

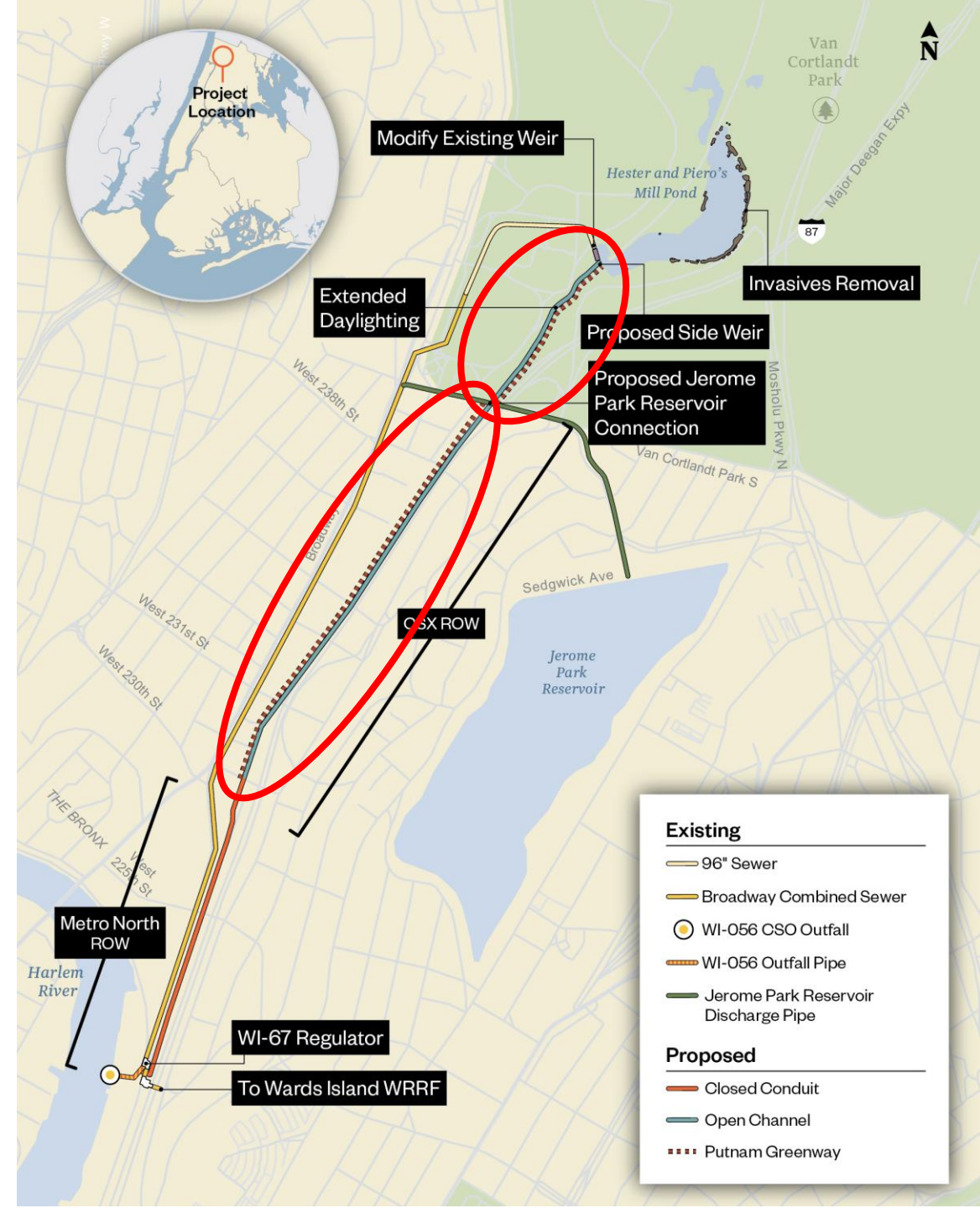
Van Cortlandt Lake Improvements and Tibbetts Brook Daylighting

Tibbetts Advisory Group
Meeting #2
4/19/22



Project Overview

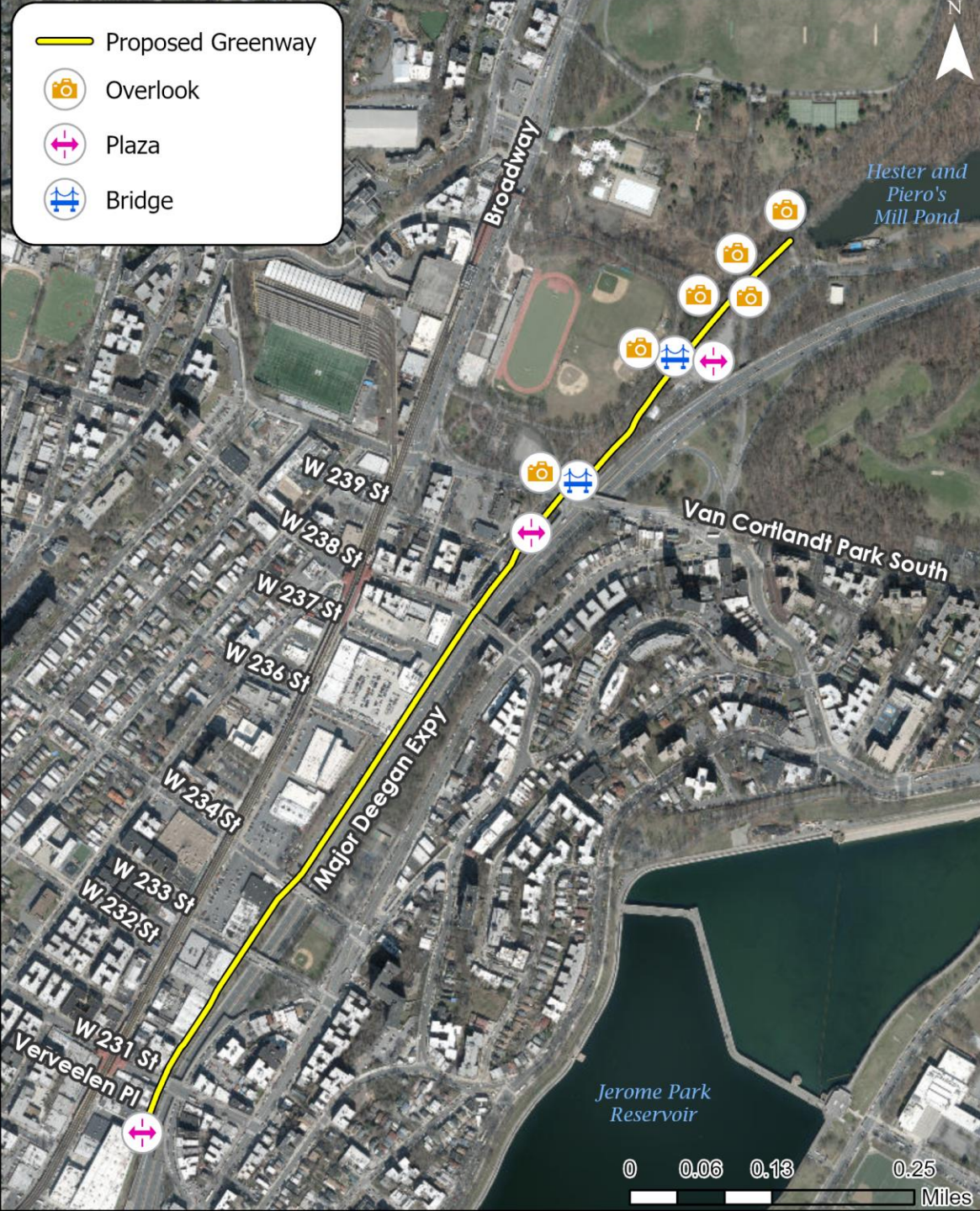
- **Two Phases:**
 - Van Cortlandt Lake Improvements
 - Tibbetts Brook Daylighting
- **Tibbetts Brook Daylighting:**
 - The proposed open channel would be designed for a **baseflow of 7 cfs and a maximum wet weather flow of 38 cfs**
 - Greenway paths would run parallel to the open channel
- **CSO Reduction to Harlem River**
 - **215-220 MGY**
- **Funding in Place**



Van Cortlandt Lake Improvements

- **Lake vegetation and littoral zone restoration**
 - Ecological improvements along the eastern and western sides of the lake
- **Living shoreline pilot**
 - Original concept developed by the Gaia Institute
- **To commence in 2023**



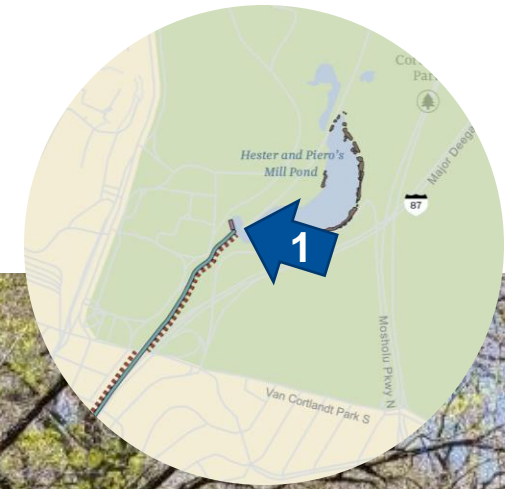


Public Access Features

- Greenway
- Pedestrian Bridges
- Overlooks/Seating/Educational Signage
- Plazas/Seating/Educational Signage

Tibbetts Brook Daylighting Overall Design

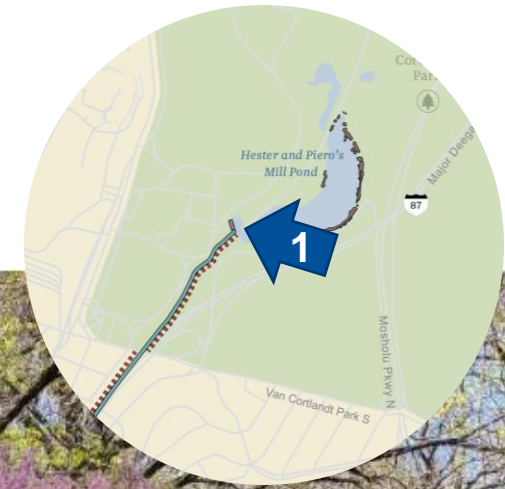
Van Cortlandt Park



Existing Condition at Proposed Side Weir Location

1

Van Cortlandt Park



Perspective Rendering of Proposed Side Weir

Van Cortlandt Park



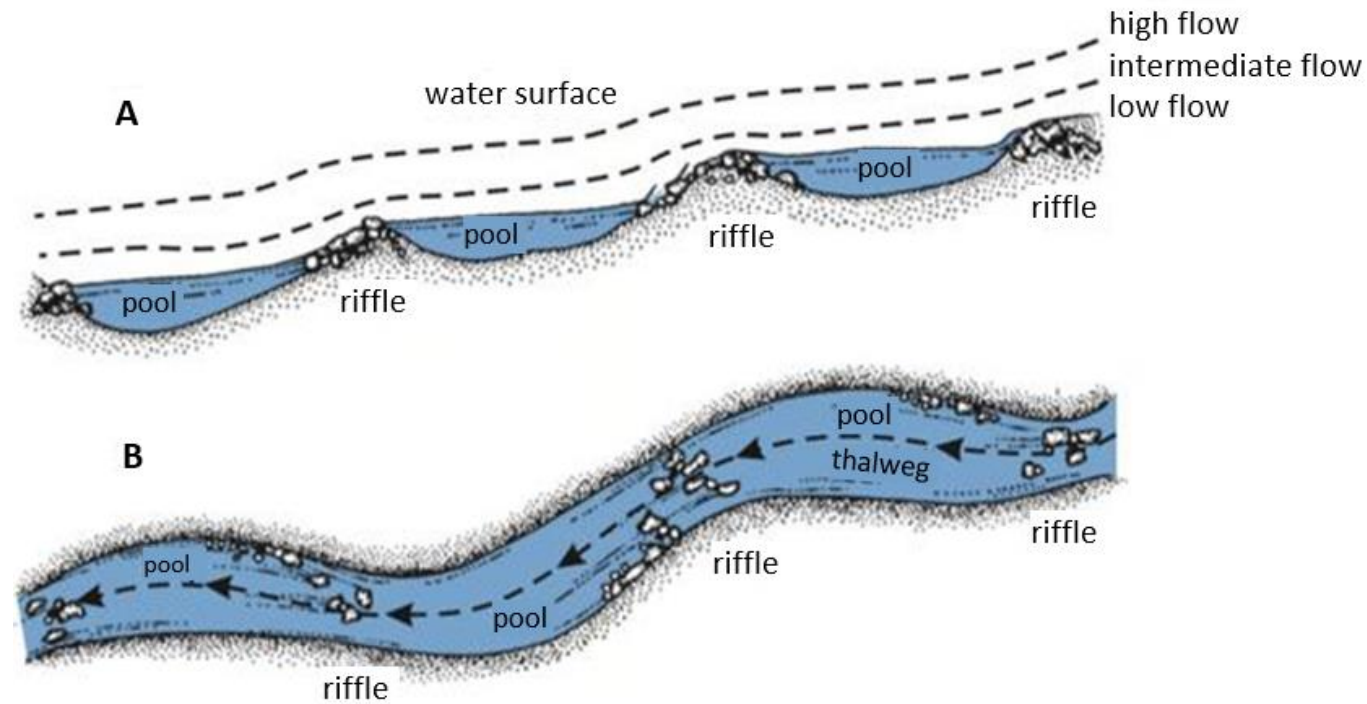
Van Cortlandt Park



Van Cortlandt Park – Mimicking Natural Channel Aesthetics



Typical Riffle and Pool Morphology



Schematic of Riffle and Pool Morphology

Van Cortlandt Park



Van Cortlandt Park



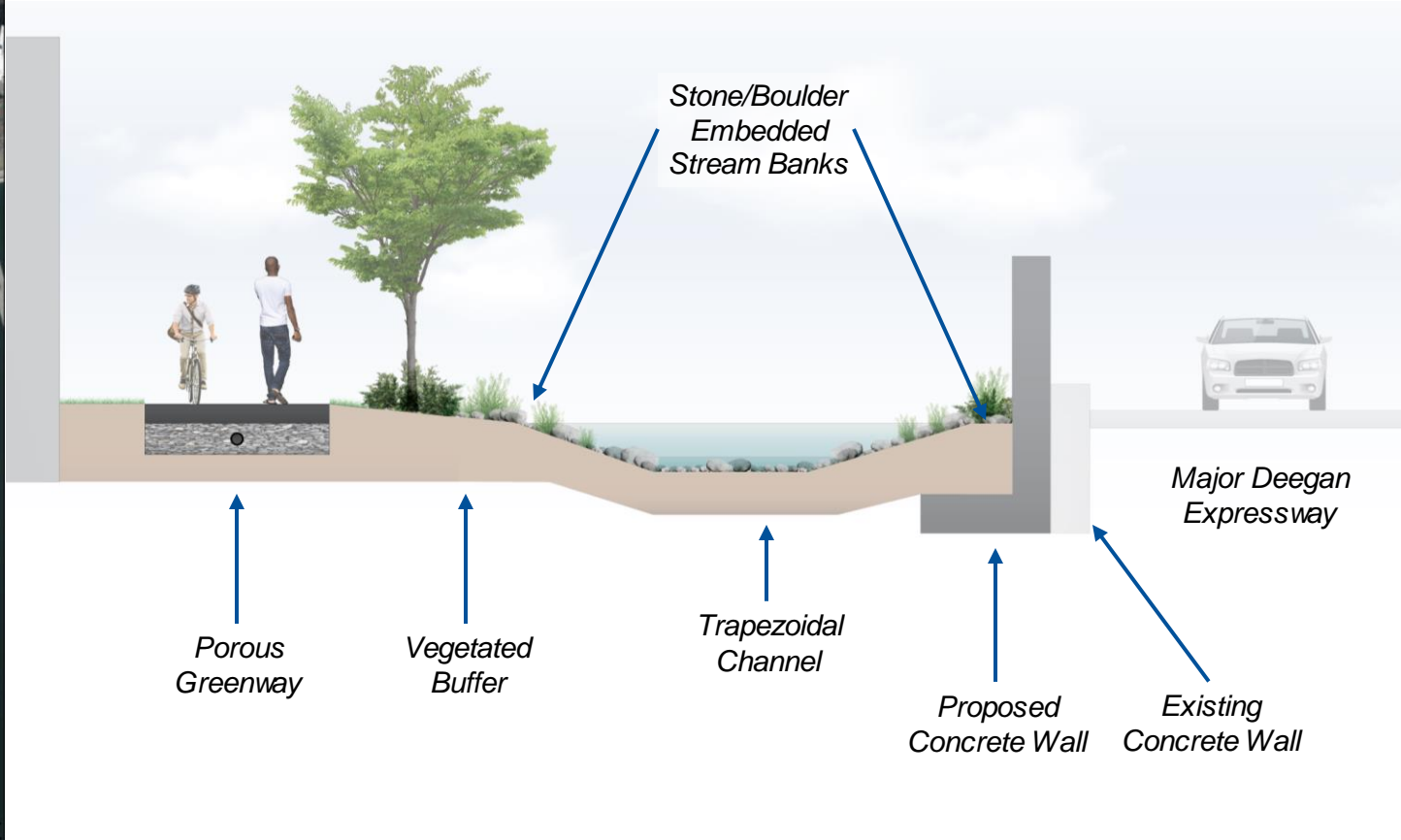
Van Cortlandt Park



Van Cortlandt Park



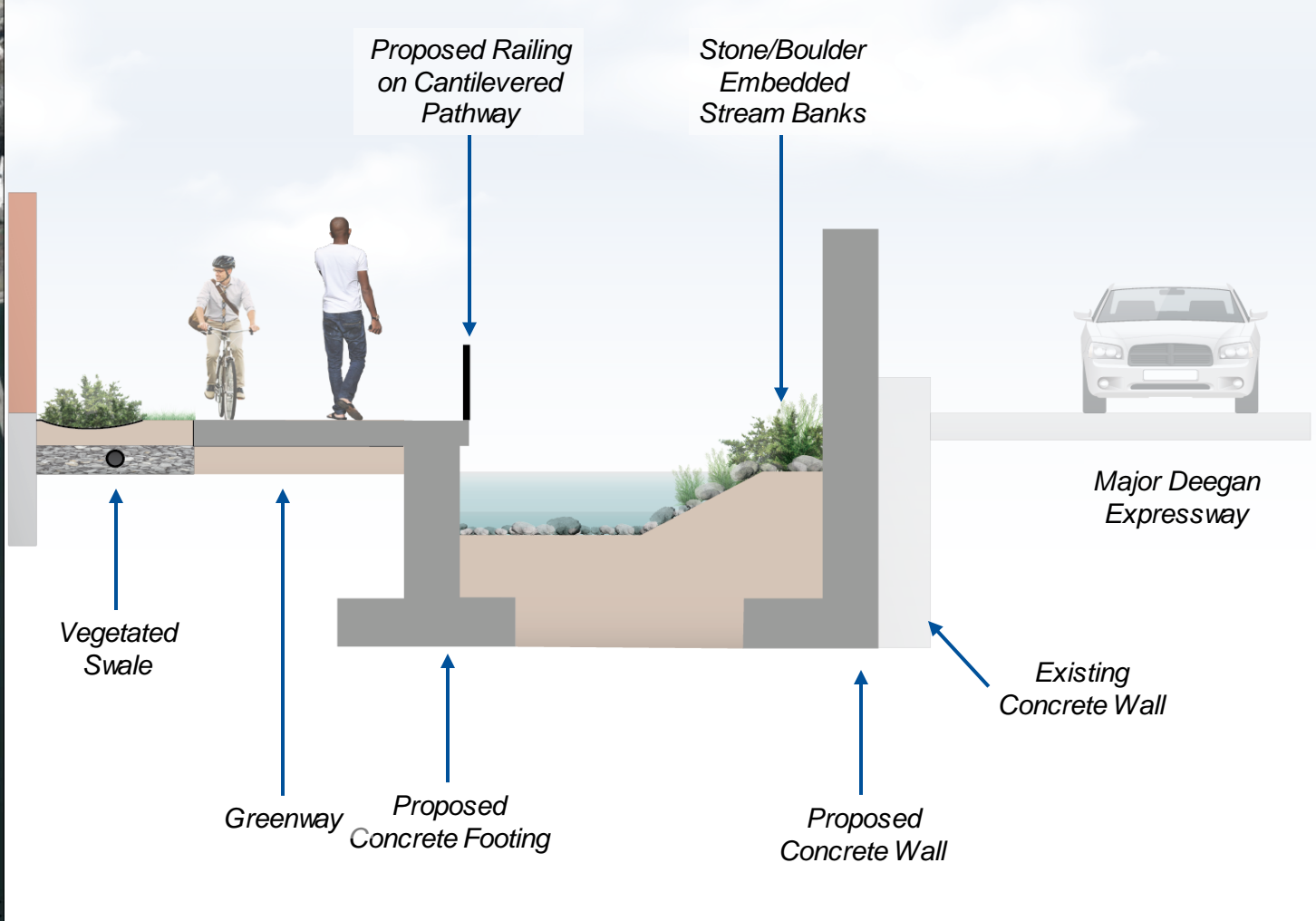
CSX – Typical Wide Cross-Section



CSX Right of Way Parkland



CSX – Typical Narrow Cross-Section



CSX Right of Way Parkland



Access Points Along CSX Corridor



Access Points Along CSX Corridor

Van Cortlandt Park South

- Ownership: Public ROW
- Adjacent Property Ownership: Public ROW (Putnam Ave W) to the South and Van Cortlandt Park to the North.
- Elevation Difference: Approx. 18 ft
- Ramp Length: Approx. 250 ft
- Noted in ULURP: Yes



Pros	Cons
Greenway connection to a major street.	Larger elevation difference presents constructability and safety concerns.
Direct connection into Van Cortlandt Park	No crosswalk across Van Cortlandt Park South
	Heavily trafficked street.
	Potential interference with on-/off-ramp of Major Deegan Expressway.

W 239th Street

- Ownership: Public ROW
- Adjacent Property Ownership: Private property (3800 Putnam Housing Development Fund Corporation) to the South and Public ROW (Putnam Ave W) to the West.
- Elevation Difference: Approx. 9 ft
- Ramp Length: Approx. 125 ft
- Noted in ULURP: No

Pros	Cons
Improved constructability and safety.	Possibly requires sidewalk extension.
Lightly trafficked street.	
Provides easy access to Van Cortlandt Park South via Putnam Ave W.	
Preferred entry/exit location of maintenance vehicles.	

PROPOSED ACCESS POINT



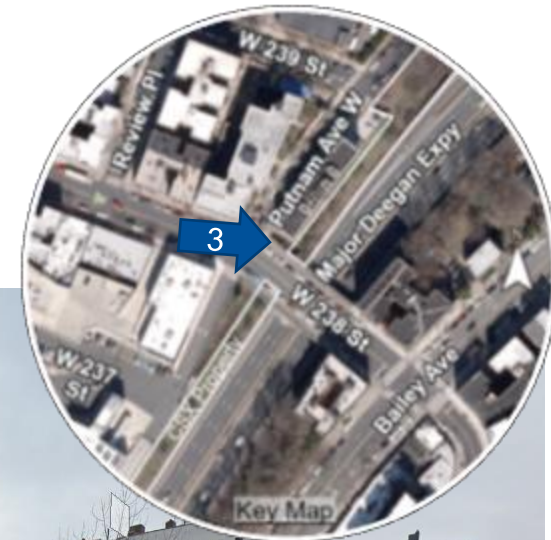
239 St

Putnam Ave W

W 238th Street

- Ownership: Public ROW
- Adjacent Property Ownership: Private property (3800 Putnam Avenue West) to the North and Private property (Riverdale Crossing) to the South.
- Elevation Difference: Approx. 17 ft
- Ramp Length: Approx. 240 ft
- Noted in ULURP: Yes

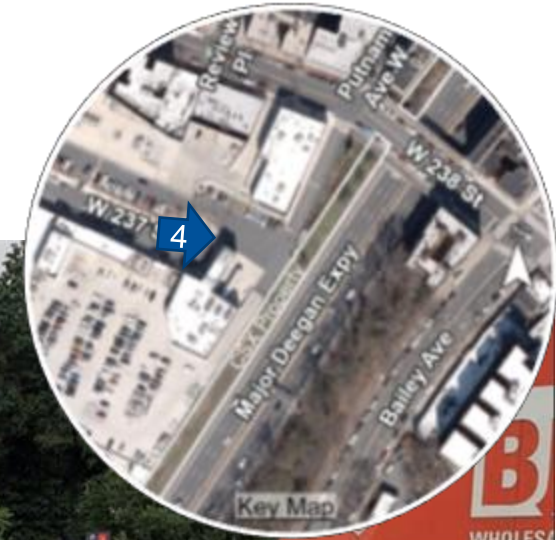
Pros	Cons
Greenway connection to a major street.	Very narrow CSX corridor (25 ft). Severely constrained area would sacrifice greenway width.
	Private ownership directly adjacent to greenway on both sides of street.
	Larger elevation difference presents constructability and safety concerns.



W 237th Street

- Ownership: Private property (Riverdale Crossing)
- Adjacent Property Ownership: Private property (Riverdale Crossing)
- Elevation Difference: Approx. 5.5 ft
- Ramp Length: Approx. 75 ft
- Noted in ULURP: No

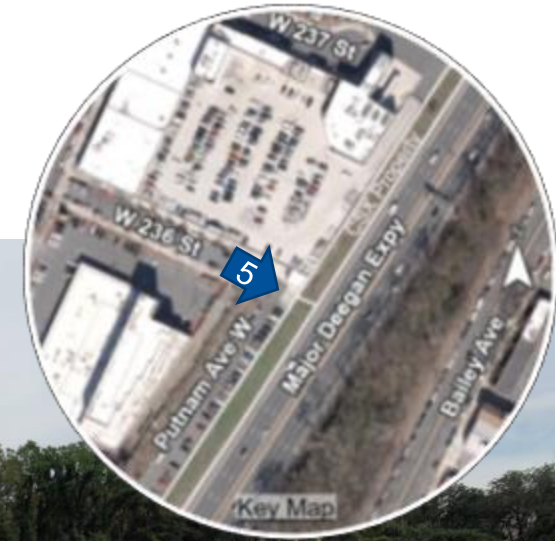
Pros	Cons
Limited elevation difference	Private ownership.
	Interferes with entrance and parking lot of major commercial property.
	Very narrow CSX corridor (30 ft). Severely constrained area would sacrifice greenway width.



W 236th Street

- Ownership: Public ROW
- Adjacent Property Ownership: Private property (Riverdale Crossing).
- Elevation Difference: Approx. 3 ft
- Ramp Length: Approx. 40 ft
- Noted in ULURP: No

Pros	Cons
Limited elevation difference	Private ownership.
Short transition to greenway.	Interference with loading dock for BJs.
	Putnam Ave W (privately owned) is a parking lot for Riverdale Crossing.



W 234th Street – North (Putnam Ave W)

- Ownership: Public ROW
- Adjacent Property Ownership: Riverdale Crossing parking lot to the North
- Elevation Difference: Approx. 16 ft
- Ramp Length: Approx. 220 ft
- Noted in ULURP: Yes

Pros	Cons
Greenway connection to a major street.	Very narrow CSX corridor on the North side of 234 th Street (30 ft). Severely constrained area would sacrifice greenway width.
	Private ownership directly adjacent to greenway



W 234th Street – South (Putnam Ave W)

POTENTIAL ACCESS POINT*

- Ownership: Public ROW
- Adjacent Property Ownership: Shopping center
- Elevation Difference: Approx. 16 ft
- Ramp Length: Approx. 220 ft
- Noted in ULURP: Yes

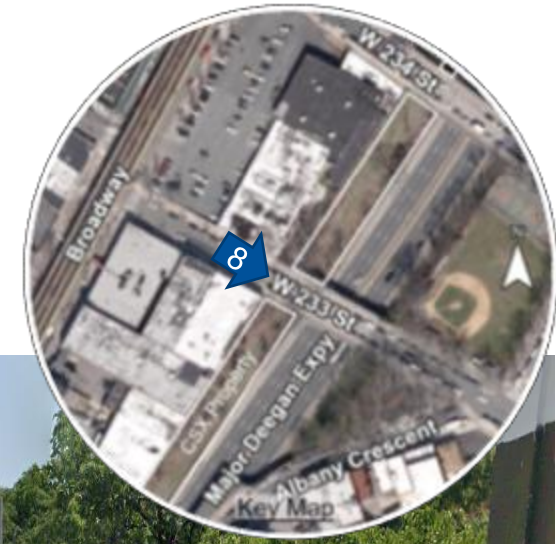


Pros	Cons
Greenway connection to major street.	Constructability adjacent to private property
	Limited CSX corridor on the South side of 234 th Street (50 ft).
	Constrained area would sacrifice greenway width.

W 233rd Street

- Ownership: Public ROW
- Adjacent Property Ownership: Private Property to North and South.
- Elevation Difference: Approx. 17 ft
- Ramp Length: Approx. 240 ft
- Noted in ULURP: No

Pros	Cons
Greenway connection to a major street.	Interferes with adjacent existing private building infrastructure on south side of 233 rd St.
	Larger elevation difference presents constructability and safety concerns.



W 231st Street

- Ownership of Street: Public ROW
- Adjacent Property Ownership: Private Property to North and South.
- Elevation Difference: Approx. 18 ft
- Ramp Length: Approx. 250 ft
- Noted in ULURP: No

Pros	Cons
Greenway connection to a major street.	Very narrow CSX corridor on South side of 231 st Street (40 ft). Severely constrained area would sacrifice greenway width.
	Interferes with adjacent existing private building infrastructure on North side of 231 st Street.
	Larger elevation difference presents constructability and safety concerns.



Verveelen Place

- Ownership: Public Right of Way
- Adjacent Property Ownership: Walgreens Parking Lot to North and Private Commercial Property to South
- Elevation Difference: Approx. 4.5 ft
- Ramp Length: Approx. 65 ft
- Noted in ULURP: No

Pros	Cons
Lightly trafficked street.	
Easy maintenance access to DEP and Parks infrastructure.	
Limited elevation difference	

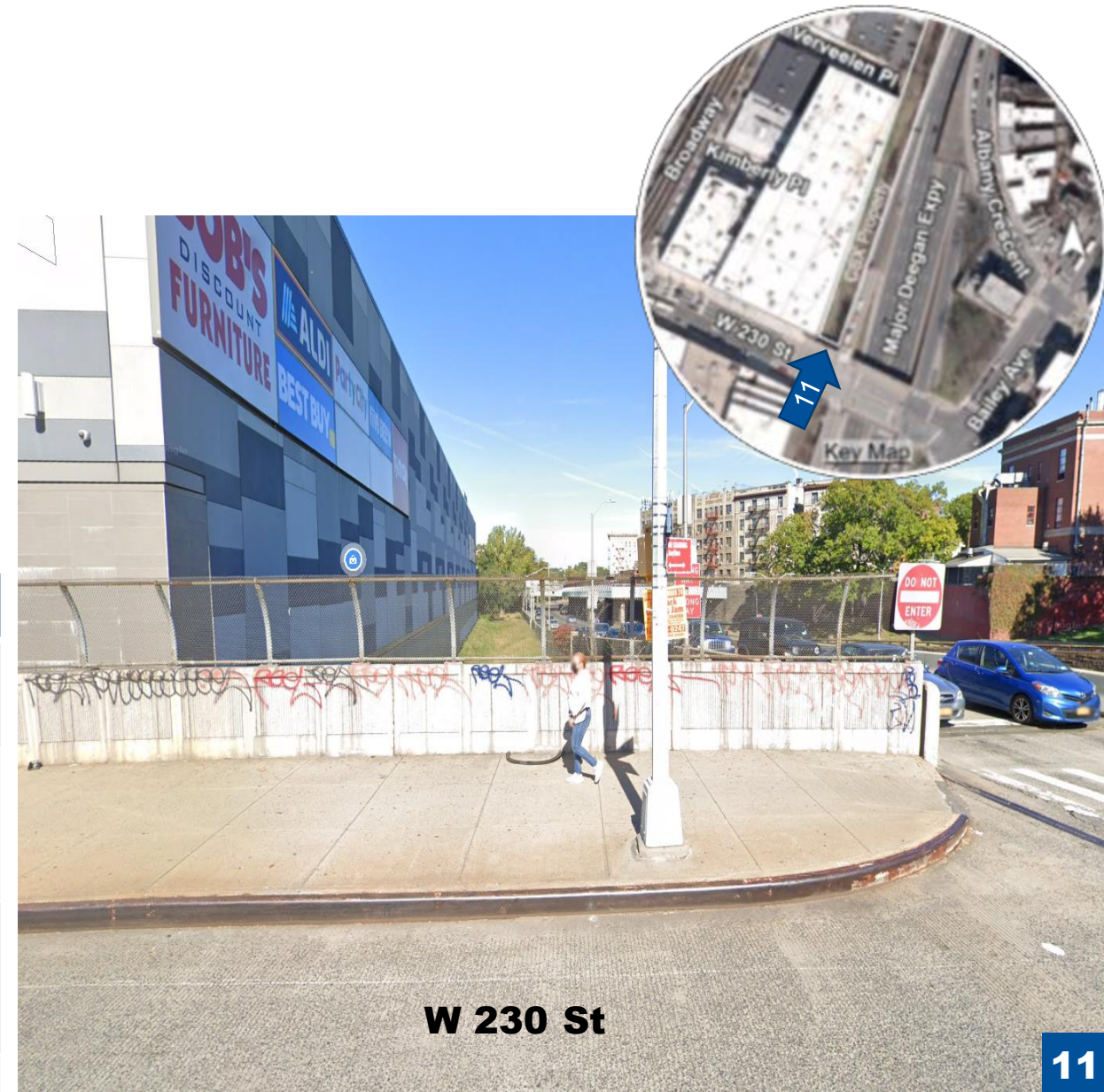
PROPOSED ACCESS POINT



W 230th Street

- Ownership: Public Right of Way
- Adjacent Property Ownership: Private property to the North
- Elevation Difference: Approx. 20ft
- Ramp Length: Approx. 270ft
- Noted in ULURP: Yes

Pros	Cons
Greenway connection to a major street.	Heavily trafficked street.
	Larger elevation difference presents constructability and safety concerns.
	Directly adjacent to on-/off-ramp of Major Deegan Expressway.
	No crosswalk across 230 th St



Field Visit – 4/21

1. Meet at Van Cortlandt Golf Parking Lot – 9AM
2. Hester and Piero's Mill Pond Edge/Living Shoreline
3. Mill Dam/Daylighting
4. Blue Bridge Overlook
5. Parking lot south of Blue Bridge
6. Western path along ravine
7. Van Cortlandt Park South
8. Shuttle to 230th St
9. Verveelen Place
10. 234th Street
11. 236th Street
12. 238th Street
13. 239th Street
14. Walk back to Van Cortlandt Park Golf Clubhouse ~ 11:30am



Field Visit – 4/21

- Registration is now closed (final day to register was Monday, April 18)
- This is a 3-hour walking tour. Please dress for the weather, wear very comfortable shoes, and bring a water bottle.
- Parking is very limited at all stops on the route, so we recommend walking (with a NYC Parks or DEP guide) or riding in the van provided by NYC Parks.

Project Milestones (Tentative)

- **Present to CB8:**
 - May 25, 2022
- **PDC Submission:**
 - Summer 2022
- **CSX Acquisition:**
 - In-Progress
- **City Environmental Quality Review (CEQR):**
 - Summer 2022 – Projected Completion
- **Phase 1 Lake Improvements & Restoration:**
 - 2023 – 2025
- **Phase 2 Tibbetts Brook Daylighting:**
 - Spring 2023 – Design Completion
 - Summer 2024 – Anticipated Construction Start
 - Summer 2027 – Anticipated Construction Completion