

IN THE MATTER OF an application, submitted by The New York City Department of Transportation, Division of Bridges, Movable Bridge Group pursuant to Sections 197-c and 199 of the New York City Charter for an amendment to the City Map involving:

- the modification of legal grades on Bruckner Boulevard between Zerega Avenue and Brush Avenue;

in Community Districts 9 and 10, Borough of The Bronx, in accordance with Map No. 13138 dated December 1, 2016 and signed by the Borough President.

This application for an amendment to the City Map was filed by The New York City Department of Transportation, Division of Bridges, Moveable Bridge Group on February 19, 2016. The proposed City Map amendment would facilitate the reconstruction of the Unionport Bridge in the Unionport neighborhood of The Bronx, Community Districts 9 and 10.

BACKGROUND

The existing Unionport Bridge spans Westchester Creek and is located below and south of the elevated Bruckner Expressway and between the Cross Bronx/Bruckner Interchange structures within the Right of Way of the interchange and Bruckner Boulevard. The bridge serves as an important link within the complex Bruckner Expressway/Cross Bronx Expressway/Hutchinson River Parkway interchange. A bridge has been located at this site since the late 19th century. The original swing-type bridge was built around 1872 and was replaced by a new draw bridge style double-leaf bascule bridge in 1918. The current double-leaf trunnion bascule bridge was built in 1953, and underwent major modifications in 1971, including the demolition of the north side of the bridge to allow for the construction of the overhead Bruckner Expressway.

The proposed project would completely replace the bridge with a new bridge in order to address structural and operational deficiencies and other non-standard features. The structural condition of the existing bridge is rapidly deteriorating and its replacement is critical to maintaining this important arterial roadway. The existing safety-related features on the bridge, such as lane widths,

shoulders, curve radii, and pedestrian facilities, do not meet current standards. Identified deficiencies on the existing bridge are the result of age, deterioration of structural elements from prolonged wear and tear resulting from the elements and the bridge's location in and over a waterway, as well as the more than 60,000 vehicles that cross the bridge every day.

The proposed bridge will consist of two parallel single leaf bascule spans and will feature three 12-foot lanes in each direction on the main line service road and bascule spans, with two standard-width lanes at the ramps, which will improve traffic flow and safety. The proposed bridge will also feature a 12-foot shared bikeway/walkway along the north side and an eight-foot-wide sidewalk along the south side.

The Department of Transportation proposes minor changes to the legal grades of the mapped Bruckner Boulevard to facilitate the bridge replacement. While the grade of the new bridge is very similar to that of the existing bridge, the elimination of non-standard geometry and the widening of the bridge results in changes to specific legal grades. Grade changes are typically several inches, but are a maximum of 1.5 feet, with the greater changes concentrated along the approach ramps to Zerega Avenue and Brush Street.

Construction of the new bridge will be completed in stages and include two temporary bridges allowing two lanes of traffic in both directions and a five-foot-wide pedestrian bridge over Westchester Creek to remain open at all times.

In response to a polling letter issued on February 26, 2016, no agencies or utilities expressed any objections to the proposal.

ENVIRONMENTAL REVIEW

This application (C 160200 MMX) was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 *et seq.* and the City Environmental Quality Review

(CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The lead agency is the Department of Transportation. The designated CEQR number is 14DOT047X.

After a study of the potential environmental impact of the proposed action, a Negative Declaration was issued on October 21, 2014.

UNIFORM LAND USE REVIEW

This application (C 160200 MMX) was certified as complete by the Department of City Planning on December 12, 2016 and was duly referred to The Bronx Community Boards 9 and 10, the Borough Board and the Borough President, in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b).

COMMUNITY BOARD PUBLIC HEARING

Community Board 9 held public hearings on this action on January 10, 2017 and February 6, 2017 and on February 16, 2017, by a vote of 25 in favor, none opposed, and none abstaining, the Board adopted a resolution recommending approval of the application.

Community Board 10 held a public hearing on this action on January 10, 2017 and on January 19, 2017 by a vote of 28 in favor, none opposed, and one abstaining the Board adopted a resolution recommending approval of the application.

BOROUGH BOARD PUBLIC HEARING

The Bronx Borough Board did not hold a public hearing or issue a recommendation on this application (C 160200 MMX).

BOROUGH PRESIDENT RECOMMENDATION

This application (C 160200 MMX) was considered by the Borough President of The Bronx, who on March 23, 2017 issued a recommendation of approval of the application with the following modifications:

- All measures should be implemented to expedite the construction and minimize noise, debris, dust and other negative impact on local traffic and surrounding communities.
- The staging area during construction should be cleaned and landscaped after completion. The Department of Parks and Recreation should participate in the design, implementation and the maintenance of the pedestrian/bicycle shared lanes at the intersection of Ramp B and Zerega Avenue.
- All street lighting incorporated into the bridge design should be extended to Zerega Avenue and Brush Avenue at the intersections.
- The appropriate city agencies should work with businesses to minimize the impact of vessel traffic during the 60-day 21-foot height restriction period.
- The City is urged to explore an additional northbound traffic light to be located at the stop line along Brush Avenue to prevent intersection encroachment.

CITY PLANNING COMMISSION PUBLIC HEARING

On March 22, 2017 (Calendar No. 1), the City Planning Commission scheduled April 5, 2017, for a public hearing on this application (C 160200 MMX). The hearing was duly held on April 5, 2017 (Calendar No. 18). There was one speaker in favor of the application and none in opposition.

A representative of the applicant described the proposed bridge replacement and why the proposed grade changes and City Map amendment are needed.

There were no other speakers and the hearing was closed.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY REVIEW

This application (C 160200 MMX) was reviewed by the City Coastal Commission for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 30, 2013 and by the New York State Department of State on February 3, 2016, pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981, (New York State Executive Law, Section 910 et seq.) The designated WRP number is 14-095.

This action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program.

CONSIDERATION

The City Planning Commission believes that this amendment to the City Map (C 160200 MMX) is appropriate.

The City Planning Commission notes that there has been a Unionport Bridge at this location since the late 19th century. The bridge has been rebuilt several times, with the most recent modifications coming in 1971. The existing bridge is in a state of deterioration and has substandard design features including lane widths, pedestrian facilities and approach ramp geometry. The Commission believes that the new Unionport Bridge will improve vehicular and pedestrian safety by providing standard-width traffic lanes, a 12-foot-wide shared pedestrian/bicycle lane, an eight-foot-wide sidewalk and improved approach ramp geometry. The Commission believes that the proposed City Map amendment is necessary for the Department of Transportation to construct the new bridge.

The Commission acknowledges the desire expressed by the Borough President to implement additional street modifications. While outside the purview of this application, the Commission encourages the Department of Transportation to consider these modifications where they are warranted.

RESOLUTION

Therefore, the City Planning Commission, deeming the proposed amendment to the City Map and any related acquisition or disposition of real property related thereto to be appropriate, adopts the following resolution:

RESOLVED, that the City Planning Commission finds that the action described herein will have no significant impact on the environment; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 199 of the New

York City Charter that based on the environmental determination and the consideration described in this report, the application (C 160200 MMX), for an amendment to the City Map involving:

- the modification of legal grades on Bruckner Boulevard between Zerega Avenue and Brush Avenue;

in The Borough of The Bronx, Community Districts 9 and 10, in accordance with Map No. 13138 dated December 1, 2016 and signed by the Borough President is approved;

All such approvals being subject to the following conditions:

The subject amendment to the City Map shall take effect on the day following the day on which certified counterparts of Map No. 13138 dated December 1, 2016 are filed with the appropriate agencies in accordance with Section 198 subsection c of the New York City Charter.

The above resolution (C 160200 MMX), duly adopted by the City Planning Commission on May 10, 2017 (Calendar No. 17), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

MARISA LAGO, Chair

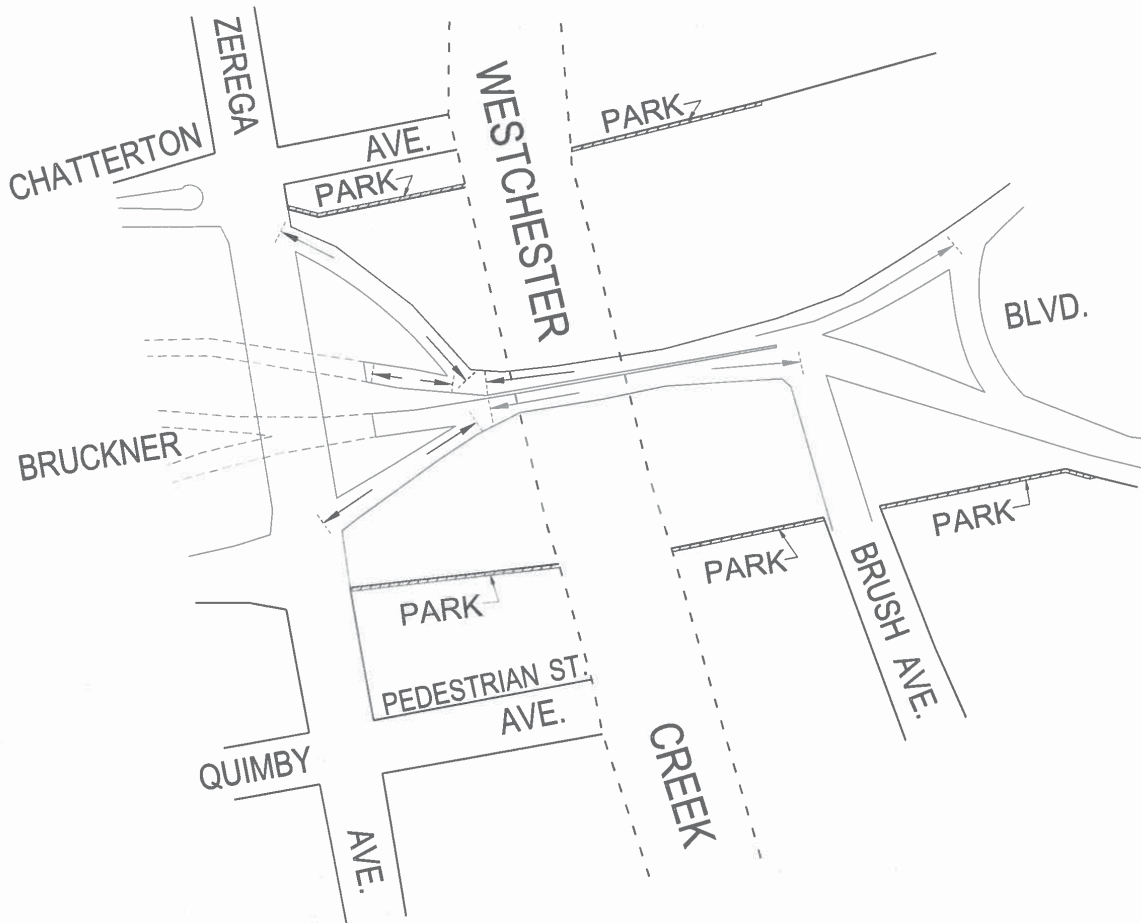
KENNETH J. KNUCKLES, Esq., Vice-Chairman

RAYANN BESSER, IRWIN G. CANTOR, P.E., ALFRED C. CERULLO, III,

MICHELLE R. DE LA UZ, JOSEPH I. DOUEK, RICHARD W. EADDY,

CHERYL COHEN EFFRON, HOPE KNIGHT, ANNA HAYES LEVIN,

ORLANDO MARIN, LARISA ORTIZ, Commissioners



CITY PLANNING COMMISSION
CITY OF NEW YORK
DIAGRAM SHOWING PROPOSED
MAP CHANGE
ON SECTIONAL MAP

4 & 7

BOROUGH OF
BRONX

New York, Certification Date
DECEMBER 12, 2016

[Signature]
on behalf of the
Chief Engineer

SCALE IN FEET



NOTE:

- Indicates line of street legally adopted.
- Indicates Park line heretofore established and hereby retained.
- Indicates limits of area generally affected by grade change.

THIS DIAGRAM IS FOR ILLUSTRATIVE PURPOSES ONLY.

Application #: **C 160200 MMX**

Project Name: **UNIONPORT BRIDGE CITY MAP CHANGE**

CEQR Number: 14DOT047X

Borough(s): **THE BRONX**

Community District Number(s): **09, 10**

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- Complete this form and return to the Department of City Planning by one of the following options:
 - EMAIL (recommended):** Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"
 - MAIL:** Calendar Information Office, City Planning Commission, Room 2E, 22 Reade Street, New York, NY 10007
 - FAX:** (212) 720-3356 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

IN THE MATTER OF an application, submitted by The New York City Department of Transportation, Division of Bridges, Movable Bridge Group pursuant to Sections 197-c and 199 of the New York City Charter for an amendment to the City Map involving:

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in Community Districts 9 and 10, Borough of The Bronx, in accordance with Map No. 13138 dated December 1, 2016 and signed by the Borough President.

Applicant(s): NYCDOT Movable Bridges 59 Maiden Lane - 35th Floor New York, NY 10038		Applicant's Representative: Robert Collyer, P.E. NYCDOT 55 Water Street 5th Floor New York, NY 10041 212.839.6300	
Recommendation submitted by: Bronx Community Board 9			
Date of public hearing: 1st) JAN 10, 2017 2nd) FEB 6, 2017		Location: 915 Hutch River Pkwy, Bronx NY 1967 Turnbull Ave, Bronx NY	
Was a quorum present? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.	
Date of Vote: FEB 16, 2017		Location: BXCB9 General Board Meeting Kips Bay Boys and Girls Club 1930 Randall Ave, Bronx NY 10472	
RECOMMENDATION <input checked="" type="checkbox"/> Approve <input type="checkbox"/> Disapprove <input type="checkbox"/> Approve With Modifications/Conditions <input type="checkbox"/> Disapprove With Modifications/Conditions			
Please attach any further explanation of the recommendation on additional sheets, as necessary.			
Voting # In Favor: 25 # Against: 0 # Abstaining: 0 Total members appointed to the board: 32			
Name of CB/BB officer completing this form William Rivera		Title District Manager	
		Date 02/11/17	



Community/Borough Board Recommendation

Pursuant to the Uniform Land Use Review Procedure

Application #: **C 160200 MMX**Project Name: **UNIONPORT BRIDGE CITY MAP CHANGE**CEQR Number: **14DOT047X**Borough(s): **THE BRONX**Community District Number(s): **09, 10**

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

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 - MAIL:** Calendar Information Office, City Planning Commission, Room 2E, 22 Reade Street, New York, NY 10007
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Applicant(s): NYCDOT Movable Bridges 59 Maiden Lane - 35th Floor New York, NY 10038		Applicant's Representative: Robert Collyer, P.E. NYCDOT 55 Water Street 5th Floor New York, NY 10041 212.839.6300	
Recommendation submitted by: Bronx Community Board 10			
Date of public hearing: 1/10/2017		Location: MSGR. Scanlon H.S. 915 Hutchinson River Parkway 10465	
Was a quorum present? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members. 13 members	
Date of Vote: 1/19/17		Location: Villa Barone Manor 737 Thross Neck Expwy, 10465	
RECOMMENDATION <input checked="" type="checkbox"/> Approve <input type="checkbox"/> Approve With Modifications/Conditions <input type="checkbox"/> Disapprove <input type="checkbox"/> Disapprove With Modifications/Conditions Please attach any further explanation of the recommendation on additional sheets, as necessary.			
Voting # In Favor: 28 # Against: # Abstaining: 1 Total members appointed to the board: 46			
Name of CB/BB officer completing this form Martin Prince <i>Martin Prince</i>		Title Chairman Bx CB #10	Date 1/20/17

Signed 1/20/17/ed

**BOROUGH PRESIDENT
RECOMMENDATION**

CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
Fax # (212)720-3356

INSTRUCTIONS

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.
2. Send one copy with any attachments to the applicant's representative as indicated on the Notice of Certification.

APPLICATION # C 160200 MMX-Unionport Bridge Grade Change

DOCKET DESCRIPTION-PLEASE SEE ATTACHMENT FOR DOCKET DESCRIPTION

COMMUNITY BOARD NOS. 9 & 10

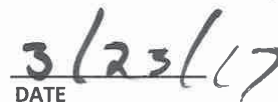
BOROUGH: BRONX

RECOMMENDATION

- ☐ **APPROVE**
- ☒ **APPROVE WITH MODIFICATIONS/~~CONDITIONS~~ (list below)**
- ☐ **DISAPPROVE**

EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS (Attach additional sheets if necessary): PLEASE SEE ATTACHMENT FOR THE BOROUGH PRESIDENT'S RECOMMENDATION


BOROUGH PRESIDENT


DATE

BRONX BOROUGH PRESIDENT'S RECOMMENDATION

ULURP APPLICATION NO: C 160200 MMX

Unionport Bridge Replacement

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by the New York City Department of Transportation, Division of Bridges, Movable Bridge Group pursuant to Section 197-c and 199 of the New York City Charter for an amendment to the City Map involving:

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in Community Districts #9 and #10, Borough of The Bronx, in accordance with Map No. 13138 dated December 1, 2016, and signed by the Borough President.

BACKGROUND

This application would facilitate the replacement of a mapped bridge and the approaches constructed in 1953. The current four-lane double-leaf trunnion bascule bridge provides an east-west linkage over the Westchester Creek, connecting Brush Avenue on the east with Zerega Avenue on the west, at Bruckner Boulevard.

The Department of Transportation has budgeted \$200 Million to construct two parallel, single leaf bascule bridges with three 12-foot travel lanes in each direction.

In addition to three vehicular lanes in each direction, the following elements would be included in the project: an eight-foot sidewalk on the south side; a 12-foot shared pedestrian and bicycle lane on the north side; a control house; new utilities; machinery and electrical systems; fender system and dolphins (man-made marine structure which extends above water level, not connected to the shore); a generator house; new street lighting; and traffic lights. At the final configuration, the ramps at the intersections with Zerega Avenue and Brush Avenue would be widened and additional standard width turning lanes will be provided.

The existing bridge would be demolished in stages, and a Maintenance and Protection of Traffic Plan will be adopted to accommodate automobile, pedestrian and vessel use. Two lanes of traffic in each direction and a five-foot wide pedestrian crossing over the bridge would be maintained during construction. The temporary impacts on the public include extended travel times and reduced speeds. Two temporary bridges would be in place during 60-day, 21-foot height

restriction period. Overall, it is anticipated the construction of the proposed project would not result in significant adverse impacts on transportation services as per the EIS.

Construction is expected to commence in summer 2017 and requires 48 months for completion. The proposed project would restore structural integrity and improve overall traffic conditions without adding roadway capacity by using cost effective methods to reduce delay and to provide an acceptable level of service. Non-standard features would be eliminated to improve vehicular and pedestrian traffic flow. Overall, the project would enhance safety and increase reliability of the bridge and surrounding roadways.

To accommodate the traffic lanes, sidewalks and bicycle lanes, the Department of Transportation proposes to modify the existing mapped street treatment lines and grades on Bruckner Boulevard. A small portion (approximately 650 square feet) of the northwest edge of the project would require building a combined bicycle/pedestrian path on property that is under the jurisdiction of New York City Department of Parks and Recreation (NYCDPR) and owned by the City. Minimal impact has been agreed to by NYCDPR and concurred with by FHWA, therefore, alienation is not required.

The specific measurements of the new bascules are:

Total length from the Zerega Avenue to Brush Avenue	750 feet
Total length of each bascule	124 feet
Roadway width	72 feet
Sidewalk on the south side of the bridge	8 feet
Pedestrian/Bicycle shared path on the north side of the bridge	12 feet
Clearance above mean high water	14 feet

This project would involve a significant redesign of the Bruckner Boulevard intersections at Zerega Avenue and Brush Avenue. The existing intersection of Bruckner Boulevard and Brush Avenue is approximately 35 feet wide for the westbound direction and approximately 40 feet wide for the eastbound direction. The proposed width at this intersection for westbound lanes is approximately 55 feet and approximately 50 feet at eastbound. The existing width of the intersection of Ramp A and Zerega Avenue is approximately 25 feet and the proposed width is 30 feet. The existing width of the intersection of Ramp B and Zerega Avenue is approximately 30 feet and the proposed width is approximately 35 feet.

ENVIRONMENTAL REVIEW AND ULURP CERTIFICATION

This application has been reviewed pursuant to SEQR and CEQR and received a Negative Declaration. The City Planning Commission certified this application as complete on December 12, 2016.

BRONX COMMUNITY BOARD PUBLIC HEARING

Bronx Community Board #9 held a public hearing on this application on February 16, 2017. A vote recommending approval was, 25 in favor, zero against, and zero abstaining.

Bronx Community Board #10 held a public hearing on this application on January 19, 2017. A vote recommending approval was, 28 in favor, zero against, and one abstaining.

BRONX BOROUGH PRESIDENT'S PUBLIC HEARING

The Bronx Borough President convened a public hearing on March 9, 2017.

Representatives of the applicant were present and spoke in favor of this application. An owner of a nearby lumber yard expressed concerns about the proposal to allow Brush Avenue to go from two lanes in each direction, to one northbound lane, two northbound turning lanes, and one southbound lane. He noted concern about trucks being able to effectively make a turn into the southbound lane as cars in the northbound lane encroach into the box. He requested that an additional traffic light be installed at the stop line.

BOROUGH PRESIDENT'S RECOMMENDATION

I am pleased with the overall design and vision this new Unionport Bridge will offer Bronx residents, businesses and visitors. This wider bridge will enhance safety and increase reliability of the draw bridge for vehicles, pedestrians, bicyclists and vessels. It would serve to dramatically improve east-west vehicular traffic flow on the Bruckner Boulevard connecting both sides of Westchester Creek while also offering dedicated sidewalks and bicycle lane.

I do recommend the following:

All measures should be implemented to expedite the construction and minimize noise, debris, dust and other negative impact on local traffic and surrounding communities.

The staging area during construction should be cleaned and landscaped after completion. The Department of Parks and Recreation should participate in the design, implementation and the maintenance of the pedestrian/bicycle shared lanes at the intersection of Ramp B and Zerega Avenue.

All street lighting incorporated into the bridge design should be extended to Zerega Avenue and Brush Avenue at the intersections.

The appropriate city agencies should work with businesses to minimize the impact of vessel traffic during the 60-day 21-foot height restriction period.

I also urge the City to explore an additional northbound traffic light to be located at the stop line along Brush Avenue to prevent intersection encroachment.

With these modifications included, I am pleased to support this project and recommend approval of this application.