youth, particularly

school aged youth . In 2015, this trend continues to be a major characteristic of the BOA.

The median age in all three geographies is similar. Bradhurst’s median age in 2015 was 34.8 years compared to 35.0 years in Upper Manhattan and 36.3 years in all of New York City.

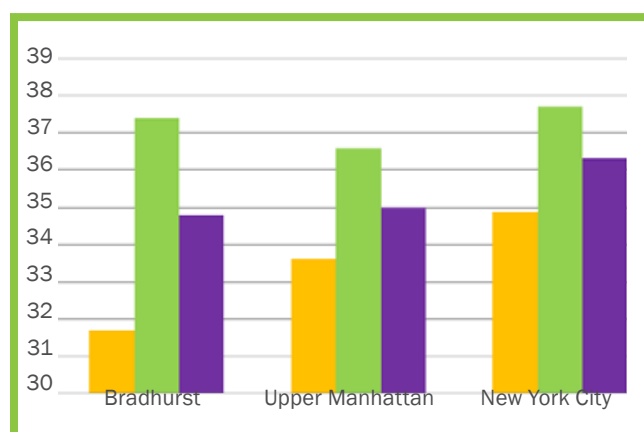
However, assessing median age based on gender reveals a different picture for the Bradhurst BOA. While the median age of men in all three areas is generally lower than that of women, the **difference** between **male and female** residents is most noticeable in Bradhurst. The median age for men was approximately 6 years lower than that of women. In contrast, the difference in median age between men and women in New York City is only about 2.7 years.

When assessing individual age cohorts, the share of more mature age segments (residents 50 and older) in Bradhurst do not differ substantially from those in Upper Manhattan and all of New York City. However, a comparison of male and female mature cohorts shows that men are continuously underrepresented in the Bradhurst BOA.



50+ Population
Source: ESRI & AKRF

■ Males
■ Females



Median Age
Source: ESRI & AKRF

■ Males
■ Females
■ Total

Although this gap between men and women generally exists, it is much more pronounced in Bradhurst where women outweigh men by about 2 to 1 in the mature age segments. There could be a number of reasons why the older male cohorts are underrepresented, such as higher death rates, or it could indicate a lack of employment opportunities for male residents in the area.

Future community programs will need to consider this imbalance and offer targeted employment preparation opportunities, capacity training and job placement services particularly for male residents in the BOA.

Compared to the older segments of the BOA, different patterns are observed for the **younger population** segments. For example, the share of residents in the Bradhurst BOA that are between the ages of 20 and 34 (21%)- the most productive and innovative years, is significantly smaller than in the Upper Manhattan area (i.e., 24.0% in Bradhurst vs 26.7% for Upper Manhattan).

Future programs need to address the outflow of older residents and provide programs and opportunities that will make

it easier for people in their twenties and thirties to remain in the neighborhood.

The next youngest age group population, ages 5 to 19, is significantly larger in the BOA than in the two comparison areas. This population segment includes approximately 5,300 people. The share of school age residents had slightly decreased in the recent past in Bradhurst, i.e., from 22% in 2010 to 20.6% in 2015, it nevertheless was still substantially higher than in Upper Manhattan and New York City (3 percentage points).

With 1/5 of the Bradhurst population is of school age (Upper Manhattan and New York City approximately 1/6 of the population), future services have to focus on the needs of this demographic group. Future community programs and facilities need to consider appropriate **educational and after school programs**. Residents may also be interested in adding a **performance space** or **day care centers** as additional outlets for recreational activity and child care.

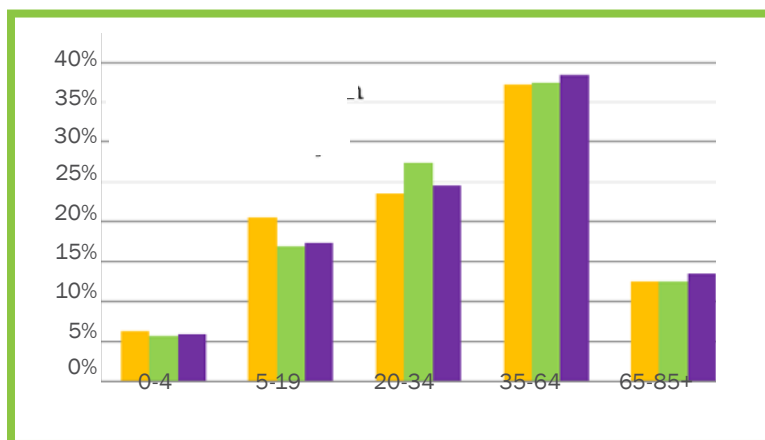
Key Trends – Racial Distribution

The following trends source data from the 2013 Step 2 Report, ACS 2013 (5-Year Estimates), and the US Department of Housing and Development

While in recent years many New York City neighborhoods struggled to preserve their identity Bradhurst was able to maintain its character.

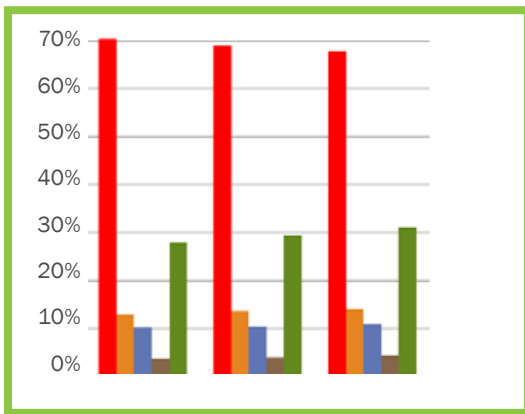
The initial report found that the BOA in 2010 had a significantly higher proportion of residents who identified as Black (71%) compared to Upper Manhattan (34%) and New York City (26%).

In addition, those identifying as Hispanic (any race) comprised 28% of BOA residents, far less than Upper Manhattan



Residents by Age
Source: ESRI & AKRF

Bradhurst
Upper Manhattan
New York City



2015 BOA Racial Composition

Source: ESRI & AKRF

■ Black Alone
 ■ Other Race Alone
 ■ White Alone
 ■ 2+ Races
 ■ Hispanic Origin

(50%) but in line with the greater New York City area (29%).

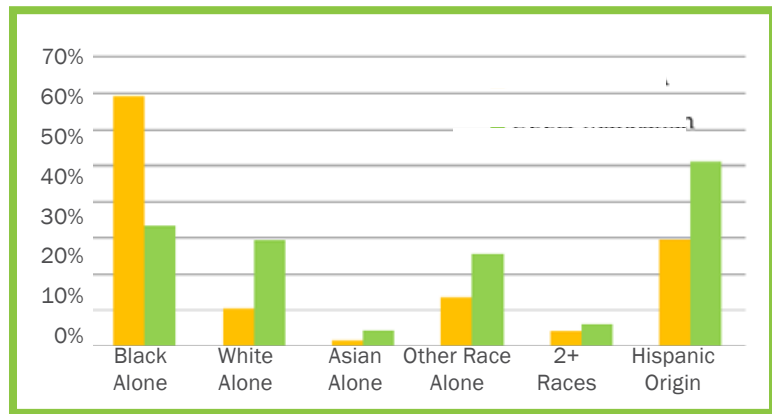
In the future there is only one ethnic group projected to experience an uptick. The BOA's Hispanic population is anticipated to increase from 29% in 2010 to approximately 31% in 2020.

A major factor for this consistency has been the focus on new affordable housing opportunities within the neighborhood. In particular, HCCI's activities have provided housing options for a range of residents in the area and kept displacement low.

The Bradhurst BOA may function as an example of how displacement can be kept at a minimum and area character maintained. In the future, the BOA should look to provide services that account for this unique community makeup.

Key Trends – Housing Characteristics

Housing statistics are vital to understanding neighborhood trends. According to the initial study, the BOA had approximately 10,700 housing units in 2010; about 10% of units were owner occupied and 7.4% of were vacant. In addition, the BOA experienced



2015 Racial Composition

Source: ESRI & AKRF

■ Bradhurst
 ■ Upper Manhattan

average market-rate rents on par with Central Harlem. By 2015, major housing characteristics of the BOA had not changed significantly. The percentage of ownership remained around 10%.

However, the vacancy rate had declined to about 6%, which is clear indication of a tightening housing market. One reason for the low vacancy rate is the relative

	Bradhurst BOA	Upper Manhattan	New York City
Owner Occupied	9.8%	9.8%	28.0%
Renter Occupied	84.3%	82.7%	64.1%
Vacant	5.9%	7.4%	7.9%

Renter vs. Owner-Occupied Housing

Source: ESRI

	Bradhurst BOA	Upper Manhattan	New York City
Median Housing Value (Owner Occupied Units)	\$352,300	\$486,590	\$490,847
Average Gross Rent	\$807	*\$1,055	\$1,279
Median Gross Rent	\$802	\$995	\$1,200
Median Gross Rent (% HH Income in 2013)	29.1%	31.1%	31.9%

Median Housing Values and Rents

Source: ACS

affordability of housing in the Bradhurst area. For example, median home values in 2013 were significantly lower than in Upper Manhattan and all of New York City.

In the Bradhurst BOA the median home value was with approximately \$352,300 nearly 29% lower than in Upper Manhattan (approximately \$486,600) and New York City (\$490,850).

The initial report detailed the strength of the market rents of the BOA. However, taking into consideration all rents, the average 2013 gross rent of the BOA was only \$807, and about \$200 lower than average rents in Upper Manhattan and all of New York City.

In terms of affordability, the average resident in the Bradhurst BOA doesn't seem to be cost burdened by rent. According to the ACS the average rent in 2013 in the Bradhurst area accounted only for about 29% of the area's average household income, less than that of Upper Manhattan and New York City where the

average gross rent accounted for more than 1/3 of average household income.

While recent market rents indicate that there is upward pressure on area-rents the presence of affordable housing in the neighborhood contributes to the overall affordable sentiment.

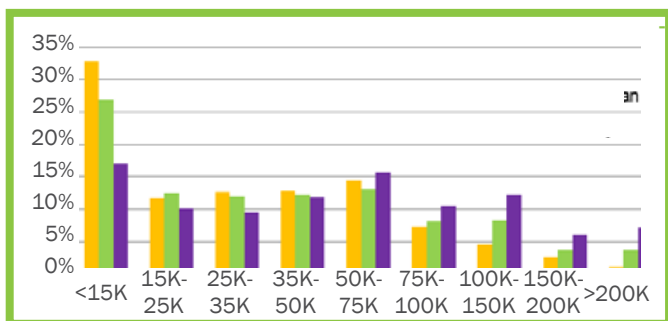
It also helped to retain the diverse population groups and limit displacement of residents. Continued population growth will require a consistent effort to cater to both existing and new residents. The goal of the BOA should be to prevent the displacement of current residents, especially those of lower income.

Key Trends – Income Characteristics

Households in the Bradhurst BOA tend to be earning significantly less than households in Upper Manhattan and New York City. Based on the initial study, in 2010, the median household income was \$25,391; more than 60% of HH's in the BOA earned less than \$35,000 annually, compared to 51% in Upper Manhattan and 35% in New York City.

At the top of the income spectrum, only 7% of households in the BOA earned six figures or more, while high income earners comprised approximately 14% of households in Upper Manhattan and New York City.

In 2015, household income distribution followed a similar trend as in 2010. The median household income of the BOA was \$28,586. This value was \$5,109 less than for Upper Manhattan households and \$23,167 less than for New York City households. The average household income in the BOA was higher than the median at \$42,573, indicating the presence of a few extremely high income residents within the BOA.



2015 Household Income by bracket

Source: ESRI & AKRF

Bradhurst
Upper Manhattan
New York City

	Bradhurst	Upper Manhattan	New York City
Median HH Income	\$28,586	\$33,695	\$51,753
Average HH Income	\$42,573	\$55,799	\$78,646

2015 Median Household Income

Source: ESRI

When household income is disaggregated in major brackets, it becomes noticeable that Bradhurst has the highest share of lowest-income households.

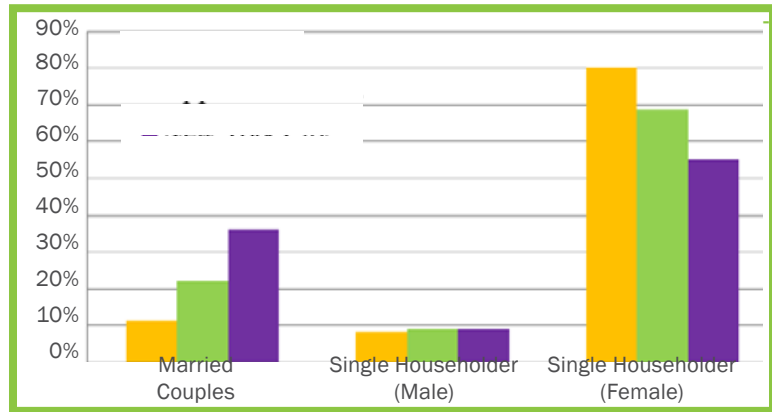
While in New York City about 15% of households earned less than \$15,000 in 2015, approximately one third of BOA residents were in this category. This statistic coincides with the disproportionately high number of BOA residents with income near or below the Federal Poverty Level.

At the same time, Bradhurst is home to a large share of middle-income households (27.2%) earning between \$35,000 and \$74,999 per year and an additional 7.3% earning between \$74,999 and \$100,000. The 2015 Household Income by Bracket chart also indicates the trend of under-representation of Bradhurst households in the highest of income categories. Future products and services need to strongly consider the diverse economic capabilities and capacities of households. While retailers ultimately decide which products and services to sell, future development plans should reflect the diverse needs of the population. In particular, consumer goods and neighborhood services should be considered as prime alternatives for commercial space.

Key Trends – Poverty

The assessment of household income already illustrated the large share of low-income households present in the area. A more detailed analysis of poverty levels in the initial study of 2013 showed that Bradhurst had a large percentage of families with income below the poverty level.

2015 data confirmed the original finding: 26% (1,735 households) of all households



Poverty by Type of Household
Source: ACS 2013 & AKRF

Bradhurst
Upper Manhattan
New York City

	Bradhurst	Upper Manhattan	New York City
Families (Total)	6,719	108,705	1,844,540
Below the Poverty Level	1,735	26,544	318,457
Of Families in Poverty:			
Married Couples	11.4%	22.1%	36.1%
Single Householder (Male)	8.3%	9.1%	9.0%
Single Householder (Female)	80.3%	68.8%	54.9%

Households Below the Poverty Level
Source: ACS

in Bradhurst were below the poverty line. The share was 2 percentage points lower in Upper Manhattan (24%) and eight lower in New York City (17%).

Of all the types of households in the BOA, female householders find themselves most often in poverty. In all three geographies, these households represent the largest poverty demographic. In Bradhurst however, single female households make up over 80% of households in poverty.

Focusing on female householders struggling with low income should be a

high priority. Programs offered should center on means to (re)integrate women in the workforce but also on ways to support them in their daily lives. For example, a large share of women in poverty are raising children (17.2%), therefore providing child care and youth programs could be critical when targeting women.

Programs should consider partnerships with existing programs such as the New York Special Program for Women, Infants, and Children (WIC).

Poverty and Education

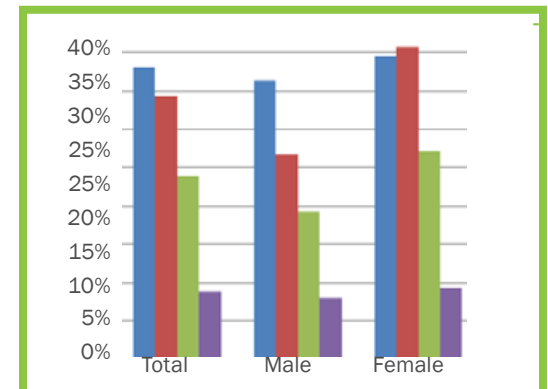
In addition to poverty levels in the BOA having a high correlation with gender, marital status, and the presence of children, there is also a large correlation between poverty and educational attainment. The lack of educational attainment could potentially be fueling negative trends such as neighborhood poverty and unemployment. In the BOA, poverty is greatest among residents with less than a high school education (38%). But even residents who graduated from high school are often facing poverty (34%).

Women of Bradhurst, both with and without a high school degree, are much more likely to end up below the poverty line than men. Almost 40% of women who live in poverty have no high school degree and approximately 41% of women with a high school degree live in poverty. In contrast 38% of BOA men without a high school degree and 26% of BOA men with high school education live in poverty. Equally as alarming, 27% of women who received some college education are living in poverty compared to 19% of men. Based on these findings future community uses should incorporate programs that should: a) help residents to obtain a high school degree and b) teach job skills and c) prepare residents to enter the workforce.

A strategic first step could be attracting existing NYC Department of Education programs such as Adult Basic Education (ABE) or Career and Technical Education (CTE) to the Bradhurst area. These programs may also be paired with the DOE Fund to establish a training center.

	Total	Male	Female
Less than high school graduate	38.1%	36.3%	39.6%
High school graduate (includes equivalency)	34.3%	26.8%	40.7%
Some college or Associate's Degree	23.9%	19.3%	27.2%
Bachelor's Degree or higher	8.8%	8.0%	9.4%

Poverty Rate by Educational Attainment Level in the Bradhurst BOA (25 years and over)
Source: ACS 2013



Poverty by Educational Attainment
Source: ACS 2013

- Less than high school
- High school/equivalent
- Some college
- Bachelor's or higher

Key Trends - Educational Attainment

The initial study observed an overall lack of educational attainment. It found that “only 14% of adults residing in the BOA [achieved] a bachelor’s degree or higher, compared to 27% in Upper Manhattan and 33% in New York City overall.” The study also illustrated that almost 30% of residents did not complete high school.

Recent educational attainment statistics for the BOA show a somewhat different picture. The Bradhurst BOA and Upper Manhattan have a high share of residents with less than a high school degree. However, at about 23% it was approximately 6 percentage points lower than in 2010, a slight improvement. Also, the share of residents with at least a bachelor degree increased dramatically to 26.5% (previously 14%).

When analyzing education attainment in the BOA, the most vulnerable group is teenagers. Teenage dropout rates in the Bradhurst BOA were more than double that of Upper Manhattan and New York City in 2013.

There was a noticeable difference between male and female teenage dropouts. With a dropout rate of nearly 18%, young men were almost 1.5 times more likely to drop out of high school than young women. Although, this is a large disparity, a future community facility needs to focus on the educational attainment of all genders. Male dropout rates are a concern, but the correlation of female educational attainment, poverty and the lack of workforce participation makes female dropout rates equally concerning. A community facility use could involve one of the many programs of the NYC Department of Youth and Community Development, including the Comprehensive After School System of NYC (COMPASS NYC). A program that

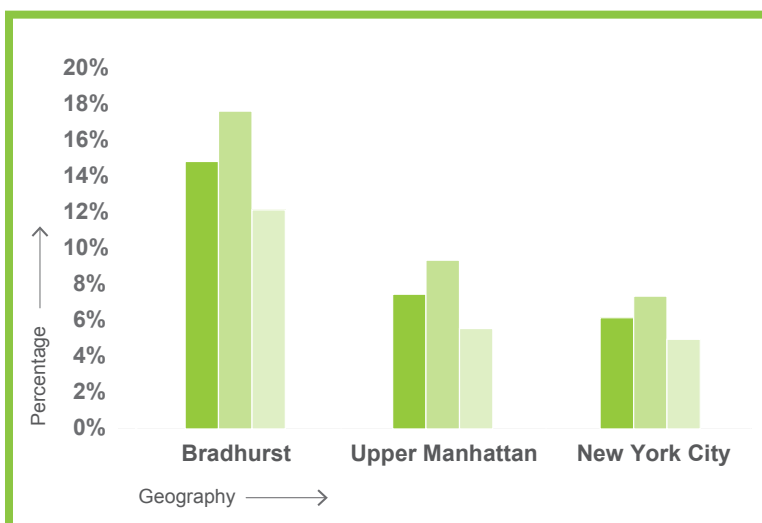
integrates the best of Out-of-School Time (OST) practices with the expansion of afterschool programs at no cost to young people could be beneficial.

	Bradhurst BOA	New York City
Population 25 years and older	20,246	4,617,506
Less than high school	22.7%	17.4%
High school graduate (includes equivalency)	23.9%	23.3%
Some college	26.2%	22.2%
At least Bachelor's Degree	26.8%	37.1%

Poverty Rate by Educational Attainment Level
Source: ACS

	Bradhurst BOA	Upper Manhattan	New York City
Civilian Population (16-19 years)	1,751	32,689	414,957
Total Dropouts	14.9%	7.5%	6.2%
Male Dropouts	17.7%	9.4%	7.4%
Female Dropouts	12.2%	5.6%	5.0%

High School Dropout Rates, 2013
Source: ACS



High School Dropout Rates, 2013
Source: ACS

Total ■
Male ■
Female ■

Key Trends – Employment Characteristics

According to the U.S. Census Bureau, approximately 8,400 residents in the BOA were employed in 2010. These residents were employed in a variety of different fields.

In 2014, about 63% of the population participated in the labor work force. This percentage that was on par with New York City and more than approximately 5 percentage points lower than in Upper Manhattan. In the same year 9,700 residents of the BOA were employed, a 15% increase since 2010.

The largest number of residents was employed in healthcare and social services. While labor force participation was as expected, unemployment in Bradhurst was high (14%). The unemployment rate was significantly higher than in Upper Manhattan (9.8%) and almost double that of New York City (7.5%).

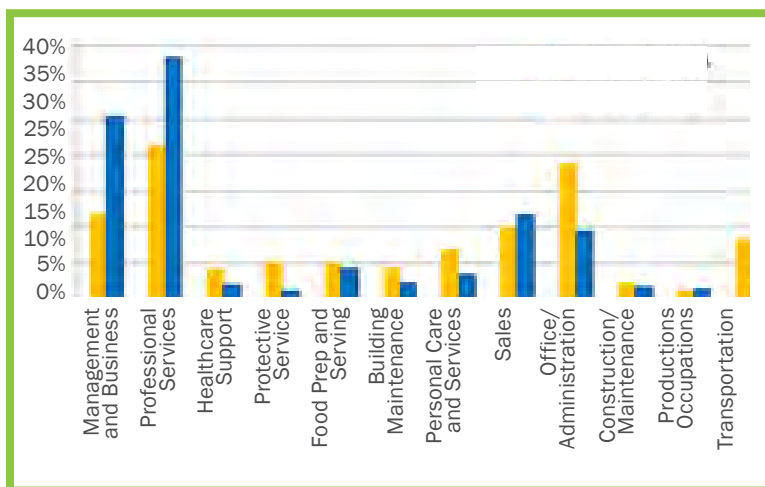
To combat unemployment, multiple catalysts will need to be addressed. In particular to create a better employment future for the youth, issues of educational

attainment must be addressed. For current residents of working age, employment programs that teach new skills demanded by the labor market but also help unemployed workers get (re) integrated in the market will be crucial. Programs should also encourage more entrepreneurial activity by providing an incubator facility that can help to harness the available potential and provide a testing ground for commercial activities. Development programs should also consider bringing government services and offices to the neighborhood of Bradhurst; the Department of Motor Vehicle Services is a potential fit for the community.

Employment by Sector

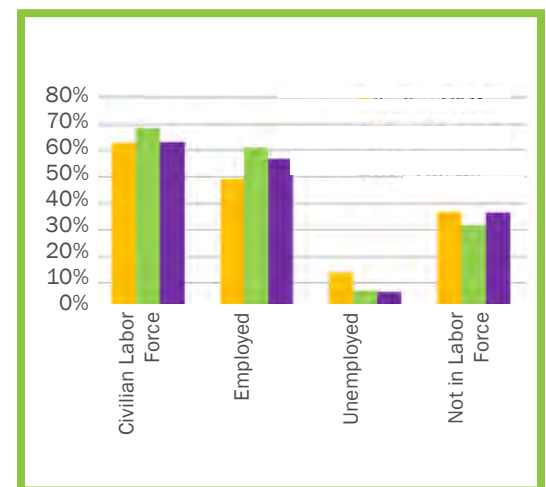
Preparing neighborhood residents for jobs with **higher wages** and **higher overall growth potential** can create a more resilient Bradhurst neighborhood.

The initial study highlighted and discussed labor market and industry trends of the Bradhurst area from the year 2009. The report identified four strongly represented industry sectors; Healthcare and Social Services, Education, Retail, and Accommodation and Food Services.



Poverty by Educational Attainment
Source: ACS 2013

■ Bradhurst BOA
■ New York City



Employment Characteristics
Source: ESRI & AKRF

■ Bradhurst
■ Upper Manhattan
■ New York City

In 2015, Bradhurst BOA residents worked within a range of industries. However, the majority of Bradhurst residents (60%) are employed in the services sector and about 10% in the retail sector.

Overall, employment continued to be concentrated in a few occupations. Over 43% of all employed residents in Bradhurst work in Professional or Office Administrative occupations and an additional 37% worked in Management and Business Operations and Sales occupations.

When compared to New York City, there is a noticeably smaller share of workers in Management and Business Operations and Professional Services within Bradhurst (27% vs 12%). In addition, Bradhurst has a large share of residents working in supportive occupations.

Future jobs and skill training initiatives need to consider the strong sectors within New York City that offer the most opportunity to absorb additional workers.

Key Trends – New York City Industries, 2001 to 2013

The following trends source data from the US Census Bureau Center for Economic Studies

Between 2001 and 2013 employment in New York City grew by about 300,000 employees or almost 10%. During this time not all sectors grew at the same pace and a few sectors employed even fewer employees in 2013 than they did in 2001. Among the employment losers were the Financial, Information, and Manufacturing sectors.

Information and Financial Sectors each lost approximately 10% of their work force. The Education and Health Care Services Sectors added the most employees (170,000) and grew by 28%. Jobs in the Leisure and Hospitality Sector grew by

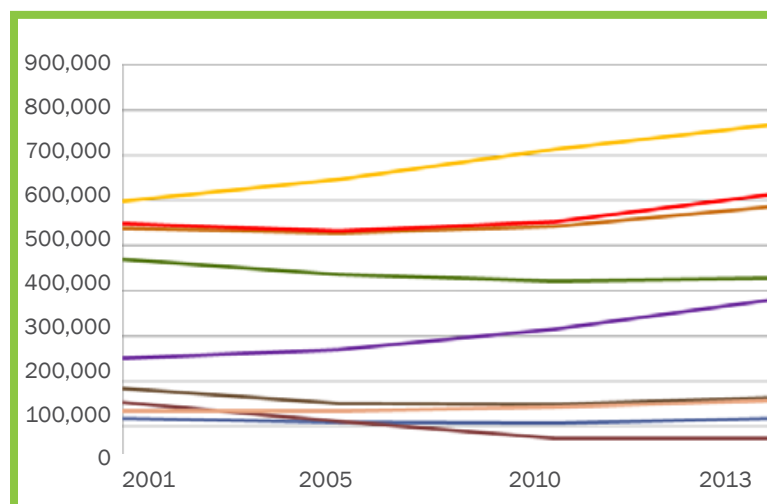
130,000 employees, which was equal to total employment growth of 51%. Professional and Business Services employment grew by 12% or 65,000 jobs and Other Services gained 17% or 23,000 employees.

When creating programs to increase and improve the skills of the local work force, larger New York City sector and employment trends should be considered because these growth industries are most likely to attract new employees.

Key Trends – Local Businesses

Businesses within the Bradhurst area mainly cater to the **local residential population**.

There are currently 1,700 people employed by businesses within Bradhurst. The mix of businesses is typical for a neighborhood such as Bradhurst. Businesses mostly include **consumer goods stores** and **neighborhood service establishments**.



Employment Trends by Industry Sector for New York City (2001-2013)
Source: US Census Bureau for Economic Studies

Construction
Trade/Transportation/Utilities
Financial Activities
Education/Health Services
Manufacturing
Information
Professional/Business
Leisure/Hospitality
Other

These types of businesses provide food and convenience goods that draw only residents in the immediate area.

In Bradhurst retail employees constitute almost 1/4th of the area's employment. Health Care with 22% of employees constitutes the next largest sector. Real Estate related and Accommodation businesses provide each 15% of the jobs in the area.

Between 2010 and 2013, Retail trade, Health Care and Social Assistance, Education, and Arts & Entertainment Sectors experienced employment growth. However, real estate, rental & leasing businesses employed approximately 30% fewer employees in 2013 than 2010.

Key Trends – Retail Demand

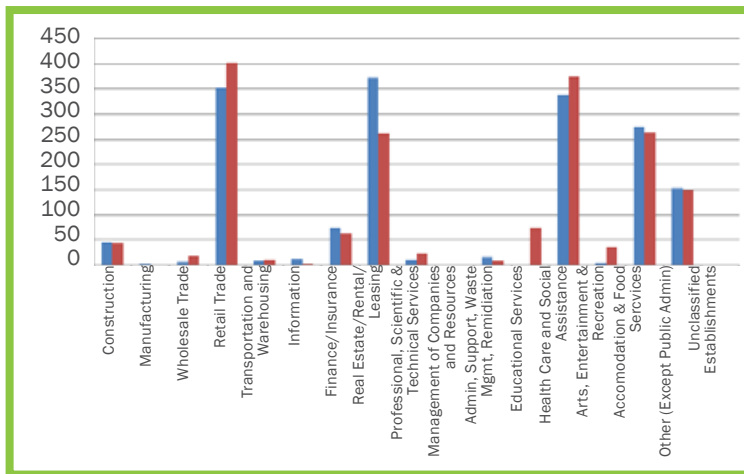
There is tremendous **growth potential** for more neighborhood businesses within the Bradhurst BOA. The population within the Bradhurst BOA has a significant expenditure potential for retail products and neighborhood services. In total, households spend about \$232 million per year on a wide range of products.

As discussed in the previous slide, the landscape of Bradhurst businesses mostly includes consumer goods and neighborhood service businesses. However, these businesses do not completely satisfy neighborhood demand.

This is evident by the amount of retail expenditures spent outside of the Bradhurst neighborhood. Residents spend approximately **\$200 million in retail expenditures annually outside of the Bradhurst neighborhood.**

In contrast, few businesses within Bradhurst manage to capture expenditures from outside the area. Motor Vehicle and Parts Dealers are the only type of business to capture customers that do not reside within the confines of the BOA. While not the all potential expenditures of the population can be captured by local businesses. A significant amount is typically spent in shopping center such as the Gateway Center across the river other major retail strips such the shops on 125th Street or on the way to and from work. However, especially products and services that fulfill the day-to-day needs of residents are almost entirely (approximately 80%) consumed within walking distance.

Residents are expected to continue to shop outside of Bradhurst for larger products that are only needed on a periodic basis, such as furniture or automobiles. However, there is significant



Bradhurst BOA Employment by Industry Sector (2010 & 2013)
Source: US Census Bureau for Economic Studies



Retail Gap Analysis - Bradhurst BOA 2016
Source: ESRI & AKRF

potential for convenience goods and services needed on daily basis in the Bradhurst BOA.

In particular, there is demand for “Food and Beverage Stores” and “Food Services and Drinking Places” but also for “Health and Personal Care Stores.” But also additional apparel stores would be expected to capture some of the demand inherent to the neighborhood.

Retailers selling other products such as “Furniture and Home Furnishing Stores” are less likely to locate to Bradhurst because they prefer locations that allow for larger footprints and more parking.

Summary

Population Growth

The Bradhurst BOA population is increasing at a rapid rate. Bradhurst will need to respond to the increased housing demand but also provide adequate neighborhood goods and services for future populations.

Population Age

The Bradhurst population tends to be younger than populations in the surrounding neighborhoods. The share of school age children is larger than in other neighborhoods and while older male cohorts are missing.

Racial distribution

The racial composition of Bradhurst has remained stable. It is predicted to remain stable through 2020 with little change between different ethnic populations. Overall, Bradhurst was able to maintain its unique community makeup and character.

Household size/housing

Despite an overwhelmingly renter-oriented population and a city wide trend of rising

housing costs, Bradhurst has been able to remain affordable due to the addition of affordable housing in the neighborhood. Housing will continue to be a challenge for the neighborhood, as the population is set to increase and a diverse range of housing needs already exists (average household size of 2.40, average family size of 3.13).

Income

The BOA is populated by residents that fall into the middle and low income brackets. Approximately one third of households earn \$15K or less while about 30% of residents live at or below the Federal Poverty Level (FPL). At the same time, the BOA also has a sizeable middle class. The average household income is \$42,573.

Poverty

Poverty is a major issue in Bradhurst. Certain segments of the BOA population are particularly affected by poverty, particularly single family households and women of varying education backgrounds. Fighting neighborhood poverty will require a multifaceted approach targeting high-risk segments (female householders with children).

Education

One of the areas Bradhurst lags behind the other referenced geographies is in education, particularly in keeping students in school. The BOA experiences a high dropout rate. Young men are the most at risk group, dropping out of high school at 1.5 times the rate of young women. It should be an important goal for the community will be to increase the retention rate of kids in school, especially with young men ages 16-19.

Employment

Despite Bradhurst’s high labor force participation rate, unemployment continues to be a major issue. Bradhurst

unemployment rate is nearly double that of New York City. Education programs that teach new skills demanded by the labor market, help unemployed workers get reintegrated in the market and encourage entrepreneurship could be crucial.

Occupation

Although Bradhurst residents are employed in a variety of occupations, they are most concentrated in Professional services. The three most frequent occupations of residents are professional services, office/administrative occupations and management and business operations.

Industries (Bradhurst/NYC)

Approximately 1,700 people are employed by businesses in Bradhurst. Businesses in Bradhurst are mostly consumer goods stores and neighborhood service establishments, catering to the local residential population.

Retail Demand

There is a tremendous growth potential for more neighborhood businesses within the BOA. Residents spend a great deal of their retail expenditures outside of Bradhurst.

3.4/

KEY FINDINGS AND RECOMMENDATIONS

Please review **Section 4/ Review of Strategic Brownfield Sites** for a thorough description and detailed analysis of opportunities and redevelopment potential of strategic sites within the Bradhurst BOA. The section outlines land uses and community desires for the redevelopment of these sites.

3.5/

SUMMARY, ANALYSIS, FINDINGS
AND RECOMMENDATIONS

	Opportunities / Strengths	Challenges / Weaknesses	Recommendation
Demographics	<p>High rate of population growth compared to Upper Manhattan and NYC</p> <p>BOA population is much younger compared to surrounding areas which will further increase labor/workforce participation in the coming years”</p>	<p>Noticeably younger and fewer males compared to female population in the BOA points to challenges of employment options and youth development opportunities</p>	<p>Capture demands of growing population (housing / goods and services) to support revitalization / reuse of strategic sites and community development</p> <p>Support youth development and employment opportunities through the programming and redevelopment of strategic sites</p>
Income / Poverty	<p>Sizeable middle class and engaged population with a demand and desire for community amenities</p>	<p>At least 30% of the population lives under the Federal Poverty Line</p> <p>Single female households are the most affected by poverty</p>	<p>Further economic development through quality amenities to support working parents; day care, after school and youth development programs, schools, recreational programs in neighborhood playgrounds/parks</p>
Employment	<p>High labor participation rate</p>	<p>Unemployment rate remains nearly double that of NYC</p> <p>Low levels of educational attainment (high teenage drop out rates) correlate with high unemployment and poverty</p>	<p>Support adult education / training programs for reentering the labor market</p> <p>Encourage entrepreneurship through partnerships with various NYC incubator opportunities</p> <p>Involve one of the many programs of the NYC Department of Youth and Community Development, including the Comprehensive After School System of NYC (COMPASS NYC) in one of the redevelopment of at least one strategic site</p>

	Opportunities / Strengths	Challenges / Weaknesses	Recommendation
Existing Zoning and Land Use	<p>Current land use and zoning generally support the redevelopment of strategic sites in accordance with community desires</p> <p>Special districts for preservation / conservation protect the historic assets / architecture within the BOA</p>	<p>Zoning district use and FAR densities on some of the strategic sites (e.g. Davis Warshow, Post Office, 145th Street nodes) can limit re-development potential these sites have given their location</p> <p>There has been a stark increase in development activity on privately owned vacant / underutilized sites which are being developed at market rate</p>	<p>Conduct a zoning study to assess full development potential of the Bradhurst area and recommend tools to maintain affordability</p> <p>Consider zoning recommendations to support redevelopment economics on priority strategic sites</p>
Land Ownership	<p>A couple strategic sites tax lots are publically owned</p>	<p>Most of the strategic sites / developable sites are privately owned</p>	<p>Create a robust private owner engagement strategy and provide development assistance (clean up, tax advantage etc.) to support development of strategic sites with community priorities</p> <p>Engage with concerned City agencies to get site control of publically owned strategic sites</p>
Urban Connections	<p>The area is very well connected to regional amenities in Manhattan and the Bronx by transportation infrastructure and transit</p>	<p>Drastic topographic variations isolate the area from neighboring communities</p> <p>At least 50% of the existing connections are either in a state of disrepair or are decommissioned</p>	<p>Upgrade existing connection to Harlem Lane Playground, Jackie Robinson Park and 155th Street Steps</p> <p>Integrate right of way bioswales on the wide sidewalks and where possible</p>

	Opportunities / Strengths	Challenges / Weaknesses	Recommendation
Public Spaces	<p>Bradhurst BOA has significant parks and playgrounds that serve communities even outside the neighborhood</p> <p>There is a healthy variety of open spaces with diverse programming including Jackie Robinson Recreation Center, small community gardens, Green Thumb parks, tennis courts, basketball courts and passive recreation at neighborhood scale open spaces</p>	<p>Physical connection to most of these amenities can be a challenge given the topographic variations. Some instances have only one access point for large / linear open spaces</p> <p>Maintenance is an issue</p>	<p>Engage with NYC Department of Parks and Recreation to reopen and maintain existing connections to major park amenities</p> <p>Develop an overall connections map including existing and proposed connections linking major community amenities and nodes</p> <p>Develop area under the 155th Street Viaduct as a vibrant community node supported by the redevelopment of the Davis Warshaw strategic site</p>
Natural Setting	<p>Proximity to Harlem River, Jackie Robinson Park and Highbridge Park</p> <p>Potential waterfront access points under the Harlem River Drive at the end of 150th / 151st Street and at Esplanade Gardens</p> <p>Topographic variations provide great opportunities for views, especially the waterfront</p>	<p>Public access to the waterfront is blocked off by Harlem River Drive and restricted by private ownership / infrastructure uses on waterfront lots</p> <p>Connections to most of the large / linear park amenities is limited by only one access point</p> <p>Low elevations for Polo Grounds and Esplanade Gardens make these areas prone to flooding</p>	<p>Work with Esplanade Gardens and NYC Department of Parks and Recreation to create a publically accessible waterfront park which will be also stabilize the shoreline and protect against flooding</p> <p>Prioritize upgrading (and maintenance of) 155th Street steps and steps in Polo Grounds that connect the neighborhood to Highbridge park</p>
Retail Demand and Opportunity	<p>There is tremendous growth potential and demand for neighborhood scale retail and businesses in the BOA</p>	<p>A great deal of the retail expenditure incurred by the BOA residents is done outside the BOA</p>	<p>Redevelop strategic sites as mixed use developments that support neighborhood scale retail and businesses</p> <p>Work with residents to encourage entrepreneurship and also with outside businesses to create more jobs for residents</p>

	Opportunities / Strengths	Challenges / Weaknesses	Recommendation
Housing and Household Size	<p>Bradhurst neighborhood remains affordable despite the overwhelmingly renter-oriented population and City-wide trend of rising housing costs</p>	<p>There is increasing development pressure for developments according to market needs, on existing vacant / underutilized sites that are privately owned</p>	<p>Promote affordable and mixed income housing when needed on strategic sites</p> <p>Diversify housing stock based on household size and income</p> <p>Develop regulations and strategies to maintain the affordability in the Bradhurst BOA</p>
Industries	<p>The neighborhood currently has several locally serving retail establishments that employ local population</p> <p>Employment in education and health care service industry sectors grew in the area</p>	<p>Given its location away from touristic areas and the financial district, the Bradhurst BOA lagged behind in Leisure and Hospitality, Financial Services, Insurance and Professional / Business Services</p>	<p>Grow small businesses from within the community and strengthen local retail</p> <p>Focus on growing industrial areas such as information technology to support Health and Education sectors and green jobs</p>
Reuse Potential of Strategic Sites	<p>Most of the strategic sites in the Bradhurst BOA are vacant or underutilized with limited known environmental contamination, which reduces clean up costs</p>	<p>Most of the significant strategic sites are consituted by multiple tax lots and will require private owner engagement and land assembly</p>	<p>Begin conversations with selected private owners and leverage public participation (clean up, ESAs, tax breaks, HCCI's long relation w/ HPD, NYCHA and BPO) for potential public private partnership opportunities</p>



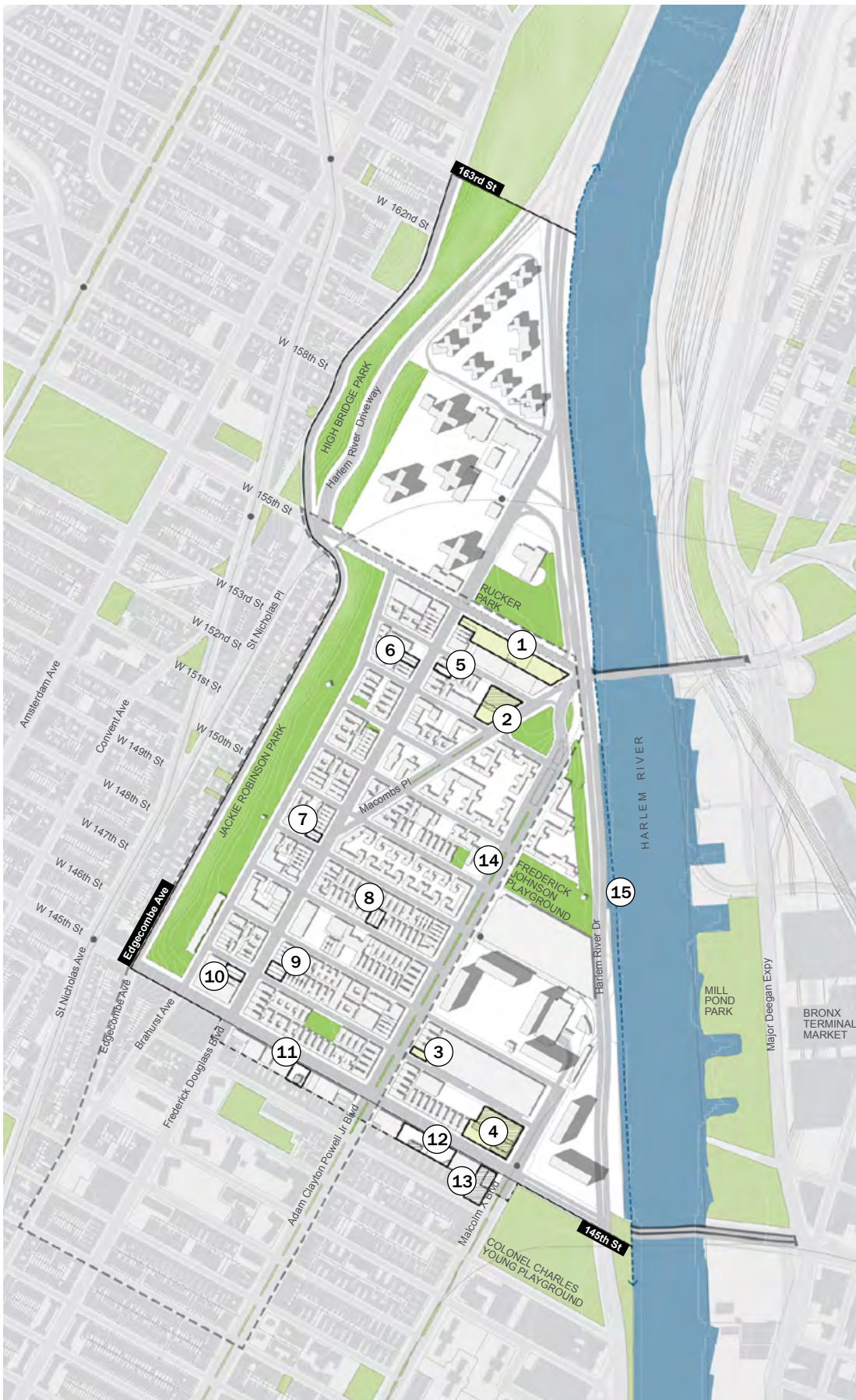
Aerial view of the gas station sites just south of 145th street that were added to the Strategic Site list in 2016



4/ REVIEW OF STRATEGIC BROWNFIELD SITES


CONTENTS


- 4.1 LIST AND MAP OF STRATEGIC SITES
- 4.2 DETAILED STRATEGIC SITES INVESTIGATION



Map showing all strategic sites including new strategic sites added in 2016 and those shortlisted for development in June 2013.

LEGEND

 New Strategic Sites added in 2016

 Strategic Sites from June 2013

4.1/ LIST OF STRATEGIC SITES

- ① 155th Street [Davis Warshow]
- ② 83-93 Macombs Place [Post Office]
- ③ 2521 Adam Clayton Powell Boulevard
- ④ 145th Street and Malcolm X Boulevard Site
- ⑤ 2902 Frederick Douglass Boulevard
- ⑥ 2903 Frederick Douglass Boulevard
- ⑦ 2803-2805 Frederick Douglass Boulevard
- ⑧ 223 West 148th Street
- ⑨ 146th Street and Frederick Douglass Boulevard Northeast
- ⑩ 2735-2737 Frederick Douglass Boulevard
- ⑪ 228 West 145th Street
- ⑫ 122-150 West 145th Street
- ⑬ 685-691 Lenox Avenue
- ⑭ 2600 Adam Clayton Powell Boulevard
- ⑮ Waterfront

Source of information for projected 2050 100-year floodplain data: NYC Mayor's Office for Recovery and Resiliency

4.2/ DETAILED STRATEGIC SITES INVESTIGATION

SITE 1: **155TH STREET** **[DAVIS WARSHOW SITE]**

Property Description

Five adjacent tax lots make up this long, linear strategic site, which is at an elevation one story lower than the mixed-use buildings on the southern portion of the block. The site is well connected by transit, roadway and pedestrian networks. The B/D line is one block to the north, Holcombe Rucker Park across the street to the north and the future Madison Boys and Girls Club across the street from Frederick Douglass Boulevard. This central location and its large size make it a prime candidate for a lively community node. Along the eastern edge is a historic stairway connecting the site to Macombs Place roadway on higher elevation and a block to the west is a stairway leading to the Harlem River Driveway and West 155th Street intersection. These stairways connect this strategic site closely to the neighboring Harlem communities both to the east and west of Jackie Robinson Park.

Redevelopment of this site would activate the street under the historic Viaduct and facilitate cross pedestrian movement between two contrasting urban fabrics; towers in the park development in the north and a tightly knit medium residential development in the south.

Activation as a community node would take advantage of the existing wide sidewalks that are conducive to public programming.

Current Use

The site consists of five adjacent tax lots, which are currently being used for surface parking.

Adjacent Uses

North: To the north of the site is lower West 155th Street and Holcombe Rucker Park.

South: To the south are multiple commercial facilities, such as auto showroom/service center (Fordham Toyota Service & Parts) and Laundromat (Uptown Laundromat).

East: To the east is a retaining wall separating the site from Macombs Place (at higher level) and an onramp to the Harlem River Drive (at lower level).

West: To the west within the same block is a pharmacy (Riverside Pharmacy) with three floors of residential above, and across Frederick Douglass Boulevard are two restaurants (Mama's Fried Chicken and Teng Dragon) and a small deli.

Current Zoning

The current zoning for the site is C8-3. This zoning permits most commercial uses and community facilities. Residential uses are not permitted in this zone.

Site Area and Built Structures

There are currently no buildings on the site. The total area including all five tax lots that make up this site is approximately 58,948 square feet.

Transportation and Access

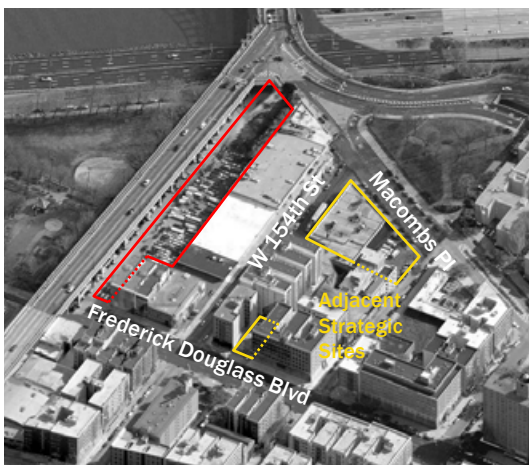
The site is serviced by the M10 bus line along Frederick Douglass Boulevard with both a north and southbound stop on the western edge of the site. The M2 bus line runs along Adam Clayton Powell Boulevard roadway, which is at a higher elevation and hugs the eastern edge of the site. The closest M2 bus stop is one block south of the site on Adam Clayton Powell Boulevard. At the intersection of 155th Street and Frederick Douglass Boulevard, the B/D metro lines are one half-block north and the C line is three blocks west.

Natural Setting

The site is located in the 2015 100-year floodplain and is one story lower in elevation than the surrounding buildings in the block. The 2050s projected 100-year floodplain spreads to cover one-third of the site¹. The nearest body of water is the Harlem River, just beyond the Harlem River Drive to the east. Jackie Robinson Park and Holcombe Rucker Park are within a five-minute walk and Colonel Charles Young Triangle Park at a higher elevation in the east is accessible by steps.

Environmental History

The site was historically part of the Harlem River estuaries before there was a firm shoreline. It is built on historically filled



Aerial view looking east



View of the Strategic Site from the steps located to the east of the site

land with unregulated material, which could potentially include construction or demolition debris, gravel or ash.

Potential Development Program

Given the current zoning and surrounding neighborhood attractions, this site is a prime candidate to be developed as a community node with a focus on youth development and adult training/education. The site could also include a mix of residential and commercial uses such as a grocery store but would need a zoning change that would allow for this greater density and mix of uses.

Development Implications

1. Given that the nature of historic fill is unknown, it would be advised to do soil testing to get an accurate understanding of any real or perceived contamination. This would also help assess cost implications and feasibility of siting community / residential uses.
2. Precautions should be taken in development to prepare for potential flooding brought on by the site's low elevation.
3. Irregular shape and blocked site edges could pose challenges for vehicular access to site. Nearby amenities can

appear to be disconnected from site due to the dramatic elevation changes, which can disrupt the continuity of pedestrian connection.

4. Proximity to landmark sites and local parks should guide shade considerations for new development.
5. Current zoning regulations for the site allow for the possibility of community or commercial uses that will greatly stimulate this node. However, given that the site is privately owned, community-based programming that are usually low revenue/non-revenue generating will require considerable public incentives or a zoning change that permits a greater mix of revenue generating uses and higher density.

Strategic site development facts

Address	BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
					Max Allowable FAR		
8 Avenue	MN/2040/62	2,492	C8-3	Cactus of Harlem, LLC		2	
2926 Frederick Douglass Blvd	MN/2040/61	24,982	C8-3	Cactus of Harlem, LLC		2	
216 W 155th St	MN/2040/48	12,490	C8-3	Cactus of Harlem, LLC		2	
204 W 155th St	MN/2040/43	18,200	C8-3	City of New York		2	
Macombs Place	MN/2040/40	784	C8-3	City of New York		2	

SITE 2:
83-93 MACOMBS PLACE
[POST OFFICE SITE]

Property Description

The Post Office strategic site faces Macombs Place between West 153rd and 154th Streets at the Manhattan-bound exit of Macombs Dam Bridge. It is comprised of two tax lots that currently have one building, its associated loading dock and parking lot straddling the two lots. The placement of this site gives it the potential to become an iconic gateway into Bradhurst from the Bronx, as well as strengthen public realm networks with its proximity to Charles Young Triangle and the waterfront. Its setting on a higher elevation provides unhindered views of Macombs Dam Bridge, Harlem River and the Bronx.

Current Use

The site currently consists of two adjacent tax lots that accommodate a building, its associated distribution loading dock and parking lot all of which are operated by the United States Postal Service.

Adjacent Uses

North: To the north of the site across West 154th Street is a large auto showroom/service center (Fordham Toyota Service &

Parts).

South: To the south across West 153rd Street is the Harlem Vista Hotel.

East: To the east are Macombs Place and Colonel Charles Young Triangle Park, and Harlem River Drive beyond.

West: To the west of the site within the same block are two residential buildings and their associated parking.

Current Zoning

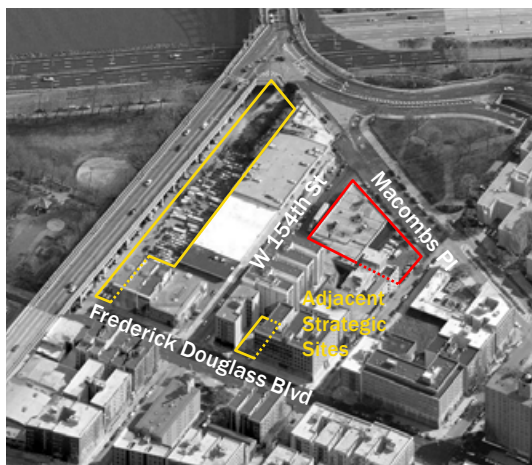
The current zoning for the site is R7-2, which allows for medium-density residential development.

Site Area and Built Structures

The site is currently developed with one building straddling on both the tax lots. The total land area is approximately 27,978 square feet and the built area is 16,737 square feet.

Transportation and Access

The M2 bus line, which runs along the Adam Clayton Powell Boulevard with the closest stop one block east at Macombs Place and 153rd Street, services this site. It can also be accessed by the M10 bus line which runs along Frederick Douglass Boulevard and has a stop one block west of the site between 153rd and 154th Streets.



Aerial view looking east



View of the loading docks at the back of the USPS Post Office building

Natural Setting

The nearest body of water is the Harlem River, east of the site just beyond the Harlem River Drive. Colonel Charles Young Triangle Park is across Macombs Place to the east and Holcombe Rucker Park at a lower level is accessible by steps.

Environmental History

The site was historically part of the Harlem River estuaries before there was a firm shoreline. It is built on historically filled land with unregulated material which could potentially include construction or demolition debris, gravel or ash. The site is registered on the NYSDEC Petroleum Bulk Storage Database under regulatory numbers 2-291943 (Lot A) and 2-476099 (Lot B). These records suggest that the site may have formerly been a gas station and that one above ground storage tank may be currently active. The records also indicate that several underground storage tanks have been removed from the site.

Potential Development Program

Community demand for affordable residential developments and clear Harlem River views make this site a great candidate for medium-density residential development.

Development Implications

1. Given the unknown nature of the site's historic fill and its potential former use as a gas station, it would be advised to do soil and water testing to get an accurate understanding of any real or perceived contamination and health risks. This will also help assess cost implications association with the clean up of the site and the feasibility of siting community / residential uses, which may not be permitted in case of heavy / irremediable pollutants.
2. Regarding the status of NYCDEC PBS records, a Phase I Environmental Site Assessment, and if deemed necessary a Phase II Environmental Site Investigation should be performed to determine the nature and extent of environmental concerns associated with the site.
3. Health and access implications owing to the site's proximity to a high-traffic intersection should be considered in the planning of new development.

Strategic site development facts

Address	BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
					Max Allowable FAR		
93 Macombs Place	MN/2039/45	16,737	R7-2	Harlem River Management Corp.	3.44		
83 Macombs Place	MN/2039/15	11,241	R7-2	Bensley, Charley J.	3.44		

SITE 3: 2521 ADAM CLAYTON POWELL BOULEVARD

Property Description

This single tax lot strategic site is located at the northeastern corner of Adam Clayton Powell Boulevard and West 146th Streets intersection. The site is surrounded by medium-density residential developments and many neighborhood amenities including Mother Clara Hale Bus terminal, several parks, and 145th Street commercial corridor.

Current Use

Vacant

Adjacent Uses

North: To the north of the site is a mixed-use development including commercial uses at the street level; a market (Kalifa Sales General Merchandising) and restaurant (Red Star Chinese Restaurant), and five floors of residential development above.

South: To the south is also a mixed-use development, with a small restaurant (United Fried Chicken), tech store (Boost Mobile) and a liquor store (Roc Wine & Spirits) at the street level and five floors of residential above.

East: To the east is the Mother Clara Hale Bus Depot.

West: To the west of the site are a small church (Infinity Mennonite Church), juice bar (Uptown Juice Bar), and restaurant (Little Taste of Seafood) at the street level, with four floors of residential development above.

Current Zoning

The current zoning for the site is R7-2 with a commercial overlay of C2-4. This zoning permits medium-density residential development and neighborhood scale retail/commercial use up to 2 FAR.

Site Area and Built Structures

There are currently no buildings on-site and the total land area is approximately 4,040 square feet.

Transportation and Access

The site is serviced by several transit opportunities, including the Bx19, M1, M2 M7, M102 bus lines, each with stops within one block from the site. The 148th Street Lenox Terminal Metro Station (3 line) located at 149th Street and Adam Clayton Powell Boulevard is one block north of the site.



Aerial view looking east



Corner City owned lot adjacent to Mother Clara Hale Bus Terminal

Natural Setting

The nearest body of water is the Harlem River, two blocks east of the site just beyond the Harlem River Drive. The site is centrally located between Jackie Robinson Park, Colonel Young Playground and Frederick Johnson playground, each within a 10 minute walking distance.

Environmental History

The site was historically part of the Harlem River estuaries before there was a firm shoreline. It is built on historically filled land with unregulated material, which could potentially include construction or demolition debris, gravel or ash.

Potential Development Program

The site's current zoning, adjacent residential developments and community priorities support affordable housing with community / neighborhood retail at the street level.

Development Implications

1. Given that the nature of historic fill is unknown, it would be advised to do soil testing to get an accurate understanding of any real or perceived contamination. This will also help assess clean up cost implications and feasibility of siting residential / community uses.

Strategic site development facts

Address	BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
					Max Allowable FAR		
2521 Adam C Powell Blvd	MN/2015/01	4,040	R7-2 w/ C2-4 Overlay	DCAS	3.44	2	

SITE 4: 145TH STREET AND MALCOLM X BOULEVARD SITE [145TH STREET NORTH GATEWAY]

Property Description

This strategic site occupies the eastern side of the block with West 146th Street to its north, Malcolm X Boulevard to its east, and West 145th Street to its south. Its location at the edge of 145th Street Bridge and entry point into Manhattan makes this site very visible and presents the opportunity to develop an iconic gateway into the borough. The site is made up of four tax lots, all owned by different private owners. Its proximity to other strategic sites across West 145th Street provides greater potential for revitalization impact, if all the sites were to be developed in sync with each other / with complimentary uses supporting revitalization.

Current Use

The site is comprised of four tax lots. BBL 1020140036 is currently in use as an early childhood education center. BBL 1020140029 and BBL 1020140031 are subdivided into several commercial developments including a deli/grocery (701 Deli), dry cleaning service (E&G Cleaners), and restaurants (Papa John's, The Famous Jimbo's Hamburger Palace, and KFC). BBL 1020140021 was a

former gas station and has recently been demolished to a vacant lot.

Adjacent Uses

North: To the north is Mother Clara Hale Bus Depot.

South: To the south are single-story commercial uses including grocery (A & J's Candy Grocery Inc.), National Action Network/House of Justice Headquarters, restaurant (Kennedy Chicken & Biscuit) and a liquor store (Wine & Liquors).

East: To the east of the site is Esplanade Gardens.

West: To the west of the site are six-story residential developments.

Current Zoning

The current zoning for all tax lots is C8-3. This zoning permits most commercial uses and community facilities. Residential uses are not permitted in this zone.

Site Area and Built Structures

There are currently four buildings on-site with a total built area of 54,834 square feet. The total area of the site is approximately 51,466 square feet.

Transportation and Access

The site is serviced by several transit opportunities, including the Bx19, M1, M7, M102, M10 bus lines, each within



Aerial view looking northeast



Corner site at 145th Street and Malcolm X Boulevard

two blocks of the site. The 3 line at 145th Street metro station can be accessed on the site and the A/C/B/D lines are within a 10 minute walking distance to the east at St. Nicholas Avenue.

Natural Setting

The 2050s projected 100-year floodplain covers three-fourths of the site⁴. The nearest body of water is the Harlem River, one block east of the site just beyond the Harlem River Drive. Colonel Young Playground is located across Malcolm X Boulevard and Jackie Robinson Park is within a 10 minute walking distance to the east.

Environmental History

The site was historically part of the Harlem River estuaries before there was a firm shoreline. It is built on historically filled land with unregulated material, which could potentially include construction or demolition debris, gravel or ash. BBL 1020140021, which was recently demolished, is registered on the NYSDEC Petroleum Bulk Storage Database under regulatory number 2-309834.

Potential Development Program

The current zoning and central location make this site a prime candidate for a mixed-use community node with residential, commercial and community development uses.

Development Implications

1. Regarding the status of NYCDEC PBS records, a Phase I Environmental Site Assessment, and if deemed necessary a Phase II Environmental Site Investigation should be performed to determine the nature and extent of environmental concerns associated with the site.
2. Given that the nature of historic fill is unknown, it would be advised to do soil testing to get an accurate understanding of any real or perceived site pollution, which will also help with assessing clean up cost implications and feasibility of siting residential / community centric uses.
3. Since all the tax lots comprising the site are privately owned and BBL 1020140021 is beginning to show signs of new development, proactive / early engagement with the owners of other tax lots is highly recommended.

Strategic site development facts

Address	BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
					Max Allowable FAR		
709 Esplanade Gdns Plaza	MN/2014/36	23,989	C8-3	Cs Esplanade Gardens		2	
707 Esplanade Gdns Plaza	MN/2014/31	2,008	C8-3	Achenbaum, Beth		2	
701 Esplanade Gdns Plaza	MN/2014/29	7,983	C8-3	703 Lenox		2	
119 West 145th Street	MN/2014/21	17,486	C8-3	119 West 145Th Street		2	

SITE 5: 2902 FREDERICK DOUGLASS BOULEVARD

Property Description

This west-facing strategic site is located midblock on Frederick Douglass Boulevard, between West 153rd and W 154th Streets. It is central to many community assets with close proximity to Jackie Robinson Park, Holcombe Rucker Park, and the B/D subway line. The site is currently a vacant tax lot flanked on all sides by mixed-use residential buildings making it a great candidate for affordable housing.

Current Use

Vacant tax lot

Adjacent Uses

North: To the north is a restaurant (Eso) with five residential floors above.

South: To the south is a church (Tabernacle of Deliverance) with apartments above.

East: To the east of the site is a six-story residential building.

West: To the west across Frederick Douglass Boulevard are two vacant tax lots and surface parking.

Current Zoning

The current zoning for the site is R7-2 with a commercial overlay of C1-4. This zoning permits medium-density residential development and neighborhood scale commercial / retail use up to 2 FAR.

Site Area and Built Structures

There are currently no buildings on-site. The total area of the site is approximately 4,000 square feet.

Transportation and Access

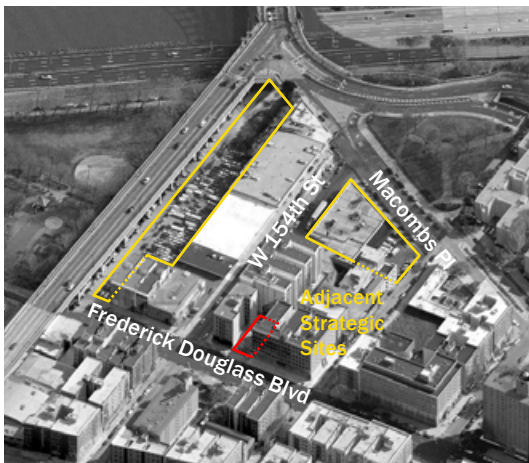
The site is serviced by the M10 bus line along Frederick Douglass Boulevard with both a north and southbound stop on the western edge of the site. The B/D metro station at 155th Street is two blocks north of the site.

Natural Setting

The nearest body of water is the Harlem River, two blocks east of the site just beyond the Harlem River Drive. Jackie Robinson Park and Holcombe Rucker Park are within a five minute walking distance.

Environmental History

The site is built on historically filled land with unregulated material which could potentially include construction or demolition debris, gravel or ash.



Aerial view looking east



The vacant strategic site features public art and murals

Potential Development Program

Surrounding medium-density mixed-use developments and a highly-traversed street front make this site a great candidate for medium-density affordable housing with a grocery store or restaurant at the street level.

Development Implications

1. Given that the nature of historic fill is unknown, it would be advised to do soil testing to get an accurate understanding of any real or perceived contamination. The testing will also help assess clean up costs and feasibility of siting community / residential uses.

Strategic site development facts

Address	BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
					Max Allowable FAR		
2902 Frederick Douglass Blvd	MN/2039/63	4,000	R7-2 w/ C1-4 Overlay	Delux Equities Inc.	3.44	2	

SITE 6: 2903 FREDERICK DOUGLASS BOULEVARD

Property Description

This east-facing strategic site is located midblock on Frederick Douglass Boulevard, between West 153rd and W 154th Streets. The site is central to many community assets with close proximity to Jackie Robinson Park, Holcombe Rucker Park, and the B/D subway line. It is comprised of two vacant tax lots and is surrounded by adjacent mixed-use residential buildings.

Current Use

Vacant

Adjacent Uses

North: To the north of the site is a medium-density residential development (Henry Brooks Senior Housing) and its associated parking.

South: To the south is a five-story building with a vacant street level floor (was potentially commercial use when occupied) and four floors of residential above.

East: To the east of the site across Frederick Douglass Boulevard is a church

(Tabernacle of Deliverance) and deli (Darou Salam Market), with residential development above.

West: To the west is a church (Bethany Baptist Church).

Current Zoning

The current zoning for the site is R7-2 with a commercial overlay of C1-4. This zoning permits medium-density residential development and neighborhood scale commercial and retail use up to 2 FAR.

Site Area and Built Structures

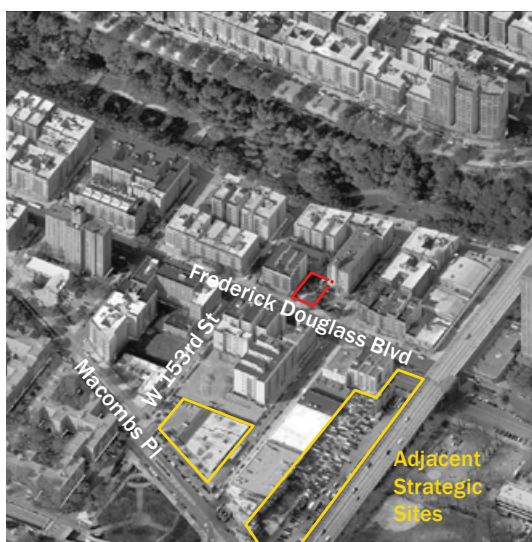
There are no building structures on the site and its total area is 4,985 square feet.

Transportation and Access

The site is serviced by the M10 bus line along Frederick Douglass Boulevard with both a north and southbound stop on the west edge of the site. The B/D Metro station at 155th Street is located two blocks to the north.

Natural Setting

The nearest body of water is the Harlem River, two blocks east of the site just beyond the Harlem River Drive. Jackie Robinson Park and Holcombe Rucker Park are within a five minute walking distance.



Aerial view looking west



View B: Vacant site close to potential community node

Environmental History

The site is built on historically filled land with unregulated material which could potentially include construction or demolition debris, gravel or ash.

Potential Development Program

Surrounding medium-density mixed-use developments and a highly-traversed street front make this site a great candidate for medium-density mixed income housing with a grocery store/restaurant/neighborhood scale commercial use at the street level.

Development Implications

1. Given that the nature of historic fill is unknown, it would be advised to do soil testing to get an accurate understanding of any real or perceived site pollution, which will also help assess cost implications and feasibility for siting community and residential uses.
2. Given that the two tax lots are owned by separate private entities, site assembly/consolidation will require considerable outreach and engagement.

Strategic site development facts

Address	BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
					Max Allowable FAR		
8 Avenue	MN/2047/10	2,500	R7-2 w/ C1-4 Overlay	CPC Funding SPE 1 LLC	3.44	2	
2903 Frederick Douglass Blvd	MN/2047/11	2,485	R7-2 w/ C1-4 Overlay	Meister Abstract Corp.	3.44	2	

SITE 7: 2803-2805 FREDERICK DOUGLASS BOULEVARD

Property Description

The strategic site is comprised of two vacant tax lots bordered by West 149th Street to its south, Frederick Douglass Boulevard to its east, and residential developments to its north and west. It is located one short block east of Jackie Robinson Park and along the path between many transit opportunities and neighborhood amenities.

Current Use

The site currently consists of two vacant tax lots.

Adjacent Uses

North: To the north is a hair salon with four floors of residential above.

South: To the south across West 149th Street is a five-story residential development.

East: To the east across Frederick Douglass Boulevard are commercial establishments including grocery (A&J's Grocery and Deli), and shops (A&A Check Cashing Corp. and Molo General

Merchandise) with residential development above.

West: To the west of the site is a six-story residential development.

Current Zoning

The current zoning for the site is R7-2 with a commercial overlay of C1-4. This zoning permits medium-density residential development and neighborhood scale commercial and retail use up to 2 FAR.

Site Area and Built Structures

There are currently no buildings on-site its total land area is approximately 3,993 square feet.

Transportation and Access

The site is serviced by the M10 bus line along Frederick Douglass Boulevard with the nearest stop one half-block north of the site. The 145th St Metro Station provides access to A/B/C/D lines and is located seven blocks southwest at St. Nicholas Avenue and W 145th Street, within a 10 minute walking distance from the site.



Aerial view looking north



Vacant site within easy access to Jackie Robinson Park

Natural Setting

The nearest body of water is the Harlem River, two blocks east of the site just beyond the Harlem River Drive. Jackie Robinson Park is within a five minute walking distance.

Environmental History

The site is built on historically filled land with unregulated material which could potentially include construction or demolition debris, gravel or ash.

Potential Development Program

Located within a medium-density residential fabric on a highly-traversed street corner this site is a great candidate for medium-density affordable housing with neighborhood scale amenities and community use at the street level.

Development Implications

1. Given that the nature of historic fill is unknown, it would be advised to do soil testing to get an accurate understanding of any real or perceived site pollution, which will also help assess cost implications and feasibility for siting future community and residential uses.
2. Given that the two tax lots are owned by separate private entities, site assembly/consolidation will require considerable outreach and engagement.

Strategic site development facts

Address	BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
					Max Allowable FAR		
2803 Frederick Douglass Blvd	MN/2045/89	2,000	R7-2 w/ C1-4 Overlay	Neighborhood Partnership Housing Development Fund	3.44	2	
2805 Frederick Douglass Blvd	MN/2045/90	1,993	R7-2 w/ C1-4 Overlay	FDB Group LLC	3.44	2	

SITE 8: 223 WEST 148TH STREET

Property Description

This south-facing strategic site is located midblock on West 148th St between Frederick Douglass and Adam Clayton Powell Boulevard. The site is comprised of three tax lots that are all under HCCI's control. The site is currently used as an open space and is surrounded by residential developments. It is within a 10 minute walking distance from and link between frequented amenities such as Jackie Robinson Park, 148th Street Lenox Terminal Station, and Frederick Douglass Academy. The community would like to see this site remain as an open space and be improved and maintained for use by all neighborhood residents.

Current Use

The land is currently being used as an open space by surrounding residential developments.

Adjacent Uses

North: To the north are six-story residential developments.

South: To the south across West 148th

Street is the National Dance Institute and a residential development [the PS-90 which was repurposed as an adaptive reuse development by HCCI as part of the Bradhurst Revitalization efforts that began in 1990s].

East: To the east is a five-story residential development.

West: To the west is a five-story residential development.

Current Zoning

The current zoning for the site is R7-2 which permits medium-density residential apartments.

Site Area and Built Structures

There are currently no buildings on-site and the total area of the three tax lots together is approximately 7,494 square feet.

Transportation and Access

The site is serviced by the M2 bus line along Adam Clayton Powell Boulevard, with the closest bus stop one block southeast of the site. The 148th St Lenox Terminal (3 line) station is located a half block northeast of the site. Mother Clara Hale Bus Depot is located two blocks south of



Aerial view looking north



Site temporarily used as an open space

the site. All of these transit facilities are within a 10 minute walking distance from the site.

Natural Setting

The nearest body of water is the Harlem River, one and a half blocks east of the site just beyond the Harlem River Drive and Jackie Robinson Park is a five-minute walking distance.

Environmental History

The parcel identifiable by the BBL 1020340015 is registered on the NYSDEC Petroleum Bulk Storage Database under regulatory numbers 2-470481.

Potential Development Program

The site's current zoning and existing adjacent residential developments support the addition of more affordable housing. However, the community desires to see this site preserved as an open space amenity for use by all neighborhood residents.

Development Implications

1. Regarding the status of NYCDEC PBS records, a Phase I Environmental Site Assessment, and if deemed necessary a Phase II Environmental Site Investigation should be performed to determine the nature and extent of environmental contamination associated with the site.

Strategic site development facts

Address	BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
					Max Allowable FAR		
West 148th Street	MN/2034/15	2,498	R7-2	HCCI	3.44		
West 148th Street	MN/2034/16	2,498	R7-2	HCCI	3.44		
223 West 148th Street	MN/2034/17	2,498	R7-2	HCCI	3.44		

SITE 9:
146TH STREET AND FREDERICK
DOUGLASS BOULEVARD
NORTHEAST

Property Description

This strategic site comprised of three tax lots, is bordered by Frederick Douglass Boulevard to its west and West 146th Street to the south. Each lot is currently vacant, but research on the NYC buildings department indicates that lots 1 and 3 have approved permits for the construction of medium-density residential developments. The site is located on an active corner one block east of Jackie Robinson Park, and one block north of the 145th Street corridor.

Current Use

All tax lots are currently vacant. BBL 1020320001 has permits for the construction of a seven-story mixed-use development and BBL 1020320003 has permits for the construction of an eight-story mixed-use development.

Adjacent Uses

North: To the north of the site is a five-story residential development.

South: To the south are street level

commercial uses including a deli (Moe's 1 Gourmet Deli) and a vacant commercial space with five floors of residential above.

East: To the east of the site is a five-story residential development.

West: To the west is mixed use development with a restaurant (True Blue Luncheonette) at the street level and four floors of residential above.

Current Zoning

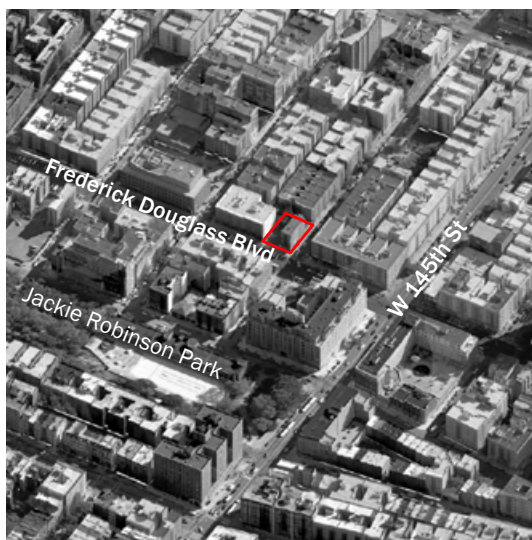
The current zoning for the site is R7-2 with a commercial overlay of C1-4. This zoning permits medium-density residential development and neighborhood scale commercial and retail use up to 2 FAR.

Site Area and Built Structures

There are currently no buildings on-site the total site area including all three tax lots is approximately 7,492 square feet.

Transportation and Access

The site is serviced by the M10 bus line running along Frederick Douglass Boulevard with the nearest stop within the block. The site also has access to the Bx19 bus service running along West 145th Street with the nearest stop one block south. The 145th St Metro Station located at St. Nicholas Avenue and W



Aerial view looking east



Corner vacant lots

145th Street, provides access to A/B/C/D lines three blocks southwest of the site.

Natural Setting

The nearest body of water is the Harlem River, three blocks east of the site just beyond the Harlem River Drive. Jackie Robinson Park is within a five minute walking distance from the site.

Environmental History

No contamination history available on publically accessible environmental databases.

Potential Development Program

Two of the tax lots on this site have permits for medium-density mixed use developments and construction is likely to begin in 2018. For the third City owned tax lot (BBL 1020320002), given its central location on a highly-traversed street front surrounded by medium density housing, it would be a great candidate for mixed-income residential development with community use / neighborhood retail at the street level.

Development Implications

1. Given that two of the tax lots comprising this strategic site have already received permits for development, the area left for development is limited (only 2,500 square feet). The development program on this site will require considerable thought so as to achieve maximum revitalization impact. Given the site's central location and its public ownership (HPD) is a great opportunity for development in accordance with community desires.

Strategic site development facts

Address	BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
					Max Allowable FAR		
2750 Frederick Douglass Bl	MN/2032/01	2,500	R7-2 w/ C1-4 Overlay	2750 8th Ave Equitsin	3.44	2	
8 Avenue	MN/2032/02	2,500	R7-2 w/ C1-4 Overlay	City of New York	3.44	2	
8 Avenue	MN/2032/03	2,492	R7-2 w/ C1-4 Overlay	Superb Vending Corporation	3.44	2	

SITE 10:
2735-2737 FREDERICK DOUGLASS
BOULEVARD

Property Description

This strategic site comprised of two tax lots, is bordered by Frederick Douglass Boulevard to its east and West 146th Street to its north. Each lot is currently vacant and privately owned. The site's location on an active corner; one block east of Jackie Robinson Park and one block north of the 145th Street commercial corridor, makes it a great site for a vibrant community node.

Current Use

Vacant

Adjacent Uses

North: To the north of the site is a restaurant (True Blue Luncheonette) with four floors of residential above.

South: To the south is a mixed-use development with commercial uses at the street level including a restaurant (People's Choice Kitchen), a vacant commercial space and a bank (Bank of America), and residential use above.

East: To the east is also mixed-use development with street level commercial uses including a deli (Moe's 1 Gourmet Deli) and a vacant commercial space, both with five floors of residential development above.

West: To the west of the site is a nine-story mixed-use development.

Current Zoning

The current zoning for the site is C4-4D, which permits traffic-generating commercial use such as specialty/department stores, and theaters up to 3.4 FAR.

Site Area and Built Structures

There are currently no buildings on-site and the total strategic site area is approximately 3,993 square feet.

Transportation and Access

The M10 bus line running along Frederick Douglass Boulevard with the nearest stop on the same block as the site services this strategic site. The site also has access to the Bx19 bus service running along West 145th Street with the nearest stop one block south. The 145th Street Metro



Aerial view looking west



View looking towards Jackie Robinson Park

Station located at St. Nicholas Avenue and W 145th Street, provides access to A/B/C/D lines three blocks southwest of the site.

Natural Setting

The nearest body of water is the Harlem River, three blocks east of the site just beyond the Harlem River Drive. Jackie Robinson Park is located in the adjacent block.

Environmental History

One of the tax lots BBL 1020450013 is built on historically filled land with unregulated material, which could potentially include construction or demolition debris, gravel or ash.

Potential Development Program

Surrounding medium-density mixed-use developments, larger commercial uses and a highly traversed street front make this site a great candidate for medium-density mixed income housing with commercial uses at the street level.

Development Implications

1. Given that the nature of historic fill is unknown, it would be advised to do soil testing to get an accurate understanding of any real or perceived site pollution, which would also help assess clean up costs and feasibility of siting residential uses / community programs
2. One of the tax lots is owned by a private entity while the other one is under City ownership. If both tax lots were to be developed as one development, site consolidation would require the public entity to be proactive with acquisition / P3 development structure.

Strategic site development facts

Address	BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
					Max Allowable FAR		
2803 Frederick Douglass Blvd	MN/2045/89	2,000	R7-2 w/ C1-4 Overlay	Neighborhood Partnership Housing Development Fund	3.44		
2805 Frederick Douglass Blvd	MN/2045/90	1,993	R7-2 w/ C1-4 Overlay	FDB Group LLC	3.44		

SITE 11:**228 WEST 145TH STREET [SHELL GAS STATION]****Property Description**

The single tax lot that makes up the Shell Gas Station strategic site is located midblock on the 145th Street corridor between Frederick Douglass and Adam Clayton Powell Boulevard. As a commercial corridor and primary thoroughfare, 145th Street experiences heavy footfall and automobile traffic. It is currently being operated as a gas station with limited built structure. The surrounding features and location of this site make it a great candidate for affordable housing with commercial uses at the street level.

Current Use

The site is comprised of one tax lot, currently operated by Shell and used as a gas station, auto service center and a small convenience store.

Adjacent Uses

North: To the north of the site are street level commercial establishments including a shoe shop (Taveras Shoe Repair), market (A.F. African American Caribbean Market), and juice bar (Reggae Sun Delights Juice Bar), all with five floors of residential

above

South: To the south are six-story residential developments.

East: To the east of the site is a church (Harlem Christian Center) and a small shopping mart (145 St. 99¢ Market).

West: To the west is a church (Union Baptist Church).

Current Zoning

The current zoning for the site is R7-2 with a commercial overlay of C2-4. This zoning permits medium-density residential development and neighborhood scale commercial and retail use up to 2 FAR.

Site Area and Built Structures

There are currently two buildings on-site with a total built area of 1,675 square feet. The total area of the site is approximately 9,992 square feet.

Transportation and Access

The site is serviced by several transit options, including the Bx19, M1, M7, M102, M10 bus lines. All of these bus lines have stops within two blocks from the site. The site is also located midway between the 145th Street Station (A/C/B/D lines) and 145th Street Station (3 line), each within a five minute walking distance.



Aerial view looking south



Highly visible site that can strengthen the 145th Street Commercial Corridor

Natural Setting

The nearest body of water is the Harlem River, two and a half blocks east of the site just beyond the Harlem River Drive. Jackie Robinson Park is within a five minute walking distance from the site.

Environmental History

The site is registered on the NYSDEC Petroleum Bulk Storage Database under regulatory numbers 2-509124.

Potential Development Program

The current zoning allows the opportunity for greater density and uses that can serve the needs of the community. Residential floors above with neighborhood scale retail and community development uses (e.g. youth development / adult training center) at the street level could take advantage of the site's convenient accessibility and central location.

Development Implications

1. Regarding the status of NYCDEC PBS records, a Phase I Environmental Site Assessment, and if deemed necessary a Phase II Environmental Site Investigation should be performed to determine the nature and extent of environmental concerns associated with the site.
2. The 145th Street commercial corridor east of Edgecombe Avenue currently has developments with vast density, height and front set back variations. The new development has the potential to strengthen this commercial corridor by contributing to a continuous street edge / wall that'll in turn make for safer and more inviting pedestrian environment.

Strategic site development facts

Address	BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
					Max Allowable FAR		
228 West 145 Street	MN/2030/45	9,992	R7-2 w/ C2-4 Overlay	Bill Wolf Petroleum C	3.44	2	

SITE 12:**122-150 WEST 145TH STREET [MOBIL GAS STATION]****Property Description**

The Mobil Gas Station strategic site is located midblock along the 145th Street corridor between Malcolm X and Adam Clayton Powell Boulevard. The site's location on this Bronx-Manhattan thoroughfare (145th Street commercial corridor) and proximity to the 145th Street Bridge gives it great visibility and access. The site is made up of two large tax lots, one of which is currently being operated as a gas station with limited built structure, and the other is vacant. The surrounding features and location of this site make it a great candidate as either a commercial development or as a mixed-use development with mixed-income housing on upper levels and commercial use at the street level. This site is located within a one block radius to three other strategic sites and if the cluster of these strategic sites were to be developed in sync with consideration to uses, densities and urban design principles, they would greatly increase the overall revitalization impact for the Bradhurst BOA.

Current Use

The site is comprised of two tax lots. BBL 1020130050 is currently operated by Mobil and used as a gas station, convenience store and auto service center. BBL 1020130044 is a former gas station site, and is currently is a vacant lot.

Adjacent Uses

North: To the north of the site are street level commercial uses including a printing shop (Direct Print Inc.), pharmacy (Alpina Pharmacy), and salon (Jay's Barber Shop and Beauty Salon), all with 5 floors of residential above.

South: To the south are five-story residential developments.

East: To the east of the site are commercial uses including a laundromat (Green Laundry), donut shop (Dunkin Donuts/Baskin Robbins), and mini mart (99¢ Wonder).

West: To the west of the site is a grocery store (Fine Fare Supermarket).

Current Zoning

The current zoning for the site is C8-3, which permits most commercial uses and community facilities. Residential uses are not permitted in this zone.



Aerial view looking south



Highly visible site that can strengthen the 145th Street Commercial Corridor

Site Area and Built Structures

There are currently two buildings on-site with total building area of 2,344 square feet. The total area of the site is approximately 32,759 square feet.

Transportation and Access

The site is serviced by several transit opportunities, including the Bx19, M1, M7, M102, M10 bus lines. All of these routes have stops within two blocks of the site. The site is also located on the same block as the 145th Street Metro Station providing access to the 3 line, and a 10 minute walking distance from the 145th Street Metro Station which provides access to A/C/B/D lines.

Natural Setting

The eastern portion of the site is within the 2050s projected 100-year floodplain¹. The nearest body of water is the Harlem River, one and a half blocks east of the site just beyond the Harlem River Drive. Colonel Young Playground and Jackie Robinson Park are within a 10 minute walking distance.

Environmental History

BBL 1020130044 and BBL 1020130050 are registered on the NYSDEC Petroleum

Bulk Storage Database under regulatory numbers 2-297607 and 2-157929 respectively. BBL 1020130050 is additionally a NYS Open Petroleum Spill Location and filed under spill number 751061.

Potential Development Program

The current zoning and gateway location make this site a prime candidate for a community centric uses.

Development Implications

1. Regarding the status of NYCDEC PBS records, a Phase I Environmental Site Assessment, and if deemed necessary a Phase II Environmental Site Investigation should be performed to determine the nature and extent of environmental concerns associated with the site.
2. A zoning change that would allow for a greater mix of uses including residential and community development uses should be considered, as it will strengthen the commercial corridor.
3. Redevelopment of this site provides a great opportunity for environmental cleanup.

Strategic site development facts

Address	BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
					Max Allowable FAR		
150 West 145 Street	MN/2013/50	18,884	C8-3	Bogart, Harry		2	
122 West 145 Street	MN/2013/44	13,875	C8-3	Hess Retail Stores LL		2	

SITE 13:**685-691 LENOX AVENUE [145TH STREET SOUTH GATEWAY]****Property Description**

This strategic site occupies the eastern side of the block with West 145th Street to its north, Malcolm X Boulevard to its east, and West 144th Street to its south. Its location at the entry/exit point of 145th Street Bridge into Manhattan makes it very visible and presents the opportunity for an iconic gateway development into the borough. It has unhindered views of the 145th Street Bridge and Harlem River. The site is made up of two tax lots, both for use as small commercial establishments. Given their proximity to Colonel Young Playground, Harlem River waterfront and three other strategic sites, their development can greatly enhance public space connectivity in the area and strengthen / complement revitalization impacts of the development of other strategic sites.

Current Use

The site is comprised of two tax lots. BBL 1020130029 is currently in use and subdivided into several one-story commercial developments including a grocery store (Step#1 Deli & Grocery and A & J's Candy Grocery Inc.), nail salon

(Rainbow Nails & Spa), National Action Network/House of Justice Headquarters, and restaurants (Sweet Mama's Soul Food Restaurant). BBL 1020130033 is a three-story commercial building, with boarded-up windows indicating it to be out of operation. This tax lot was previously used as a hotel and dance hall.

Adjacent Uses

North: To the north of the site are street level commercial uses with a deli (701 Deli) and three floors of residential development above.

South: To the south is the Frederick Samuel Community Center.

East: To the east is Colonel Young Playground.

West: To the west of the site are commercial uses including a laundromat (Green Laundry), donut shop (Dunkin Donuts/Baskin Robbins), and mini mart (99¢ Wonder) on the north portion of the block, and five-story residential developments on the south portion of block.

Current Zoning

The current zoning for BBL 1020130029 is R7-2 with a commercial overlay of C1-4. This zoning permits medium-density residential development with option to develop neighborhood scale commercial



Aerial view looking south



Corner site at 145th Street and Malcolm X Boulevard

uses up to 2 FAR.
The current zoning for BBL 1020130033 is C8-3, which permits most commercial uses and community facilities. Residential uses are not permitted in this zone.

Site Area and Built Structures

There are currently two buildings on-site with the total area of both built structures being 29,976 square feet. The total area of the site is approximately 19,984 square feet.

Transportation and Access

The site is serviced by several transit opportunities, including the Bx19, M1, M7, M102, M10 bus lines. All of these routes have stops within two blocks radius of the site. The 145th Street Metro Station providing access to the 3 line is directly adjacent to the site and the 145th Street Metro Station with access to A/C/B/D lines is within a 10 minute walking distance to the east.

Natural Setting

The site is completely within the 2050s projected 100-year floodplain¹. The

nearest body of water is the Harlem River, one block east of the site just beyond the Harlem River Drive. Colonel Young Playground is adjacent to the site.

Environmental History

No contamination history available on publically accessible environmental databases.

Potential Development Program

The current zoning and gateway location make this site a prime candidate for a community centric uses and facilities.

Development Implications

1. The sites are privately owned and their development for non-revenue / low-revenue generating community uses would require considerable public incentives or P3 arrangements.
2. BBL 1020130033 and the Lenox Avenue facing portion of BBL 1020130029 have been vacant for many decades and will need a rigorous investigation in terms of building structure, potential for adaptive reuse and associated development costs for different construction scenarios.

Strategic site development facts

Address	BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
					Max Allowable FAR		
685 Lenox Avenue	MN/2013/29	14,988	R7-2 w/ C1-4 Overlay	Lenox by the Bridge L	3.44	2	
691 Lenox Avenue	MN/2013/33	4,996	C8-3	Lenox by the Bridge L		2	

SITE 14:**2600 ADAM CLAYTON POWELL
BOULEVARD
[CAR WASH SITE]****Property Description**

This single tax lot occupying the eastern edge of the block faces Adam Clayton Powell Jr. Boulevard between West 151st and 150th Streets. Information on the NYC building department shows that the site is currently under construction to become a seven-story mixed-use residential and commercial development. However, earlier accounts / renderings showed this site as an 18 story market rate residential development. The site is surrounded by community amenities including Frederick Johnson Playground, Harlem Lane Playground, Macombs Bridge Library, Frederick Douglass Academy, and the 3 train line at 148th Street Lenox Terminal Metro Station. The site is situated amid strong medium-density residential fabric and new mixed-use development on this site has the potential to strengthen the public realm and encourage a safer pedestrian environment in this area.

Current Use

The site is currently under construction to become a seven-story mixed-use development.

Adjacent Uses

North: To the north across W 151st Street are the historic NYCHA Harlem River Houses and Macombs Bridge Library.

South: To the south across W 150th Street is a medium-density residential development.

East: To the east across Adam Clayton Powell Boulevard is Frederick Johnson Playground and Harlem Lane Playground.

West: To the west within the same block is Bill Bojangles Robinson Playground and a six-story residential development.

Current Zoning

The current zoning for the site is R7-2, which permits medium-density residential development.

Site Area and Built Structures

The total area of the site is approximately 19,910 square feet, and the total constructed area of the new mixed-use development currently under construction is 123,460 square feet.

Transportation and Access

The site is serviced by the M2 bus line which runs along Adam Clayton Powell Boulevard with the closest stop a half-block south of the site. The 148th St



Aerial view looking north



View of the old car wash site which is now under construction

Lenox Terminal Metro Station (3 line) is also located one block south of the site. Mother Clara Hale Bus Depot is within a five minute walking distance four blocks south of the site.

Natural Setting

The nearest body of water is the Harlem River, one block east of the site just beyond the Harlem River Drive. Bill Bojangles Playground, Frederick Johnson Tennis Court, and Harlem Lane Playground are all within a five minute walk.

Environmental History

Prior to recent construction the site was used as a car wash. Building Department records suggest that the site was formerly a gas station.

Potential Development Program

Currently under construction as a mixed use development.

Strategic site development facts

Address	BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
					Max Allowable FAR		
2600 7 Avenue	MN/2036/29	19,910	R7-2	7th Ave Realty/ Cathay Bank	3.44		

SITE 15: WATERFRONT

Property Description

Five separate and disconnected tax lots along the Harlem River were studied with a focus on threading them into a waterfront park / walkable esplanade along the eastern edge of the Bradurst BOA. These could potentially help reclaim public waterfront access and connect upland communities with Harlem River through safe pedestrian connections leading to community-centric programming at the water's edge.

Current Use

Vacant

Adjacent Uses

North: To the north is the historic Macombs Dam Bridge.

South: To the south is the 145th Street Bridge.

East: To the east of the site is the Harlem River.

West: Directly west of these sites are NYCHA Esplanade Gardens, Frederick Douglass Academy, Frederick Johnson Tennis Court, Harlem Lane Playground and NYCHA Harlem River Housing.

Current Zoning

The current zoning for the site is R7-2 and R8, which permits medium to high-density residential development.

Site Area and Built Structures

There are currently no building structures on the site

Transportation and Access

These waterfront sites are easily accessible by both 145th Street and 148th Street Lenox Terminal stations (3 line) located one block to the west.

Natural Setting

The site is completely within the 2015 100-year floodplain¹. The 2050s Future Sea Level Rise is projected to move inland into Harlem Lane Playground. These waterfront lots are separated from Harlem Lane Playground, Colonel Young Playground and Holcombe Rucker Park by the Harlem River Drive.

Environmental History

These waterfront tax lots were historically part of the Harlem River estuaries before there was a firm shoreline. The site is built on historically filled land with unregulated material which could potentially include



Aerial view looking north



Existing public safety issues at the waterfront



construction or demolition debris, gravel or ash.

Potential Development Program

Waterfront park / esplanade with water dependent community uses and flood protection infrastructure.

Development Implications

1. Given that the nature of historic fill is unknown, it would be advised to do soil testing and understand clean up cost implications as well as feasibility of siting community uses.
2. Given that the site is in the 100 year floodplain and directly adjacent to the Harlem River, any use requiring permanent habitation should be avoided and all building structures should be made flood resistant / tolerant
3. Eventual flooding and sea level rise predicted for these sites will require keen consideration to public safety issues.

Strategic site development facts

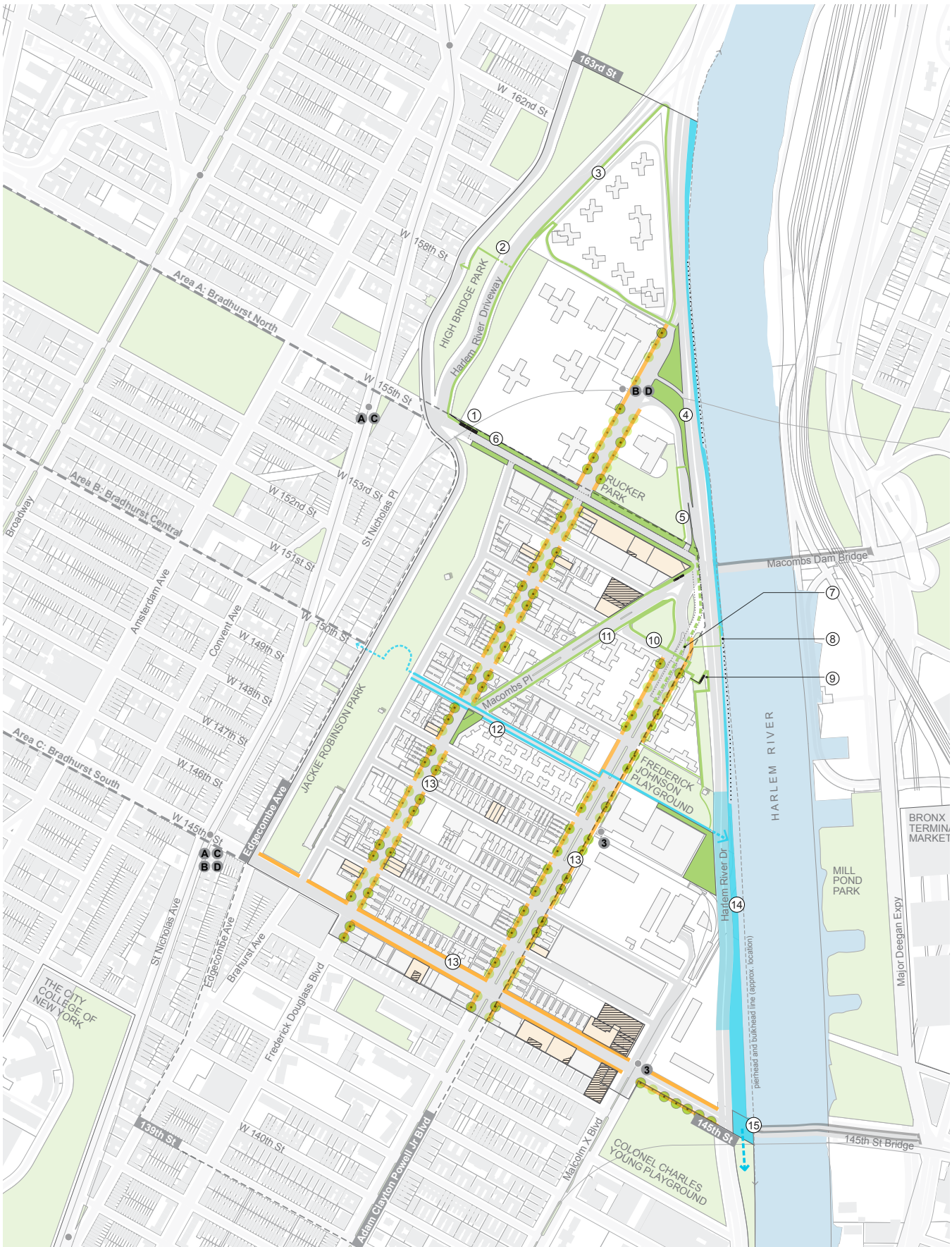
BBL	Lot Area (SF)	Current Zoning	Current Owner	Res.	Com.	Fac.
				Max Allowable FAR		
MN/2105/51			DCAS			
MN/2016/67			City of New York			
MN/2016/110	13,910	R7-2	City of New York / DSBS	3.44		
MN/2016/65	46,000	R7-2	City of New York / DSBS	3.44		
MN/1744/13	48,096	R8	City of New York / DSBS	3.44		



Aerial view of the entire Bradhurst BOA neighborhood



5/ URBAN DESIGN AND DEVELOPMENT FRAMEWORK



Urban Design and Development Framework showing Strategic Sites and Priority Urban Connections / Improvements

URBAN DESIGN AND DEVELOPMENT FRAMEWORK

The Urban Design and Development framework builds on the strategic sites investigation and analysis and creates a set of priorities that to address urban connectivity issues and open space activation. Together with the development of strategic sites, these urban design priorities will activate community nodes, strengthen connections within the Bradhurst neighborhood and with neighboring communities and reclaim public waterfront access.

Strategic Connections and Urban Design Priorities

**(Refer Urban Design and Development
Framework Map)**

1/

Upgrade pedestrian connection and provide bike runnel from 155th Street to Street under the Viaduct

2/

Connect to west side via John Brush Staircase

3/

Create missing pedestrian and bike links to and within Polo Grounds

4/

Reclaim unused area by the Harlem River Drive as open space

5/

Provide pedestrian connection to 155th Street under the Viaduct

6/

Redesign streetscape and program wide sidewalks for temporary markets and events

7/

Create bike path connection from Adam Clayton Powell Boulevard to Street under the Viaduct

8/

Create pedestrian link / bridge over the Harlem River Drive to the Waterfront

9/

Reopen and upgrade pedestrian staircase to Harlem Lane Playground

10/

Reclaim and upgrade 153rd Street between Adam Clayton Powell Boulevard and Macomb's Place, and park space adjacent to Harlem River Houses as pedestrian network.

11/

Create guidelines for streetscape and storm water management at Macomb's Place

12/

Link Jackie Robinson Park to Frederick Johnson Playground and Harlem River Waterfront via 150th Street waterfront connector and urban plaza

13/

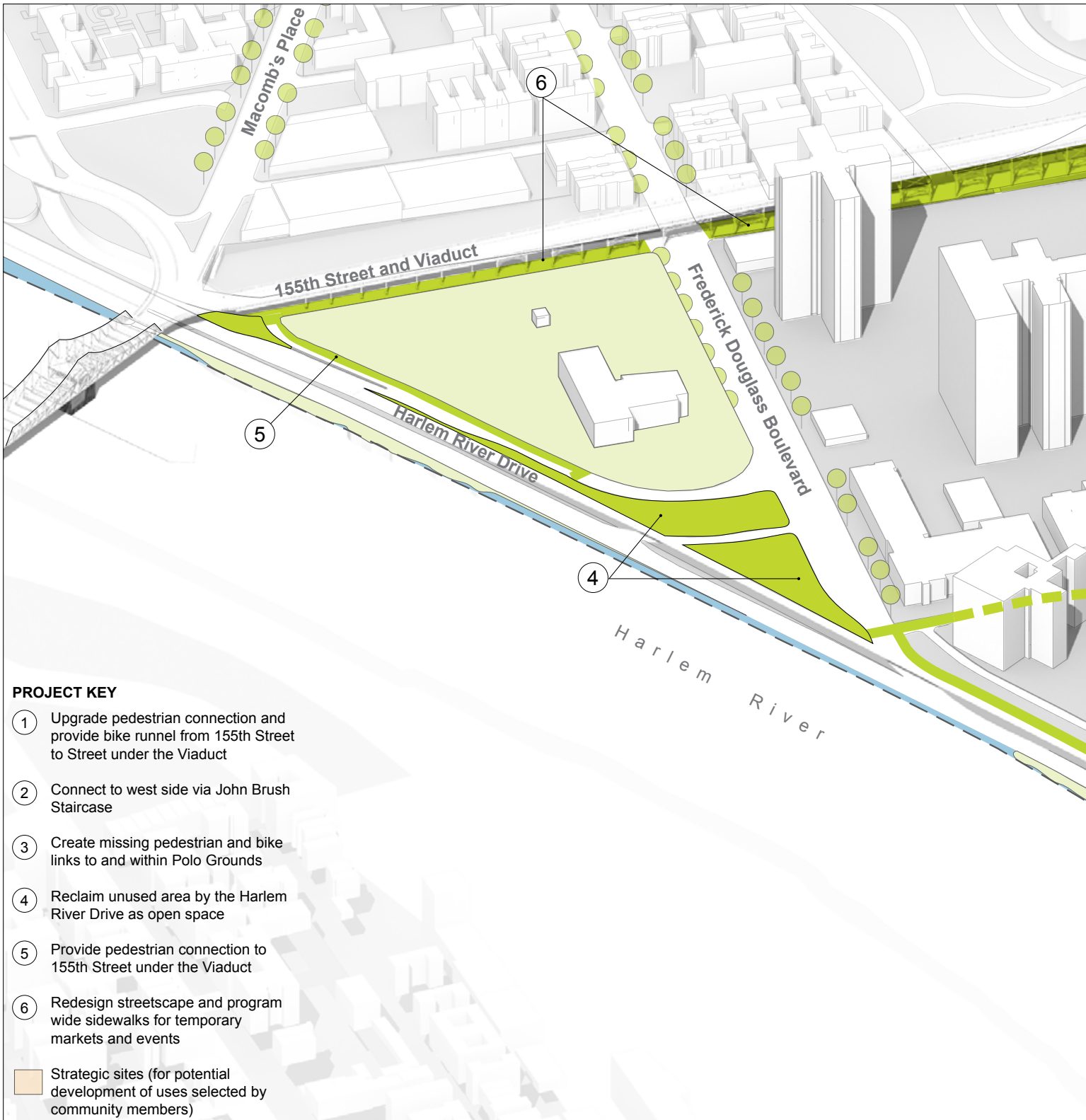
Create design guidelines for urban and commercial streetscapes on Adam Clayton Powell Boulevard, Frederick Johnson Boulevard and 145th Street

14/

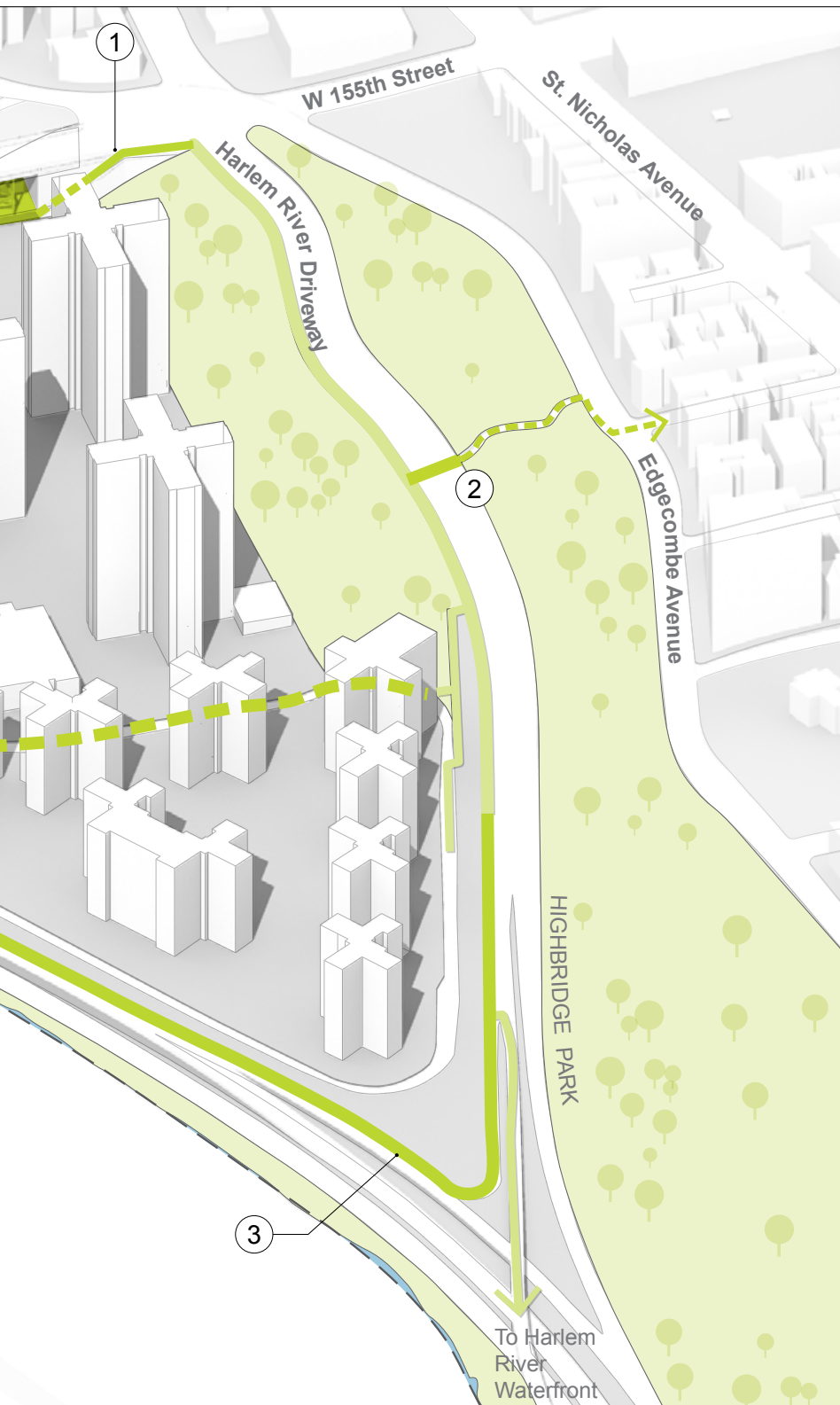
Create continuous waterfront greenway along Harlem River to connect to Highbridge Park in the North

15/

Connect new waterfront greenway along Harlem River with Harlem River Park in the South by programming area under 145th Street Bridge.



Urban design and development priorities for Bradhurst North



BRADHURST NORTH

Bradhurst North is being defined as the area to the north of the 155th Street Viaduct. This area has large 'towers-in-the-park' style developments which makes pedestrian and bike environments unfriendly and connections difficult isolating this area from the south. The dramatic topographic variations cut off the area from amenities and communities directly to the west. Further the Harlem River Drive in the east cuts off the waterfront.

The urban design priorities area address these issues by prioritizing projects to:

1. Restore and maintain pedestrian connections from the NYCHA housing projects to the west.
2. Activate residual open spaces next to Harlem River Drive and north of Holcombe Rucker Park by programming them for community uses.
3. Connect this area to new planned / recommended community node and strategic site next to the 155th Street Viaduct.



Urban design and development priorities for Bradhurst Central



BRADHURST CENTRAL

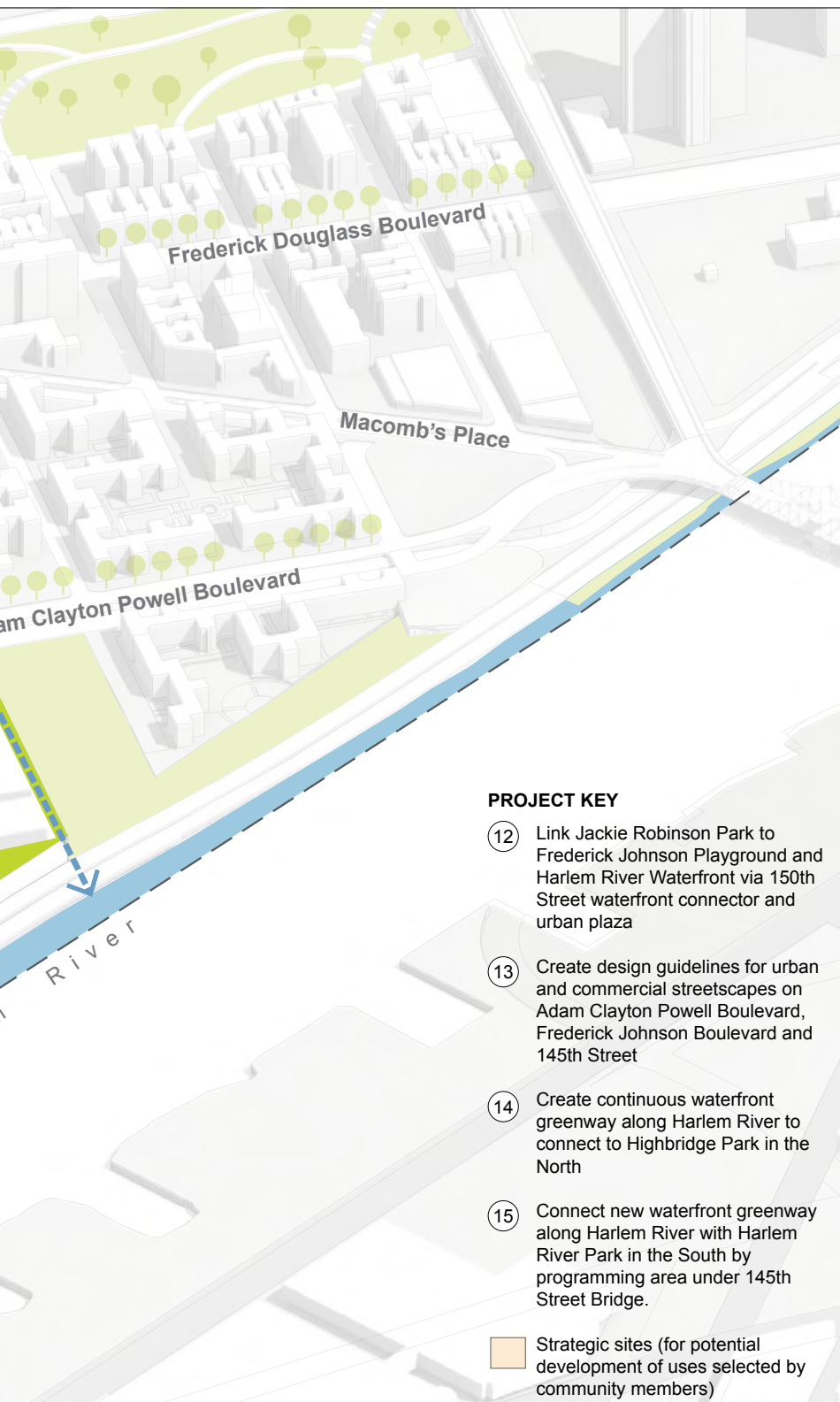
Bradhurst Central has many public amenities that have limited access or often only one functional access point.

The urban design priorities area address these issue by prioritizing projects to:

1. Restore, strengthen connections to Harlem Lane and Frederick Johnson Playgrounds
2. Enhance Macombs Place streetscape to include stormwater management and recognize / reflect the surrounding historic fabric
3. Establish pedestrian connection to the waterfront
4. Create new bike and pedestrian connections leading to the proposed 155th Street Viaduct community node.



Urban design and development priorities for Bradhurst South



BRADHURST SOUTH

Bradhurst South has a high concentration of vacant and underutilized strategic sites most of which are privately owned and have faced the most pressure in terms of development. While private owner property engagement is one of the priorities for this area, the urban design prioritizes are to strengthen the major corridors to better connect and activate the entire neighborhood.

The urban design goals are to:

1. Create a set of urban design guidelines for 145th Commercial Corridor, Frederick Douglass Boulevard and Adam Clayton Powell Jr. Boulevard
2. Establish connections to make the waterfront publically accessible
3. Plan the waterfront area east of Esplanade Gardens as a waterfront park that'll also stabilize the Harlem River Shoreline and provide protection against flooding

BOA STEP 2 STUDY
BRADHURST REVITALIZATION