



# BRONX COMMUNITY BOARD 8

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## AMENDED JOINT MEETING NOTICE

### ENVIRONMENT & SANITATION and PARKS & RECREATION COMMITTEES

Date: **Wednesday, June 22, 2022**

Time: **7:00 PM**

Join Zoom Meeting: <https://us02web.zoom.us/j/2114033690>

Join Zoom Meeting by Phone: **+16465588656** Passcode: **2114033690#**

## AGENDA

1. Introduction of Committee Members and Guests
2. Approval of Minutes of May 25 Joint Meeting of the Environment and Sanitation and Parks and Recreation Committees
3. Chairperson's Report
  - A. Parks and Recreation Committee
  - B. Environment and Sanitation Committee
4. Joint Agenda
  - A. Discussion of Joint Committee Resolution on NYC Department of Environmental and Protection and Department of Parks and Recreation submission of its design for Putnam Greenway and Daylighting of Tibbett's Brook to the Public Design Commission (Committee's vote will be taken)
5. Parks & Recreation Committee Agenda
  - A. New Business
  - B. Old Business
6. Environment and Sanitation Committee Agenda
  - A. Old Business
  - B. New Business
7. Adjournment

**Ramdat Singh**  
Chair, Parks & Recreation Committee

**Robert Fanuzzi**  
Chair, Environment and Sanitation Committee



***Pursuant to recent NYS legislation signed by Governor Kathy Hochul (Bill S1150A), The Community Board is required to post material to be discussed at a public meeting. Please know that the material below has not been voted on or discussed by the full board at this time.***

**DRAFT RESOLUTION**  
**Parks & Recreation Committee and Environment & Sanitation Committee**  
**Discussion at their June 22, 2022, Joint Meeting**

**WHEREAS**, the New York City Department of Environmental Protection (DEP) and Department of Parks and Recreation (DPR) are submitting their joint design to the New York City Public Design Commission (PDC) for a Conceptual Level review on July 11, 2022; and,

**WHEREAS**, the DEP and DPR presented their preliminary design for the Daylighting of Tibbetts Brook and Putnam South Greenway that will be submitted to the PDC to a joint meeting of Bronx Community Board 8 (Bronx CB 8) Environment & Sanitation and Parks & Recreation Committees on December 17, 2021 and May 25, 2022; and,

**WHEREAS**, Bronx CB 8's 197-a Plan, adopted by the City Planning Commission and the City Council in 2003, proposed including reuse of the abandoned Old Putnam Line railroad Right of Way (ROW) south of Van Cortlandt Park as an opportunity for the creation of a new multi-purpose linear open space in Kingsbridge, and,

**WHEREAS**, on October 12, 2010, Bronx CB8 voted to approve a ULURP application by DPR to amend the City Map in order establish 1). "a park running generally alongside the Major Deegan Expressway, between 230<sup>th</sup> and Van Cortlandt Park South" and 2). a park addition to Van Cortlandt Park, between Van Cortlandt Park South and The Bronx-Westchester County Line" and to authorize acquisition of real property (CSX ROW); and

**WHEREAS**, on May 13, 2014, Bronx CB 8 passed a resolution adopting the Van Cortlandt Park Master Plan, which presented conceptual plans to construct a mixed-use greenway, utilize green infrastructure, and daylight Tibbetts Brook inside Van Cortlandt Park and along the proposed Putnam South Greenway.

**WHEREAS**, Bronx CB 8 unanimously passed Resolutions on April 12, 2016, April 19, 2017, and February 13, 2018, in strong support of the Putnam South Greenway and Daylighting of Tibbetts Brook citing their unique recreational, economic, and environmental benefits; and,

**WHEREAS**, representatives of Bronx CB 8 attended meetings of the newly formed Tibbett's Advisory Group (TAG) on March 10 and April 19, 2022 and the TAG site visit on April 21; and,

**THEREFORE, BE IT RESOLVED**, Bronx Community Board 8 supports the concept and goals of the DEP and DPR application to Daylight Tibbetts Brook and continue the Putnam Greenway South in presenting the joint Conceptual Review to the New York City Public Design Commission for comments; and,

**BE IT FURTHER RESOLVED** that Bronx Community Board 8 receive regular updates from DPR and DEP on design changes to the joint Daylighting Tibbetts Brook and Putnam South Greenway project for the purpose of review and the consideration of new and separate resolutions pursuant to Preliminary and Final PDC review, as well as any other agency from which they seek approval.

**BE IT FURTHER RESOLVED** that Bronx Community Board 8 attaches a statement of design priorities and recommendations to this resolution, which may be updated by the consent of the Board, for consultation by DEP, DPR, and DOT in the ongoing design processes and future design modifications.

## I. Environmental and Watershed Management

### A. DESIGN PRIORITIES

1. Design Putnam Greenway for as close to possible “zero-discharge” within VCP and alongside the CSX ROW by utilizing green infrastructure, native plants, and an effective Stormwater Pollution Prevention Plan (SWPPP) and Erosion and Sediment Controls (E&SC). All designs must meet all requirements for Municipal Separate Storm Sewer System (MS4) and New York State Pollutant and Discharge Elimination System (SPDES) permit, pre-and post-construction SWPPP.
2. Maintain an adequate level to size the water feature as needed to meet the Long-Term Control Plan (LTCP) goals. Mitigate areas that are not wide enough for the greenway with cantilevering over the water feature, which also provides some shaded areas as found in nature.
3. Use the DEP’s Long Term Control Plan CSO for its Resource Recovery Facilities is to evaluate, mitigate, and provide a unique blueprint for the DEC, City, and the public regarding its strategy to reduce the amount of storm water causing combined overflow and direct discharges into the Harlem, Hudson, and East Rivers. Climate Change requires separate funding and a more detailed look at the changes we are seeing: more rain, more often, for more hours, with greater speeds, pollutants, and erosion than ever before.
4. Prepare a maintenance manual for management guidance.
5. Create environmental educational signage to highlight ecological function of new wetlands restoration within VCP and historic trail of Tibbetts Brook along Putnam Greenway South, in consultation with local stakeholders
6. Provide maximum vegetative screen and historically appropriate facing for above ground manhole access to DEP Jerome Park Reservoir “blow off” valve within VCP wetlands area
7. Include and/or advise of permits concerning any of the above issues.

### B. RECOMMENDATIONS

1. Expand the impact of the Daylighting of Tibbetts Brook, the largest Green Infrastructure project in NYC, beyond CSO reduction. As the first pollution prevention treatment that is both aesthetically beautiful and ecologically productive, Daylighting is the first step toward a watershed-based stormwater management that seeks ways to clean and capture water at its source.
2. Maximize impact of CSO reduction at WI 056 by designing the Daylighting of Tibbetts Brook within the Tibbetts Brook Watershed, one of the largest sub watershed areas producing the highest outfall in the city.
3. Use the largest Green infrastructure and its flood mitigation impacts on the Broadway commercial corridor to drive Broadway economic development and engage local merchants
4. Use the largest Green Infrastructure to enhance and leverage citywide flood mitigation in and around Van Cortlandt Park and along the Major Deegan (Hurricane Ida), in consultation with DEP and MOCR
5. Make the GI a sustainability project: The Daylighting Tibbetts Brook Putnam Greenway is the valley of the Tibbetts Brook Watershed. Review erosion signs that prevent rain from infiltrating first on the land, and second as polluted runoff into a storm drain. MS4 permits require every agency to maintain good housekeeping and pollution prevention -- in this case runoff is the pollutant. This captures more carbon, lowers greenhouse gas and the urban heat island effect by increasing plantings on land and in the stream. It will also clean the air and quite the noise from I-87, as well as provide an alternate transportation method.
6. Enhance the impact of the largest Green Infrastructure project in NYC by planning GI projects throughout the WI056 watershed, including ROW and public retrofits and incentivized private property, and discharges from surrounding DTB watershed (i.e., SMRP, etc.) Climate Change requires the use of new federal funding extended to every agency in order to shore up the high cost of flooding and its harms to life and property.
7. Consult with NYS DOT on GI and flood mitigation to regulate stormwater runoff into VC Park.

## II. Park & Greenway

### **A. DESIGN PRIORITIES**

1. Continue S-curve design of the Putnam Greenway South within VCP for the continuation of the Putnam Greenway in the Van Cortlandt Park and along the CSX ROW to the extent possible.
2. Implement all appropriate and available traffic calming measures on Greenway and access points to ensure pedestrian safety along the shared use Putnam South Greenway
3. Incorporate lockable gates for Putnam Greenway South within VCP and south along CSX ROW for possible closure, working with community stakeholders to determine appropriate hours.
4. List Rules for Park at every access point, working community stakeholders to prepare.
5. Maintain consistent DPR design idiom for lighting fixtures along Putnam Greenway South.
6. Minimize disturbance to the sight line created by proposed fencing on the VCP dam and specify materials
7. Use planks on viewing platforms to match existing boardwalks over tree roots in the previously reconstructed Putnam Greenway South inside VCP.
8. Utilize porous asphalt on the Putnam Greenway in the park and along the CSX ROW.
10. Utilize special lighting and cameras pursuant to recommendations from NYPD for Putnam Greenway South route beneath Van Cortlandt Park South underpass and other locations to ensure safety.
11. Incorporate 1% for public art opportunities into design with provisions for Bronx-based artists.
12. Incorporate waste/recycling cans and maintenance access into design of Putnam Greenway.
13. Include water fountains and DPR-approved bicycle repair stations in design of Putnam Greenway
14. Shared use throughout the Putnam Greenway, with variable widths as in the VC Park, including a rain garden on the buffer area for natural water infiltration
15. Design buffer wall separating the Putnam Greenway from the MDE with vegetative cover and sound buffering
16. Clarify access from 242nd Street
17. Remove chain link fencing between VCP and VCP parking lot, replacing with wooden barriers

### **RECOMMENDATIONS**

1. Select and design access points along the CSX ROW to maintain where feasible or as much as possible, equitable upland access for communities living in neighborhoods east and west of the MDE
2. Incorporate access to existing playgrounds and parks along the route of the Putnam Greenway within the CSX ROW to maximize and improve recreational opportunities within existing parks and playgrounds.
3. With DOT, design Putnam Greenway along CSX ROW to incorporate access to DOT existing and planned bikeways and with the presumption of future connection to parkland and city streets under consideration for the Harlem River Greenway.

4. Design access and exit from Putnam Greenway at its southern terminus to allow connection to parkland and city streets under consideration for the Harlem River Greenway.
5. Study alternative bicycle routes parallel to and south of Greenway on streets for use when the Putnam Greenway is closed.
6. Study the use of access to the existing cantilevered plaza the Major Deegan Expressway at Albany Crescent opposite Verveelen Place as a Bailey Avenue east side access point.
7. Study the Tibbetts Brook/Putnam Greenway as a transportation spine, including the extension of the Empire State Trail from Van Cortlandt Park to 230th Street and southbound connections to the Harlem River Greenway.
8. Make public the best practices for maintenance of the plant pallet, both planned and after the project is completed, to assist in the development of community stewardship.