Land Revitalization Community: South Bronx, NY

Project: Westchester Avenue Station Reuse Roadmap

I. Project Background

In 2019, the South Bronx Overall Economic Development Corporation (SoBro) and the Youth Ministries for Peace and Justice (YMPJ), a community organization, completed a Brownfields Area-wide Plan (AWP) and redevelopment strategy for brownfield sites clustered in three areas (“Clusters 1, 2, 3”) along the Bronx River - Sheridan Expressway. The area includes a high concentration of low-income residents that are cost burdened by housing and negatively impacted by surrounding land uses including major thoroughfares (Cross Bronx Expressway, Sheridan Expressway), major rail lines (Amtrak and Metro North), current and former industrial facilities, and the Bronx River. During the AWP planning process, YMPJ was made aware that Amtrak was planning to demolish their Westchester Avenue Station (site), a former train station originally constructed in 1908, located within Cluster 3. YMPJ informed Amtrak of its interest in acquiring the Westchester Avenue Station with the intent to reuse the structure as a community space and to create a gateway to the Bronx River Greenway trail and Concrete Plant Park.

Figure 1: Site Location Map
The Westchester Avenue Station site (1324 Westchester, Block 2759, Lot 100) is located at the intersection of Westchester Ave. and Whitlock Ave. in the Bronx, New York. The site is currently owned by Amtrak. The site was once part of the New York-New Haven-Hartford rail line, but it has not been a part of active rail operations nor accessible to the public since the 1960s. Today, the site sits along Amtrak’s Northeast Corridor (Hell Gate Line) linking Boston, New York, and Washington DC. The Metropolitan Transportation Authority (MTA) is planning to add commuter rail service in this rail corridor in the coming years as part of the “Penn Station Access” project.

The site includes a 2,700 square foot structure that has been vacant for decades and is deteriorated. The structure has existed since the early 1900s and was originally designed by Cass Gilbert, a prominent New York architect. However, a prior review by the State of New York indicates that the Westchester Avenue Station is not considered to be eligible for listing on the National Register of Historic Places. The site is located in U.S. EPA Region 2.

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1 Penn Station Access Project Fact Sheet, https://pennstationaccess.info/fact-sheet, accessed 12-14-21
Figure 3: Site Photos, waiting area and head house present conditions

Figure 4: Head house and waiting area historic photo

\(^2\) Figure 3: Right photo, Vita Nuova, 10-15-21 site visit. Left photo: Penn Station Access Environmental Assessment, Appendix G, Part 10, pages 70-84 (Division for Historic Preservation, New York State Office of Parks, Recreation and Historic Preservation, Historic Resource Inventory Form, Whitlock Avenue and Westchester Avenue, October 2013), https://static1.squarespace.com/static/5d278d57950ce60001fd9b83/t/60a58b0c442557630da5d959/1621461774071/Appendix+G_Historic%2C+Archaeological%2C+and+Cultural+Resources_Part10.pdf, accessed 12-8-21.

\(^3\) Figure 4: Penn Station Access Environmental Assessment, Appendix G, Part 10, pages 70-84, https://static1.squarespace.com/static/5d278d57950ce60001fd9b83/t/60a58b0c442557630da5d959/1621461774071/Appendix+G_Historic%2C+Archaeological%2C+and+Cultural+Resources_Part10.pdf, accessed 12-8-21.
In 2020, U.S. EPA offered SoBro and YMPJ Technical Assistance (TA) to complete a “Roadmap” to inform the local community about the opportunities and challenges related to repurposing, and potentially taking control of, the Westchester Avenue Station. TA, completed from July 2021 through December 2021 by ICF and Vita Nuova, included five (5) primary tasks:

1) Project Kickoff, Planning, and Stakeholder Outreach
2) Site Visit
3) Review prior reports and relevant materials
4) Complete the Restoration Roadmap
5) Provide information through online meetings

The following meetings between the TA contractors (ICF and Vita Nuova), EPA representatives, and local stakeholders were held:

- **July 2, 2021**: Online meeting to finalize the TA scope of work and kick off the project
- **July 9, 2021**: Online meeting to review site reuse goals (focused on YMPJ goals)
- **July 30, 2021**: Online meeting to review site reuse goals (focus on previous Architectural and Engineering evaluations and plans)
- **August 13, 2021**: Online meeting to discuss site reuse goals (focus on Bronx River Alliance and City Planning Department projects and goals)
- **October 15, 2021**: Onsite meeting and site tour; discuss Amtrak site acquisition steps and alternative approaches to site acquisition
- **November 19, 2021**: Webinar to discuss alternative approaches to site acquisition; pros and cons of each
- **December 17, 2021**: Webinar to discuss Restoration Roadmap for preferred lease or acquisition approach

Copies of the related presentation slides and meeting notes are included as an attachment to this report.

II. Analysis

YMPJ, SoBro, the Bronx River Alliance, SLO Architecture, Loving the Bronx, and other individuals and groups have worked together to see how the Westchester Avenue Station site can be leased or acquired, restored, and repurposed in an environmentally sustainable way with three primary goals in mind:

- Preserve an important piece of **history in the South Bronx** that can be a community asset for neighborhood residents,
- Provide a place for **public amenities, including public restrooms and community flex space**, that enhances the Bronx River Greenway trail as a public space, and
- Provide a **dedicated access point to the Bronx River Greenway trail** that safely connects the neighborhoods to the west of the site to the trail.
During the TA process, Vita Nuova researched and presented information regarding the steps that Amtrak requires to acquire or lease its real estate. Further, Vita Nuova presented several alternatives that would involve acquiring the site and renovating or relocating station components while undertaking new construction projects (see Figure 5 below).

During an online meeting held in November 2021, stakeholders were invited to review and comment on the “pros” and “cons” of each alternative and rank the alternatives by order of preference 1 to 4.

Ultimately, the participants agreed that restoration of the head house and waiting area in their original locations, and the addition of a pedestrian bridge from the station to the Greenway trail over the existing tracks, was the preferred approach.

This “Restoration Roadmap”, which has been completed for “Alternative A”, the preferred alternative, includes the following components:

- Site acquisition
- Site restoration, including rehabilitation of the original station components
  - “Head house” (station structure)
  - “Waiting area” (steel structure that sits over the tracks)
- Construction of a new pedestrian bridge at the site
  - The pedestrian bridge would utilize the existing steel structure or a new bridge would be constructed, if required

Pedestrian and bike improvements along Westchester Avenue could also be undertaken by the City of New York to create better connections from the street network to the greenway trail. A summary of the alternatives considered is summarized in the table below. Renderings of all of the alternatives is included as an appendix.

![Figure 5: Head House and Waiting Area location](image-url)
<table>
<thead>
<tr>
<th>Alt.</th>
<th>Head House</th>
<th>Waiting Room</th>
<th>Pro</th>
<th>Con</th>
<th>Comparative Cost</th>
<th>Rank (1-4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Rehabilitate in place for public use</td>
<td>Rehabilitate in place and extend bridge into park</td>
<td>Meets community goals Maintains historic location of head house</td>
<td>Requires complex Amtrak agreements May require NYC DOT Right of Way</td>
<td>$$$ High</td>
<td>1 or 2</td>
</tr>
<tr>
<td>B</td>
<td>Rehabilitate in place for public use</td>
<td>Rehabilitate platform only; Move and reconstruct remaining waiting room elements in the park</td>
<td>Limits new construction Maintains historic location of head house</td>
<td>Does not provide direct link from existing station to park Requires Westchester Ave. improvements by NYC or others</td>
<td>$ Low</td>
<td>1 or 2</td>
</tr>
<tr>
<td>C-1</td>
<td>Move and reconstruct to prominent off-site location for public use</td>
<td>Move and reconstruct remaining waiting room elements in Concrete Park</td>
<td>Minimizes Amtrak negotiations</td>
<td>Requires off-site real estate acquisition or lease</td>
<td>$$ Medium</td>
<td>3</td>
</tr>
<tr>
<td>C-2</td>
<td>Move and reconstruct to prominent location for public use</td>
<td>Move and reconstruct remaining waiting room elements in the park</td>
<td>Opportunity to continue greenway project through construction of additional bridge at Concrete Park</td>
<td>Multi-phased project Requires off-site real estate acquisition or lease</td>
<td>$$$ High</td>
<td>4</td>
</tr>
</tbody>
</table>

**Figure 6:** Conceptual Alternatives Considered
Figure 7: Preferred Conceptual Alternative A (with options)

Option: Construct new pedestrian bridge pending structural evaluation and cost benefit analysis

Option: Enhance pedestrian/bike connection along and across Westchester Ave.

Rehabilitate the existing Head House and Waiting Room for public use

Extend the bridge to the park and ramp down alongside the DOT Right of Way.
III. Restoration Roadmap

Step 1: Formation of new entity (Bronx Organization)
This project assumes that a new entity will be formed to undertake and manage the Project. (For the purposes of this Roadmap, the proposed new entity will be referenced as the Bronx Organization.) The Bronx Organization should be established as a legal entity (state non-profit and federal (501(C)3 tax exempt entity) that can purchase or lease real estate in the City of New York.

Ideally, the Bronx Organization should be empowered to at minimum:
1) Hire Director/Project Manager and support staff,
2) Secure funding to manage organization and undertake pre-development tasks.

The Bronx Organization should be comprised of members of the following organizations and stakeholders in the community:
- Bronx River Alliance
- Youth Ministries for Peace and Justice (YMPJ)
- South Bronx Overall Economic Development Corporation (SoBro)
- Bronx River Alliance
- City of New York: Parks and Recreation Department
- Loving the Bronx

Step 2: Pre-development tasks
While Amtrak does accept proposals to acquire or lease its real estate throughout its system, Amtrak has specific requirements related to the sale or lease of its real estate. These requirements must be followed to use or acquire Amtrak-owned property. Many of these requirements are technical in nature. Therefore, before submitting a formal site acquisition proposal to Amtrak, the Bronx Organization should complete specific pre-development tasks to ensure that the site acquisition proposal meets Amtrak’s real estate requirements. Recommended pre-development tasks to be completed by the Bronx Organization include:

- Conduct title search; Identify easements or other encumbrances that may impact future development (site access, utilities, Amtrak Right of Way, etc.)
- Conduct Site Survey
- Conduct MAI Appraisal (Member of Appraisal Institute) to determine property value
- Consult with Amtrak to define the specific requirements related to access, insurance or other requirements related to the acquisition or lease of the site
- Consult with MTA and Amtrak regarding station stability. The expanded MTA rail service (Penn Station Access) utilizes the existing Amtrak rail line that runs through the Bronx (Hell Gate Line). MTA and Amtrak are required to address the impacts of the new rail service on the stability of the Westchester Avenue Station and implement mitigation measures, if required. The Bronx Organization should work with MTA and Amtrak as they investigate the station’s structural condition
and be prepared to conduct its own structural analysis of the bridge as part of the pedestrian bridge design and construction, if required.

- Retain surveyor/architect/engineer team together with SLO Architecture and Silman to complete Preliminary Design Plans and to complete an order of magnitude cost estimate for the project (design and construction).
- Retain historic preservationist to incorporate historic preservation into site renovation plans
- Retain other professionals (i.e., Accounting, Audit, legal, appraisal) as required

Additionally, local land use and permitting requirements apply. The *Bronx Organization* should consult with the City of New York (Planning, Parks and Transportation) to define the specific requirements related to use, access, easements, insurance, or other requirements, including those requirements related to the acquisition or lease of City-owned property and the use of the City Right of Way along the Bronx River Greenway trail. Land use regulations and special permits that may be applicable, include:

- An easement over City Property requires a Uniform Land Use Review Procedure (ULURP, see: https://www1.nyc.gov/site/planning/applicants/applicant-portal/step3-mm.page)
- Construction over an active railroad requires a City Planning Commission Railroad Special Permit (also ULURP, see: https://zr.planning.nyc.gov/article-vii/chapter-4/74-68
- Conversion of the existing structures into a community facility use would require a special permit pursuant to the Zoning Resolution Section 74-681
- Use of dedicated park space may also trigger other state or local requirements

The *Bronx Organization* should consult with the Department of City Planning and with the Department of Parks regarding the specific land use requirements that may apply.

**Step 3: Preparation of a Written Offer to Amtrak**

The *Bronx Organization* should consider offering proposal to Amtrak to acquire or lease the Amtrak property in order to implement the proposed project at the site. The proposal should include the items and information compiled during Step 2. The offer may include a proposal to acquire or lease the property under a long-term lease. The proposal must outline the roles and responsibilities of other entities whose participation may be required to implement the project. (For example, extension of the pedestrian project may require companion agreements with the City of New York to use its Right of Way along the Bronx River Greenway Trail. Such agreements should be explained and included in the offer.)

The offer to Amtrak should include the following information, at minimum:

- A written offer for the long-term lease or purchase of the property
- Detailed intended use of the property, including plan to fund the project and ongoing operations during the term of the lease
• Legal description or other detailed description of the property including street address
• Map showing the general vicinity (such as a Google Earth map, tax map, etc.)
• Formal A2/T2 Survey map showing the specific boundaries of the property, and indicating the square foot area of the property and structure
• Proposed rent (or purchase price). The value of the lease/purchase price will be determined by a fair market appraisal conducted by a MAI Appraiser and may (based on funding requirements) require a review appraisal. Amtrak requires a copy of the appraisal completed by a MAI certified appraiser.

Step 4: Review and Modification of Written Offer
Following submittal of the written offer, Amtrak would review the request and the proposed transaction, which would be subject to their approval. Eight to ten different departments within Amtrak will review the offer over a four to six month period. In the case of an acquisition of the property, a financial review of viability and schedule for short and long-term funding needs would be reviewed and potentially approved by Amtrak. In the case of a lease offer, this review may not be required.

Amtrak may require that specific restrictions and conditions be satisfied. For example, in some cases, the offeror would be required to reimburse Amtrak for the cost of Engineering Design Review Fees. If the property is required for existing or future railroad use, the proposal may be denied. If the property is adjacent to any critical railroad infrastructure, a security clearance is required. (For more information see: https://www.amtrak.com/leases-easements-agreements).

Step 5: Negotiation/Completion of the Real Estate Transaction
Final negotiation of the agreement between Amtrak and the Bronx Organization would occur during this stage of the project. Any and all incidental costs of the transaction, including, but not limited to, brokers fees, survey, appraisal, title insurance, environmental inspection, subdivision expenses, transfer/recording fees, etc. would be the responsibility of the Bronx Organization. Any additional due diligence that may be required, including but not limited to structural evaluations, environmental evaluations (Phase I/II), and a hazardous building materials investigation, would be completed by the applicant prior to completion of the real estate transaction.

Step 6: Finalize Project Plans/Construction Plans
During this stage, the Bronx Organization would finalize the project plans, engineering, design, and construction plans for the proposed project. The Bronx Organization would submit these plans to Amtrak for review. Amtrak requires design review related to the proposed construction of any improvements on or adjacent to Amtrak infrastructure. The project plan/construction plan must be executed by and comply with Amtrak’s Engineering Department. This can include Preliminary Engineering Agreements, Permits to Enter, Site Access Agreements, Force Account Agreements, etc., as determined by the specifics of the project. As a part of this phase, Amtrak would make available any prior evaluations or inspection reports. Review by other agencies, such as the City of New York, may also be required.
The *Bronx Organization* has the option of completing the environmental, structural/engineering due diligence and construction engineering design as part of the initial submittal (Steps 2 & 3) or during lease negotiation (Steps 5 & 6).

In addition, since the preferred approach includes two options related to creating access over the tracks (rehabilitation of the existing bridge or the construction of a new pedestrian bridge), Amtrak would likely require the offeror to complete a cost-benefit analysis comparing each option. A cost benefit analysis should therefore be completed by the *Bronx Organization* prior to finalizing the design.

Finally, the Preferred Alternative also recommends that Westchester Avenue be improved. The *Bronx Organization* should undertake discussions with the City of New York, finalize any design plans for such improvements, and incorporate final design plans into the final design plans for the overall project.

A final engineer’s opinion of cost covering both site construction and facility operation and maintenance should be completed at this time.

**Step 7: Amtrak Approval**
Upon approval of the project plan, an Amtrak agreement for a lease or site acquisition and any other appropriate documents as outlined above, would be forwarded to *Bronx Organization* specifying the required terms, insurance requirements, environmental indemnification, general indemnification, and conditions of the transaction. The property should not be used without a fully executed document.

**Step 8: Property Transfer and Site Maintenance**
Following Amtrak approval, the property would be transferred under the agreed upon sale or lease terms. The *Bronx Organization* would prepare for the property transfer or lease by procuring and acquiring the following services:
- Insurance including Property, General Liability and other Insurance as may be required by approving agencies, including funders
- Provisions for Security and Maintenance
- Other Amtrak or City requirements

**Step 9: Construction**
Implementation of the construction project would be the responsibility of the *Bronx Organization*. Construction of the planned elements must meet Amtrak standards. Permits to Enter, Site Access Agreements, Force Account Agreements, etc., as determined by the specifics of the project must be followed throughout site construction. Additionally, funders would require various insurance policies related to liability, builders’ risk, etc. as well as security requirements.

**Step 10: Operation, Management Programming**
Once the construction is completed, the use of the facility would require active programming and site utilization, establishments of operation management structure,
access, fee structure, etc. Continuation of all Amtrak requirements, such as Permits to Enter, Site Access Agreements, Force Account Agreements, etc., as determined by the specifics of the project, must also be followed. As a facility that is in an active rail Right of Way (for both the Northeast Corridor and future Metro North service), site safety and security protocols that meet Amtrak standards must be implemented.

IV. Cost Estimates

The following order-of-magnitude cost estimates are provided for planning purposes only and not to be relied on. The cost estimates are intended to be used by YMPJ and other stakeholders as they pursue a project funding strategy in subsequent phases of the project.

<table>
<thead>
<tr>
<th>Step</th>
<th>First Year/Pre-development Cost</th>
<th>Annual (Ongoing) Cost</th>
<th>Additional comments</th>
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</thead>
<tbody>
<tr>
<td>Step 1: Formation of new Entity (Bronx Organization)</td>
<td>$25,000</td>
<td>$10,000</td>
<td>Start up costs include incorporation fees, legal assistance; annual costs include tax filings, other legal requirements</td>
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<tr>
<td>Step 2: Predevelopment</td>
<td>$200,000</td>
<td></td>
<td>Cost estimate based on similar projects</td>
</tr>
<tr>
<td>Step 3: Prepare Written Offer</td>
<td>$TBD</td>
<td></td>
<td>Assumes written offer will be compiled using information compiled in Step 2</td>
</tr>
<tr>
<td>Step 4: Review and Modification of Written Offer</td>
<td>$TBD</td>
<td></td>
<td>To be determined based on Amtrak requirements</td>
</tr>
<tr>
<td>Step 5: Negotiation/Completion of the Real Estate Transaction</td>
<td>$TBD</td>
<td></td>
<td>To be determined based on Amtrak requirements</td>
</tr>
<tr>
<td>Step 6: Finalize Project Plans/Construction Plans.</td>
<td>$175,000</td>
<td></td>
<td>Cost estimate based on similar projects.</td>
</tr>
<tr>
<td>Step 7: Amtrak Approval</td>
<td>$TBD</td>
<td></td>
<td>To be determined based on Amtrak requirements</td>
</tr>
<tr>
<td>Step 8: Property Transfer and Site Maintenance</td>
<td>$TBD</td>
<td>$50,000-$100,000</td>
<td>To be determined based on program goals, final design</td>
</tr>
<tr>
<td>Step 9: Construction</td>
<td>$TBD</td>
<td>$TBD</td>
<td>Preliminary estimate to be completed under Step 2, Final estimate to be completed under Step 6</td>
</tr>
<tr>
<td>Step 10: Operation, management programming</td>
<td>$TBD</td>
<td>$TBD</td>
<td>To be determined based on program goals, final design</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$400,000</td>
<td>$TBD</td>
<td>To be determined based on program goals, final design</td>
</tr>
</tbody>
</table>
V. Conclusions

YMPJ, SoBro, the Bronx River Alliance, SLO Architecture, Loving the Bronx, and other individuals and groups have worked together to see how the Westchester Avenue Station site can be leased or acquired, restored, and repurposed in an environmentally sustainable way that serves the South Bronx community. Amtrak has outlined a path forward, however there are numerous steps that would need to be completed to initiate an offer, complete a lease or acquisition agreement, and complete the implementation of the project. Local land use regulations would also apply. The project would require significant knowledge and understanding of building restoration, engineering design and permitting, local land use requirements, lease and/or property acquisition negotiation, and funding. This Roadmap has been completed by Vita Nuova and ICF to give YMPJ and the local stakeholders a better understanding of the steps to acquiring and repurposing the Westchester Avenue Station and bringing it back to life as a community asset. To pursue this opportunity, the recommended next steps are offered for consideration:

Next Steps

- Complete a Space and Programming analysis for use of space within the existing buildings.
- Create grant and other funding (i.e., tax credits) strategy for pre-development activities, future programming, and future development.
- Form an organization (Bronx Organization) capable of making offer and acquiring and holding real estate. Because of potential funding opportunities, this should be a non-profit development corporation.
- Retain technical expertise to plan, design, estimate costs, and construct the proposed project. This may involve a Request for Proposal (RFP) or similar process.
- Seek grant funding for each project component; hold a funding workshop to engage stakeholders and commit resources to the project.
- Plan for and fundraise for the operation and programming of the renovated facility.
- Engage City Planning and the local community about implementing pedestrian/bike improvements along Westchester Avenue.
- Engage City Planning about local land use requirements and potential use of the City Right of Way.

This document is made available for informational purposes only. Although reasonable efforts were used to complete this document, no representation or warranties are made as to the timeliness, accuracy or completeness of the information contained herein or that the actual results will conform to any projections or recommendations contained herein. All areas are approximate. Any reliance upon this material shall be without any liability or obligation on the part of Vita Nuova, LLC.
Appendix
Alternatives Analysis
Site Constraints Observed

South Bronx Westchester Train Station
Site Redevelopment Alternatives-Option A

South Bronx Westchester Train Station

<table>
<thead>
<tr>
<th>Alternatives Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alt.</td>
</tr>
<tr>
<td>------</td>
</tr>
<tr>
<td>A</td>
</tr>
</tbody>
</table>

Pros:
- Meets community goals

Cons:
- Requires complex Amtrak agreements
- May require agreement to access/build in NYC DOT Right of Way (could be worked out with NYC Parks Dept. through a conveyance)

Cost considerations:
- High cost ($$$)
### Site Redevelopment Alternatives-Option B

South Bronx Westchester Train Station

<table>
<thead>
<tr>
<th>Alt.</th>
<th>Head House</th>
<th>Waiting Room</th>
<th>New Construction</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>Rehabilitate in place for public use</td>
<td>Rehabilitate platform only; Move and reconstruct remaining waiting room elements in Concrete Park</td>
<td>Build new structure in Concrete Park that uses elements of former waiting room</td>
<td>Enhance pedestrian access along Westchester Avenue</td>
</tr>
</tbody>
</table>

**Pros:**
- Limits new construction

**Cons:**
- Does not provide direct link from existing station to park
- Requires Westchester Ave. ped/bike improvements by others

**Cost considerations:**
- Lower cost ($)
Site Redevelopment Alternatives-Option C-1

South Bronx Westchester Train Station

<table>
<thead>
<tr>
<th>Alternatives Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alt.</td>
</tr>
<tr>
<td>------</td>
</tr>
<tr>
<td>C-1</td>
</tr>
</tbody>
</table>

Pros:
- Minimizes Amtrak negotiations

Cons:
- Requires off-site real estate acquisition or lease
- Requires Westchester Ave. ped/bike improvements by others

Cost considerations:
- Moderate cost ($$)
### Site Redevelopment Alternatives-Option C-2

**South Bronx Westchester Train Station**

**Alternatives Analysis**

<table>
<thead>
<tr>
<th>Alt.</th>
<th>Head House</th>
<th>Waiting Room</th>
<th>New Construction</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-2</td>
<td>Move and reconstruct to prominent off-site location for public use</td>
<td>Move and reconstruct remaining waiting room elements in Concrete park</td>
<td>Move Head House for use off-site; Build new &quot;blue bridge&quot;, pedestrian bridge and ramp; Build new structure in Concrete Park that uses elements of former waiting room</td>
<td>Enhance pedestrian access along Westchester Avenue</td>
</tr>
</tbody>
</table>

**Pros:**
- Opportunity to continue greenway project through construction of additional bridge at Concrete park

**Cons:**
- Multi-phased project
- Requires off-site real estate acquisition or lease; adds cost and other factors
- Potentially costly
- Requires Westchester Ave. ped/bike improvements by others
- Requires negotiations with Amtrak
- Would require coordination with private owner on catalyst site to ensure public access

**Cost considerations:**
- High cost ($$$)