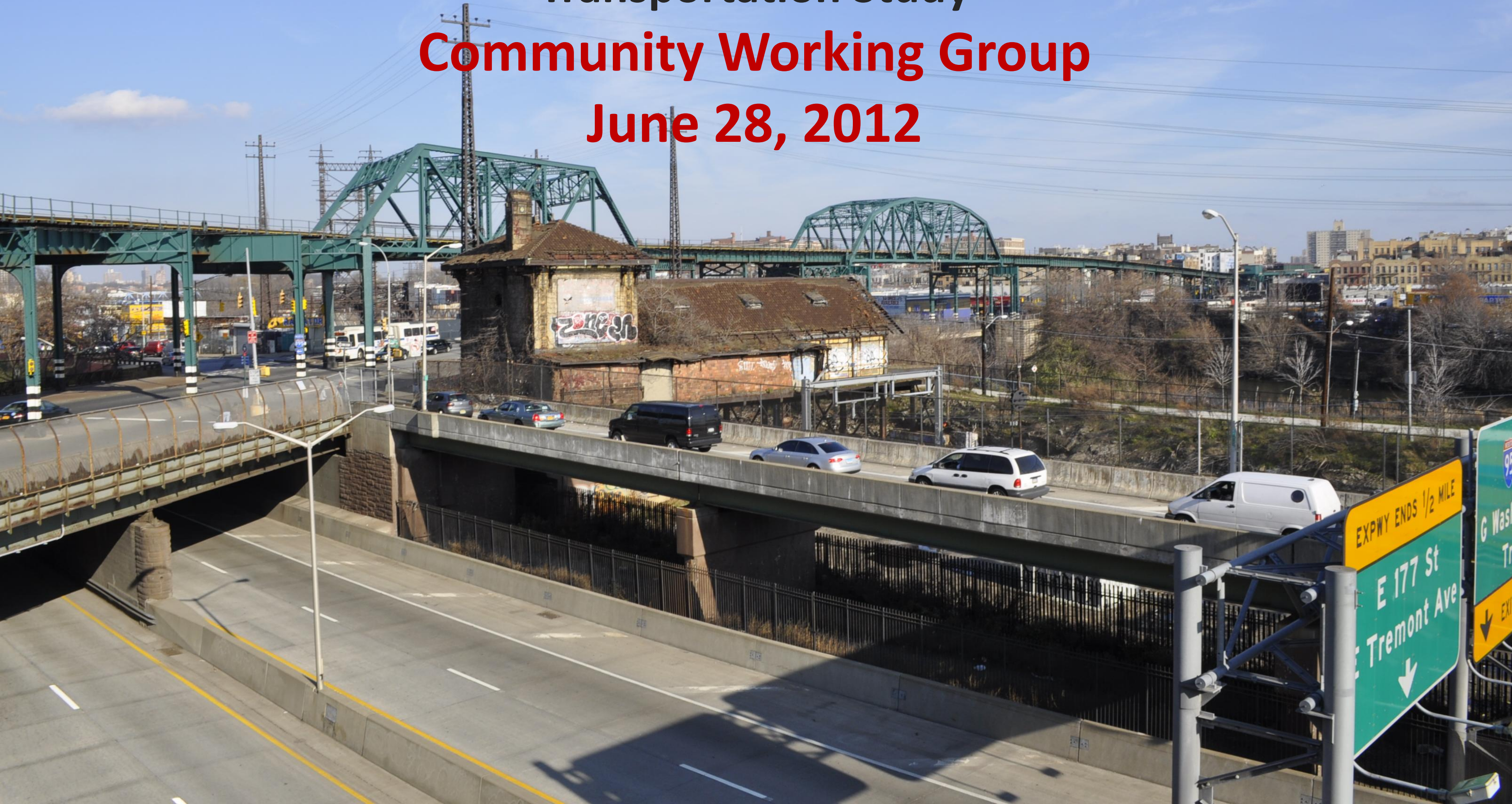


**Sheridan-Hunts Point Land Use and
Transportation Study
Community Working Group
June 28, 2012**



SHERIDAN EXPRESSWAY – HUNTS POINT LAND USE & TRANSPORTATION STUDY

Agenda

1. Project Update
2. Developing Recommendations
 - Study Area Trends
 - Smaller Focus Areas – Land Use and Urban Design
 - *Southern Boulevard*
 - *East Tremont Avenue*
 - *Bronx River Avenue*
 - *Westchester Avenue*
 - *Bronx River Waterfront*

SHERIDAN EXPRESSWAY – HUNTS POINT

GOALS AND OBJECTIVES



Common Goals

- Additional Open Space with Improved Access
- Improved Pedestrian Safety and Enhanced transit options
- Additional Schools and Other Community Services
- Decreased Impact of Highway Infrastructure on Surrounding Neighborhoods
- Mitigated Environmental Impacts of New Development
- Increased efficiency in highway network



Specific Objectives

- Encourage additional housing and retail uses on Westchester Avenue (at Whitlock) to promote pedestrian activity, area security, and a sense of place
- Provide safer access and visibility to Concrete Plant Park and Starlight Park
- Improve lighting and streetscape to increase use of Whitlock subway station and make 174th St underpass safer
- Find opportunities to create green spaces along the Bruckner Expressway and West Farms Road
- Ensure that local roads do not experience a marked increase in congestion due to infrastructure changes



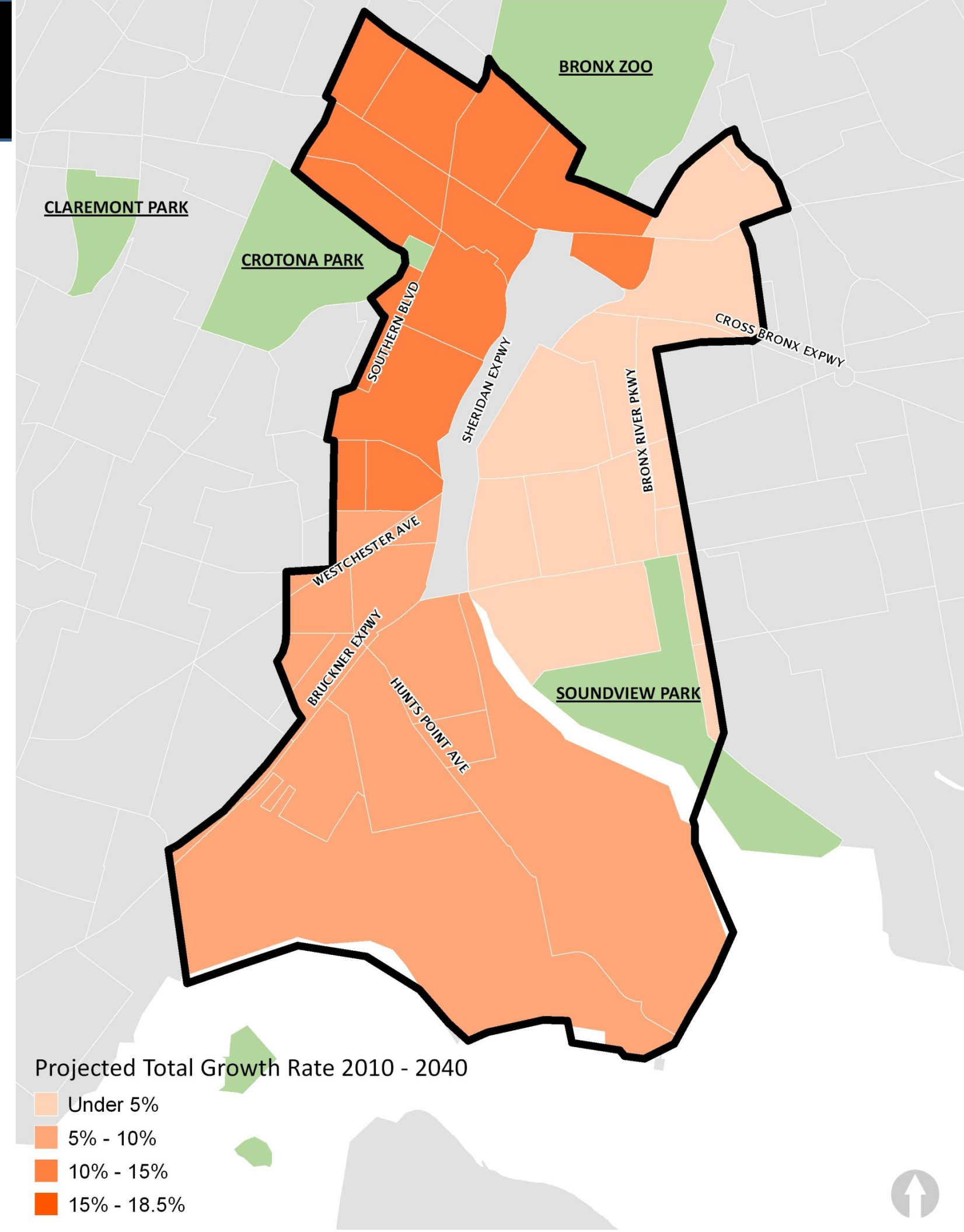
NEIGHBORHOOD TRENDS: POPULATION GROWTH

2010 population: 182,293 ; 2040 population projection: 196,663 (increase of almost 8%)

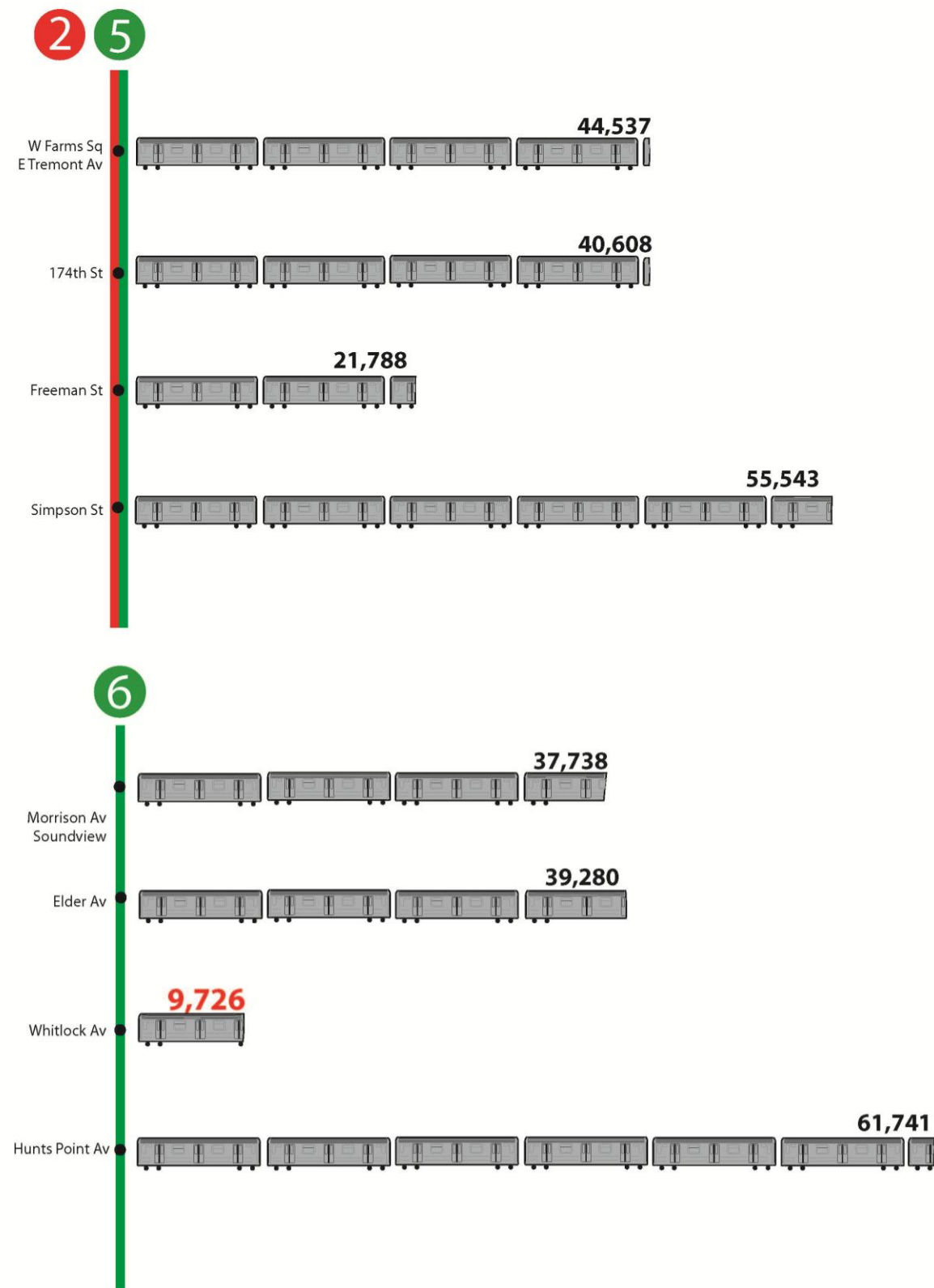
32% of population in the study area is under 19 compared to 30% in the Bronx and 24% city-wide

High growth population is predicted to occur in young adult (15-34) and middle aged (45 – 65) groups

The overall population of the Bronx will increase by 9% over the next 20 years nearing the borough's population zenith of the 1970s



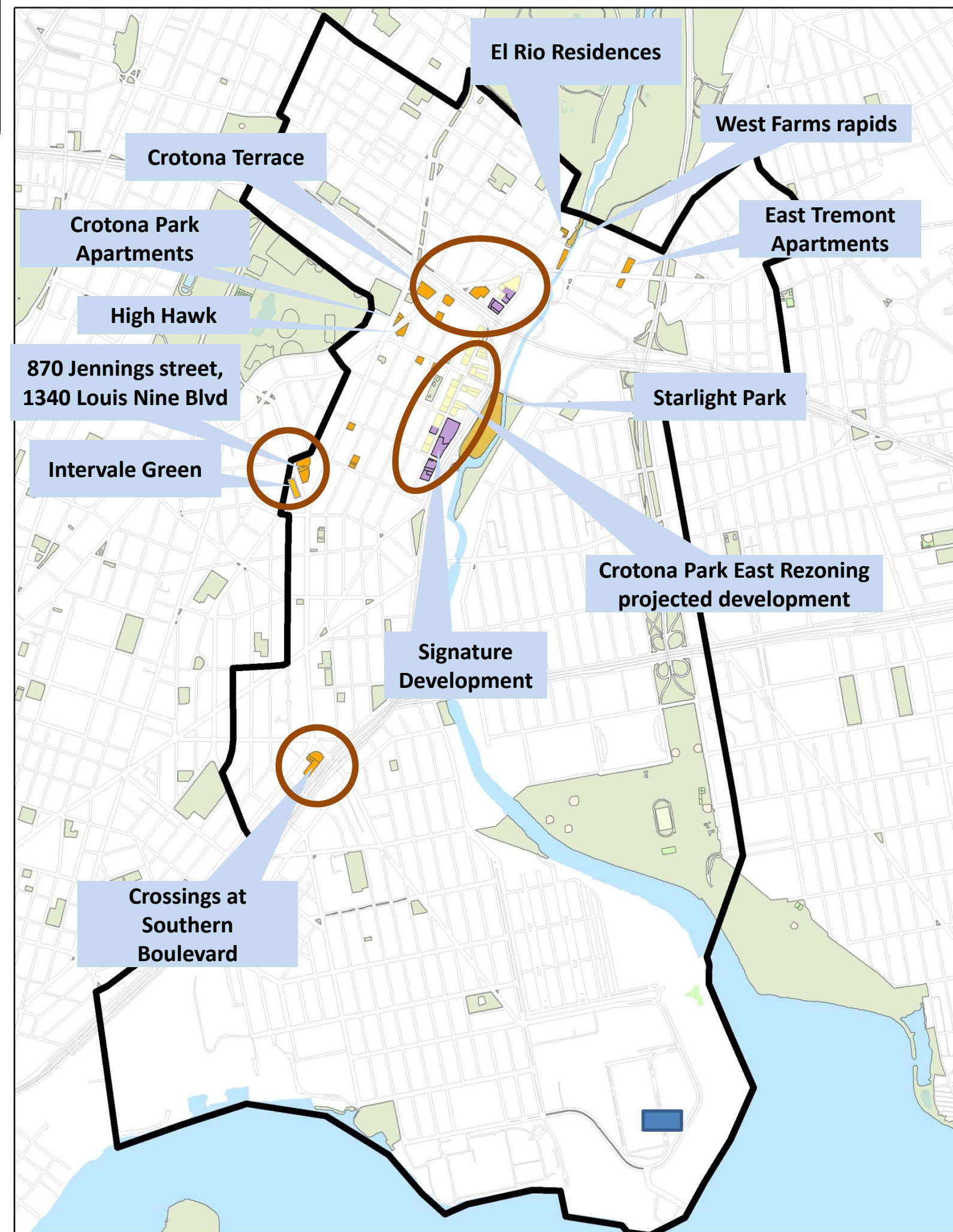
NEIGHBORHOOD TRENDS: WEEKLY MTA RIDERSHIP



- On average **310,307** passengers per week enter the the 2/5 and the 6 lines at stops within the study area
- On average **680,814** passengers per week ride buses within the study area (Bx4, Bx19, Bx27, Bx40/42)
- In comparison to all other subway stops within the study area, the Whitlock Avenue station has significantly lower ridership
- In 2010 over **16 million** subway trips were taken within the study area, an increase of 510,096 trips from prior years

NEIGHBORHOOD TRENDS: NEW DEVELOPMENT

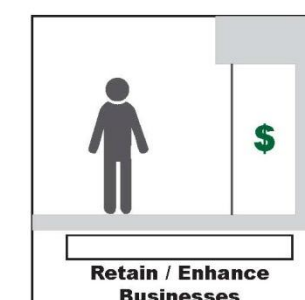
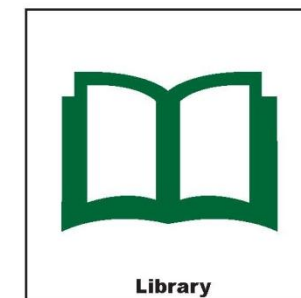
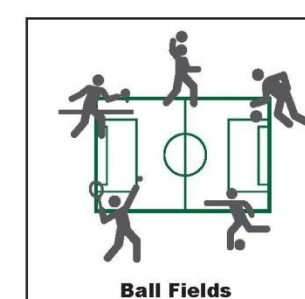
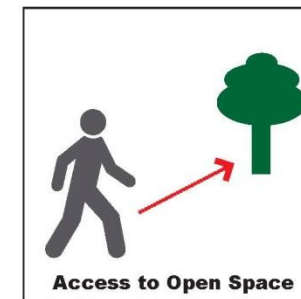
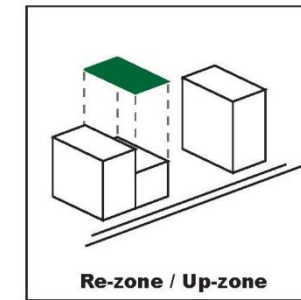
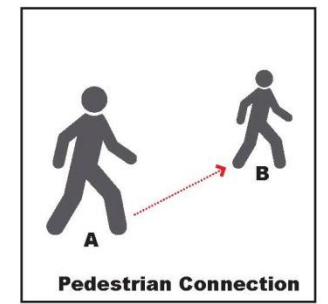
- Considerable growth in residential development and related commercial and community facilities
- Significant amount of open space development on waterfront
- Growing neighborhood centers – West Farms, Crotona Park East, Hunts Point Avenue
- Continued importance of industrial uses and light manufacturing as neighborhood stabilizers and job providers
- New housing despite challenges reflects need for new and affordable housing development



NEIGHBORHOOD TRENDS:

TAKEAWAYS

- Improvements in pedestrian realm must be made in areas recently rezoned from manufacturing to residential use
- DCP should identify strategies for areas where zoning does not support current development trend or discourages new investment
- Spaces for young people and families to recreate indoors and out
- Housing that can accommodate larger family sizes
- Transit ridership – subway and bus - will only grow in importance
- Investment in services and community facilities – schools, health centers, community centers, supermarkets – most grow with number of housing units
- Work toward successful industrial areas and job centers outside of Hunts Point IBZ



FOCUS AREAS:

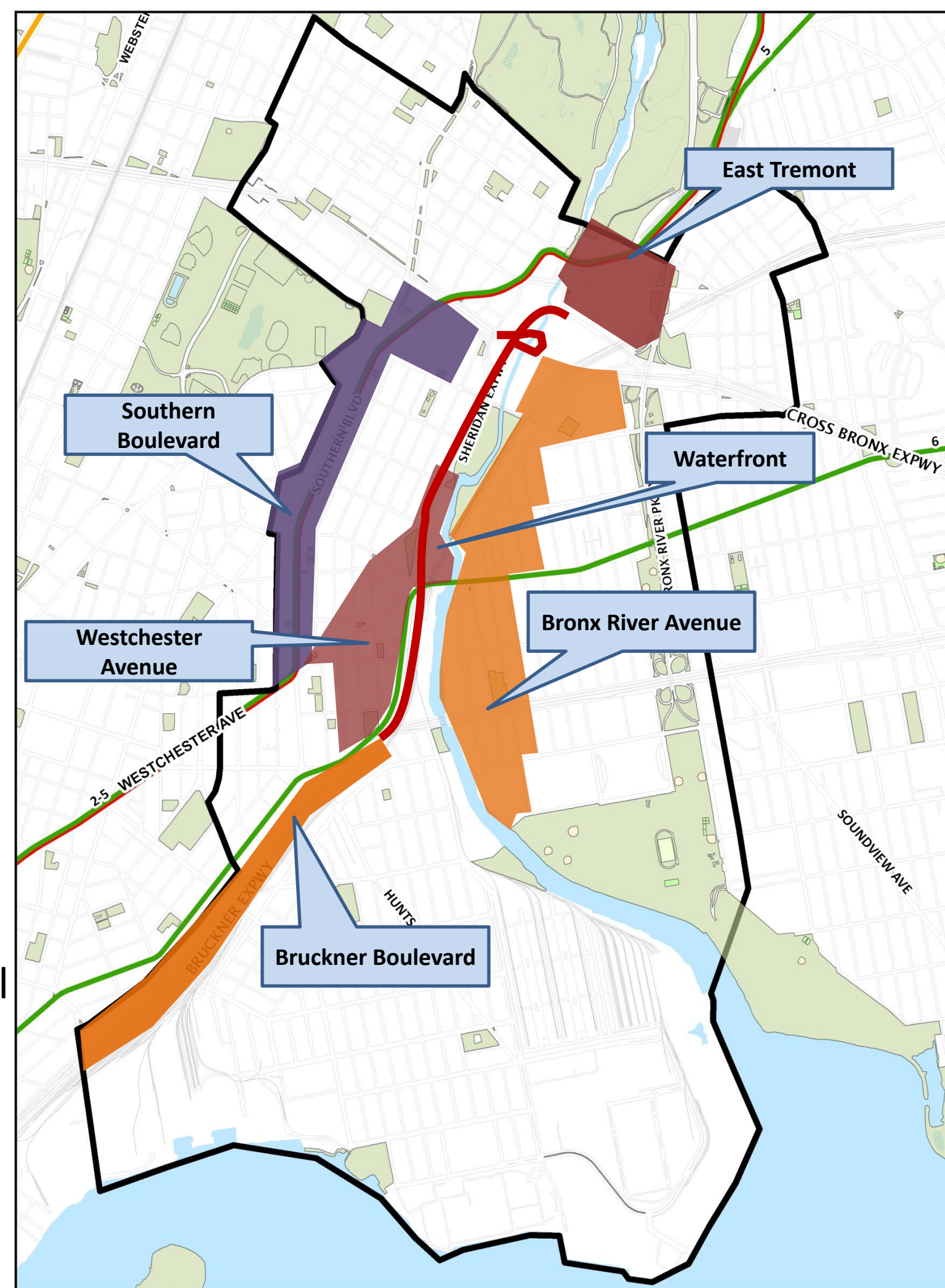
IDENTIFYING AREAS FOR CHANGE

We identified focus areas based on the potential impact from transportation related improvements.

Focus areas fall into one of three categories:

- Areas that would change directly related to a redesigned Sheridan Expressway
- Areas where there are opportunities for development in a retain scenario (a scenario where there is less significant change in land available for development)
- Areas where transportation related improvements (outside of the Sheridan roadway) have the potential to significantly (and positively) impact future development*

*Some areas along Bronx River Avenue and Bruckner Boulevard would be directly impacted by changes to the Sheridan dependant on transportation scenarios



FOCUS AREA: SOUTHERN BOULEVARD

OVERVIEW

The Area

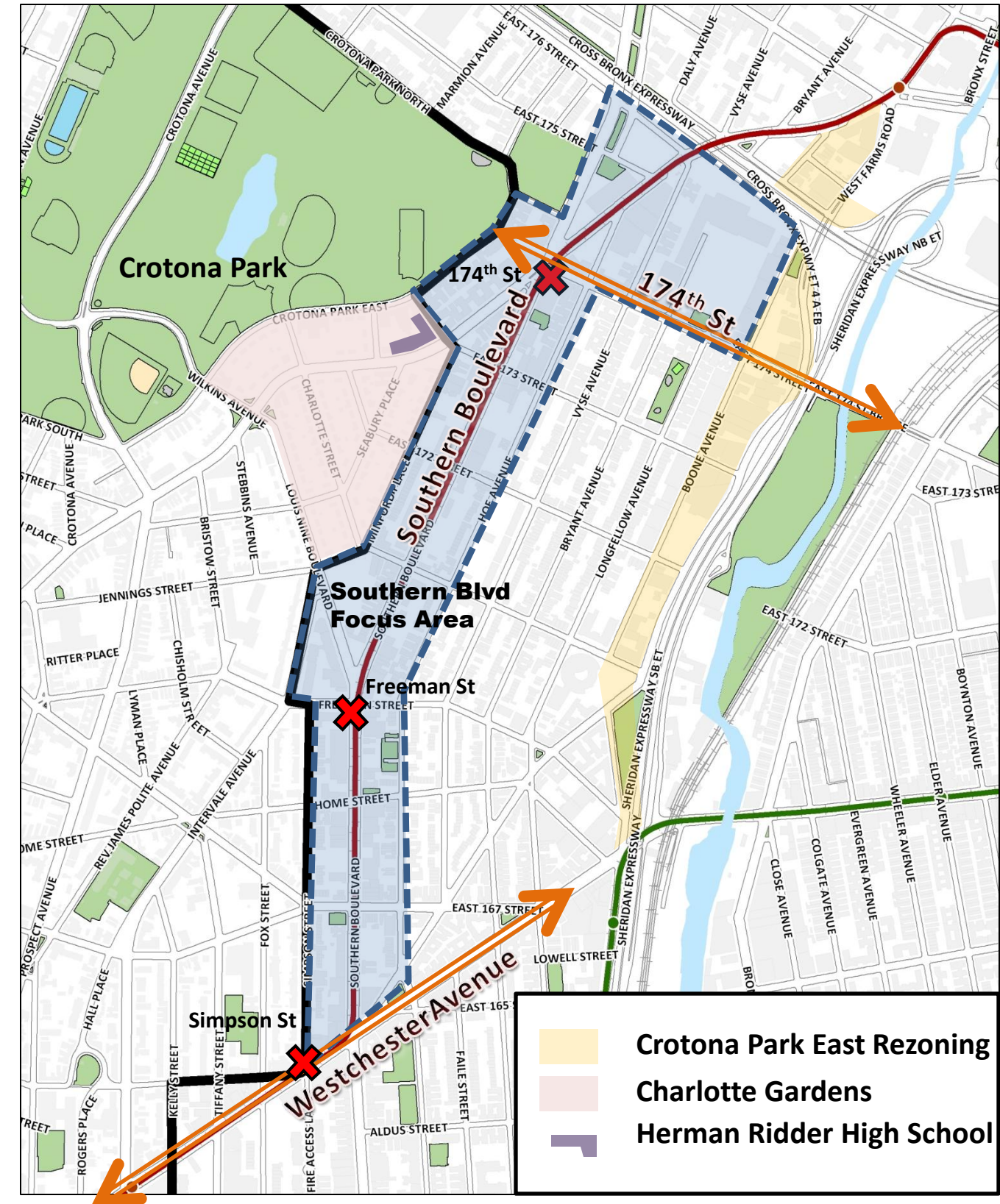
- 1 mile stretch of Southern Boulevard between Cross Bronx Expwy & Westchester Ave

Assets

- Excellent transit access: 3 subway stops (174th St, Freeman St, Simpson St), Bx 19 bus service

Issues

- Single story large footprint institutional and commercial uses interrupt retail and residential continuity
- Public and private vacant land disrupts street presence
 - 237,137 sq.ft. of vacant land area
 - 50 vacant tax lots
- High rate of vacant retail space
 - 53,877 sq.ft. of retail space available in 13 storefronts
- Irregular road geometry and state of disrepair of elevated subway



FOCUS AREA: SOUTHERN BOULEVARD

LAND USE & ZONING

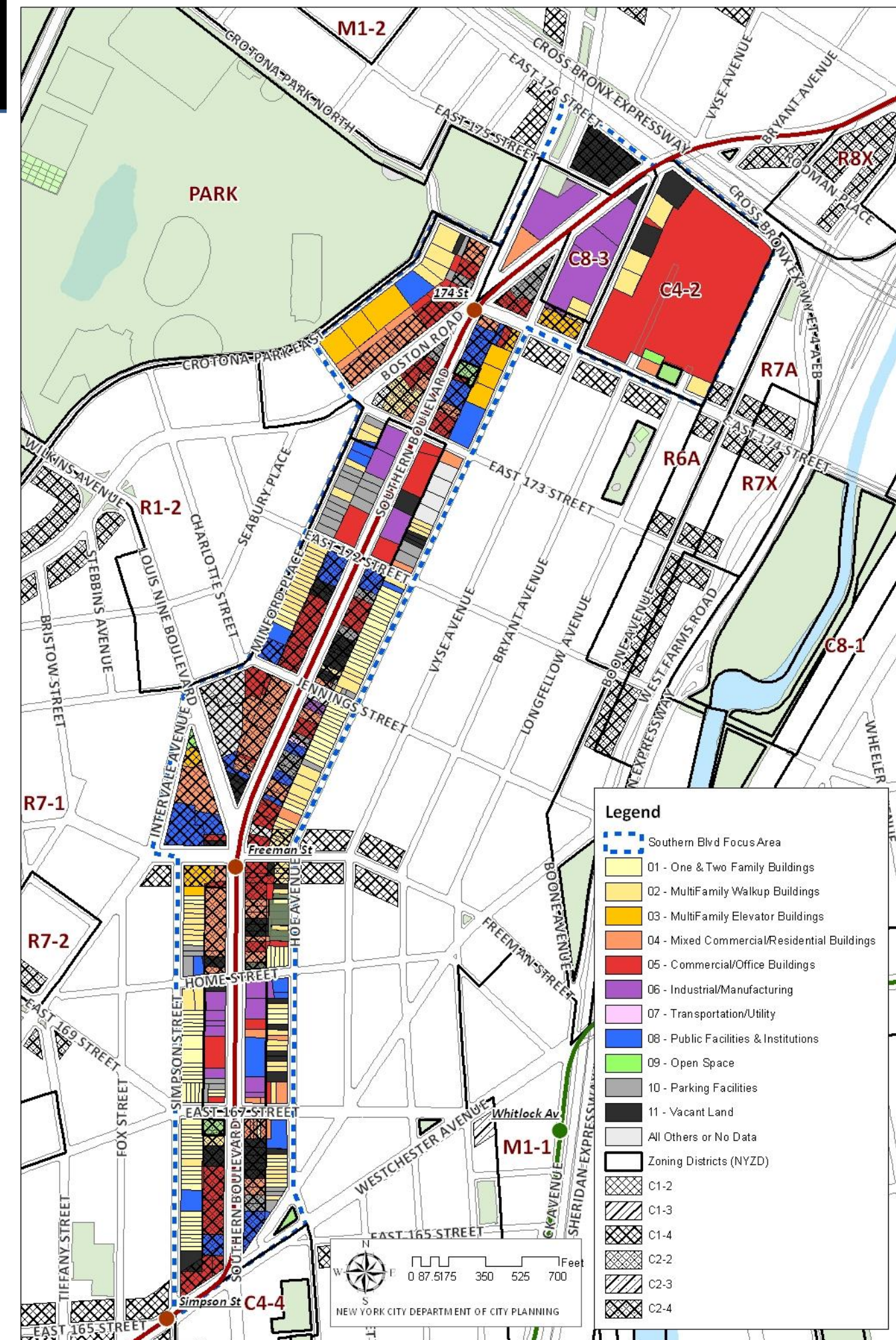
Land Use

- A wide variety of uses co-exist including
- Multi family residences
- Community facilities (Children’s Aid Society, Urban Health Plan health centers, OMRDD Day Treatment facility, religious centers, post office)
- Local commercial (Bodegas, restaurants, grocery stores, clothing stores etc.)
- Heavy commercial (Auto repair, gas station, auto-parts, commercial laundry)
- Warehousing (Self-Storage, commercial warehouses)
- Vacant sites
- Surface parking lots

Zoning

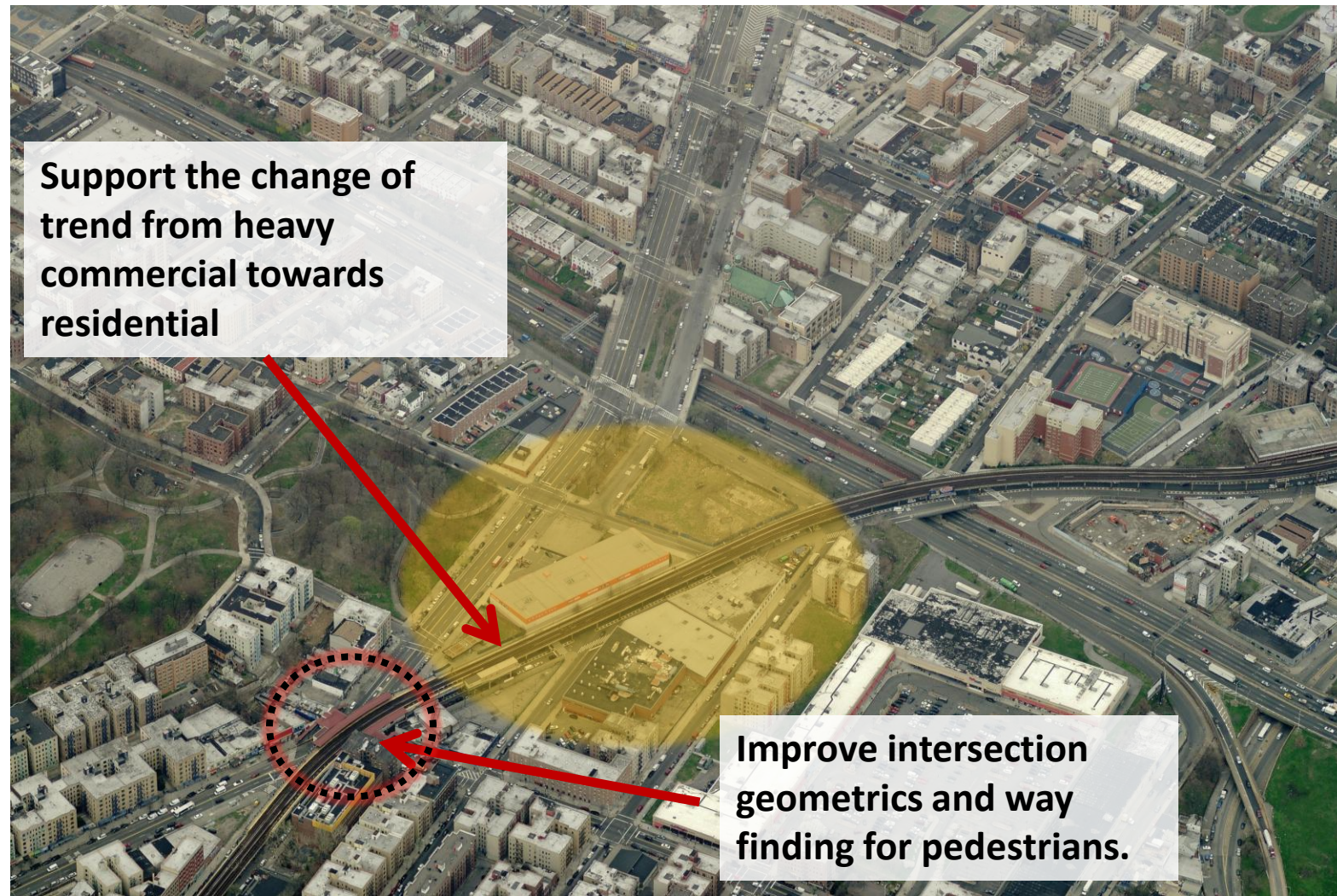
- The area is predominantly zoned for mid density residential with commercial overlays.
- Heavy commercial /light industrial zoning on two blocks has inhibited a continuous retail and residential corridor.

Southern Boulevard Focus Area: Land Use and Zoning



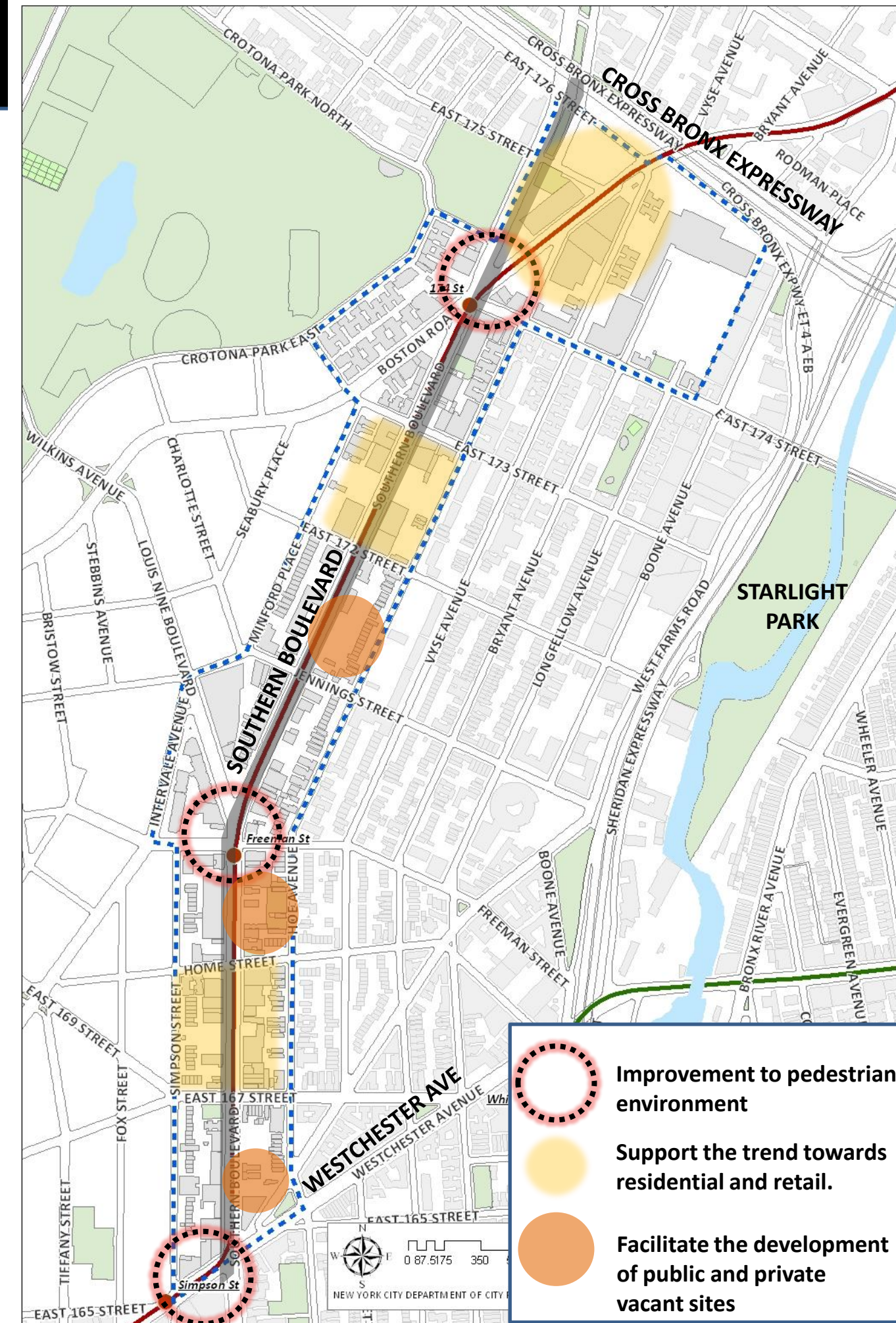
FOCUS AREA: SOUTHERN BOULEVARD

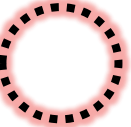

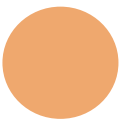
LAND USE AND DESIGN STRATEGY



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Southern Boulevard Focus Area: Strategy



-  Improvement to pedestrian environment
-  Support the trend towards residential and retail.
-  Facilitate the development of public and private vacant sites

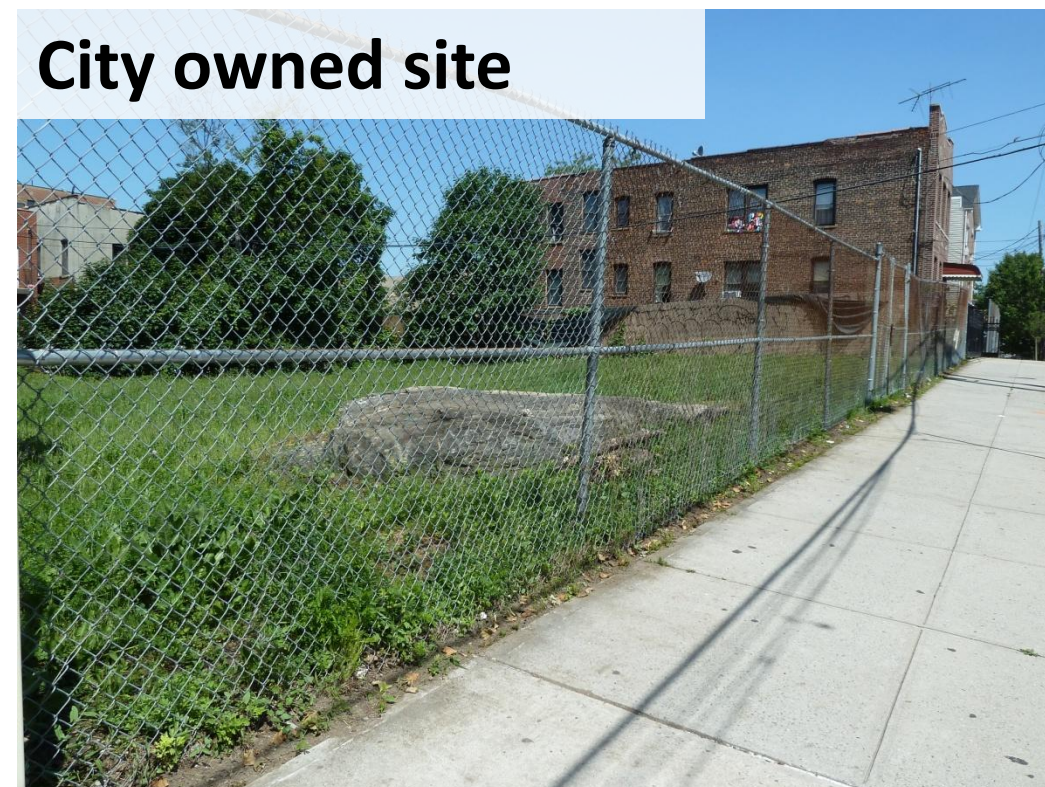
FOCUS AREA: SOUTHERN BOULEVARD LAND USE AND DESIGN STRATEGY



Facilitate development on vacant sites.



Privately owned site with difficult terrain



City owned site

FOCUS AREA: SOUTHERN BOULEVARD LAND USE AND DESIGN STRATEGY



FOCUS AREA: SOUTHERN BOULEVARD

POTENTIAL IMPROVEMENTS: PUBLIC PLAZAS

Triangular plaza – Belmont, Bronx



Plaza at New Lots



FOCUS AREA: EAST TREMONT AVE/WEST FARMS

OVERVIEW

The Area

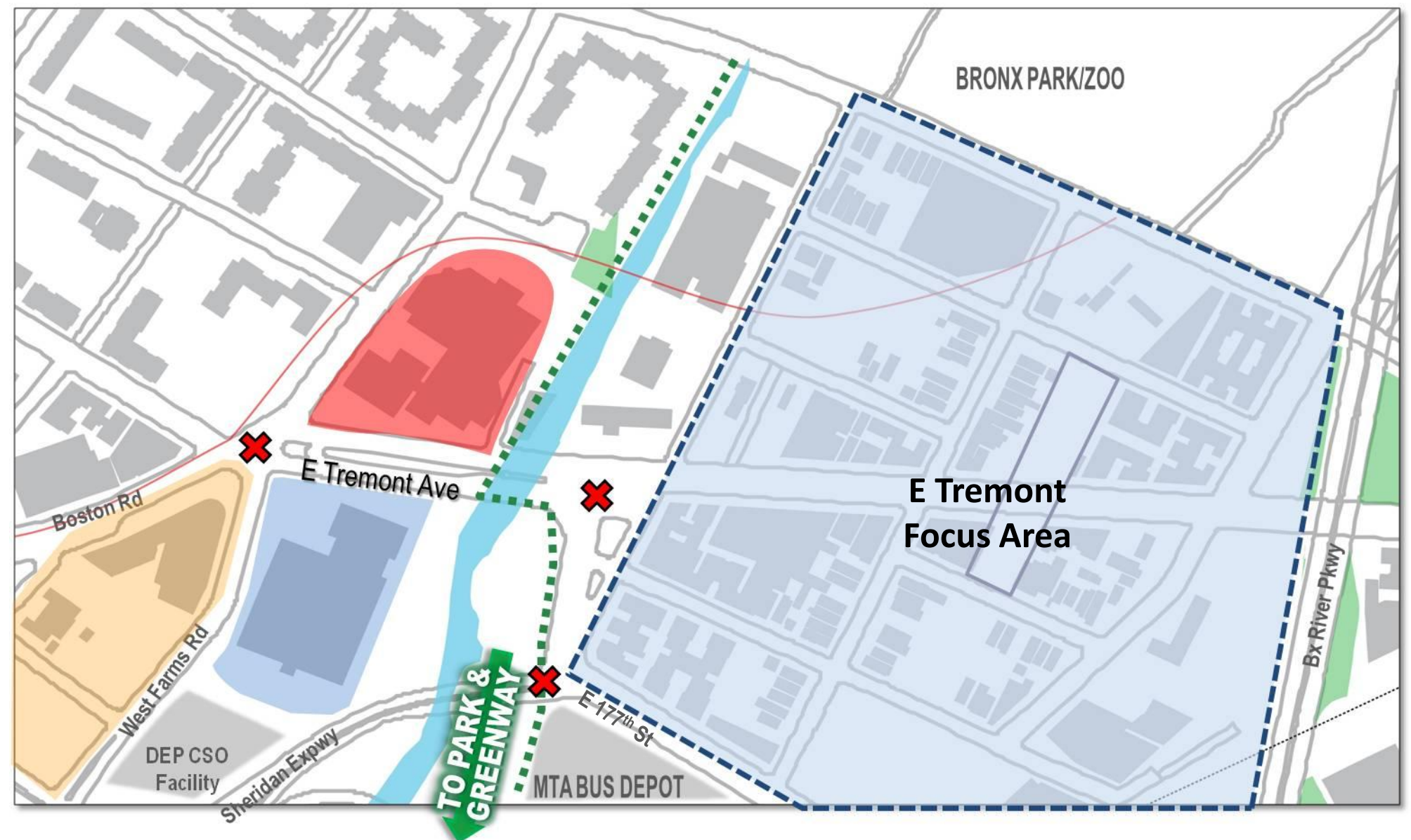
- Bounded by Bronx River Parkway, Cross Bronx Expressway
- Northern most point of CPE rezoning

Assets

- Area transit hub at West Farms Square
- Major institutions/employers in neighborhood – Bronx Zoo, Montefiore Medical Center

Issues

- Greenway and park access impacted by traffic congestion and poorly designed intersections
- Zoning discourages new investment in housing
- Auto dependent businesses located on key sites near public transit
- Significant amount of new housing in area requires investment in public amenities



	West Farms Square Plaza/Transit Hub		Express Subway Line
	Community Retail Center		CPE Rezoning and New Housing Development
	Bronx River Greenway		Pedestrian Safety Concerns
	Public School		Focus Area

FOCUS AREA: EAST TREMONT AVENUE

OVERVIEW

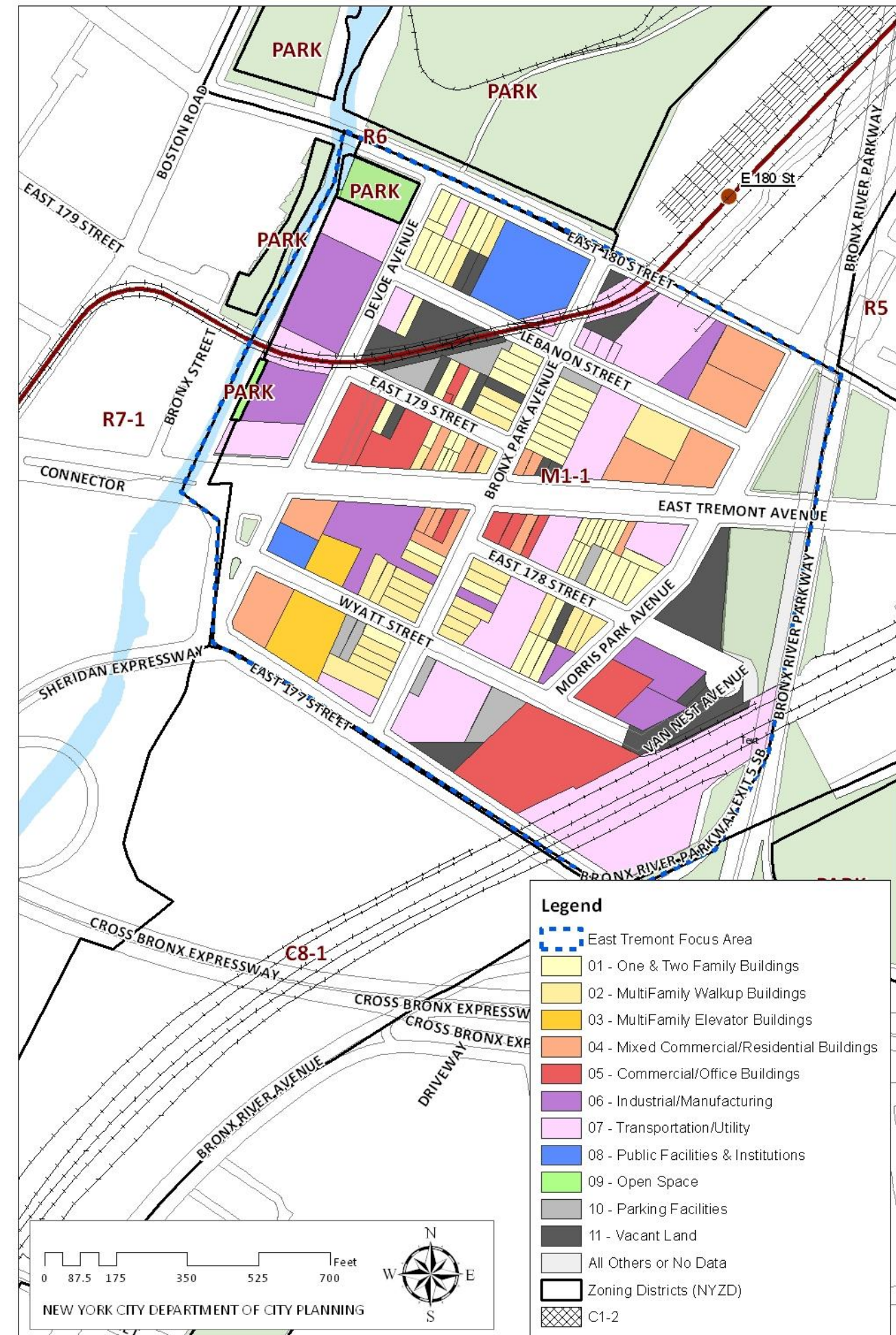
Land Use

- Single and two-family homes
- Medium density residential walk up and elevator buildings
- Auto related/ auto dependent uses
- Transportation/Utility land uses are primarily MTA owned sites – some are vacant and/or being redeveloped
- Housing adjacent to or collocated with uses allowed in M zones (auto repair, adult establishments)
- Retail diversity is limited along Tremont Avenue with few stores focused on resident needs
- Uses requiring ample parking and easy access to highways are located in area – Verizon, MTA, Post Office

Zoning

- The focus area is zoned M1-1 though 70% of the land use is non-industrial
- Most existing residential buildings were constructed before the area was zoned as a manufacturing district

East Tremont Focus Area: Land Use and Zoning



FOCUS AREA: EAST TREMONT AVENUE LAND USE AND DESIGN STRATEGY

Support residential development trend

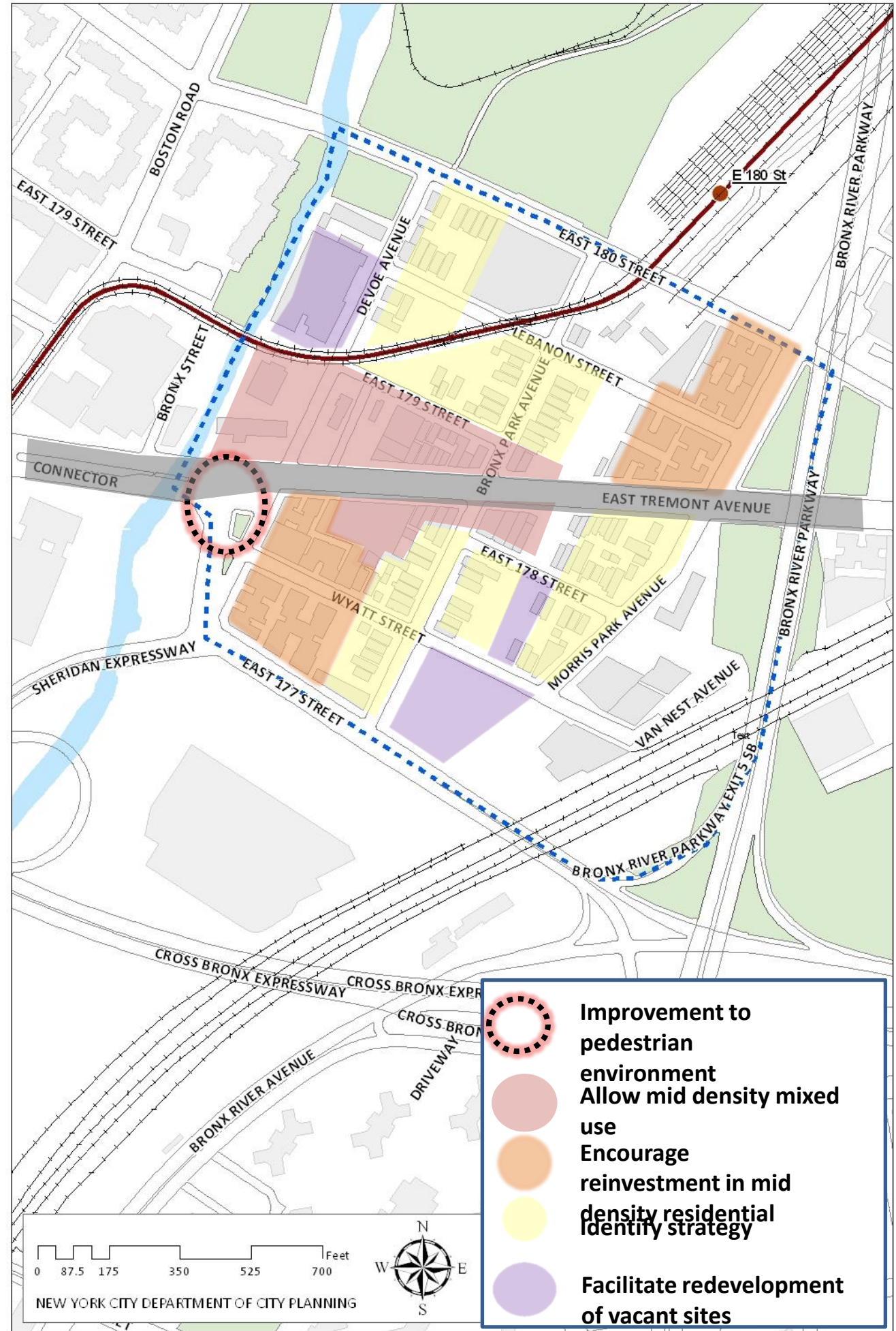


Protect the existing residential area



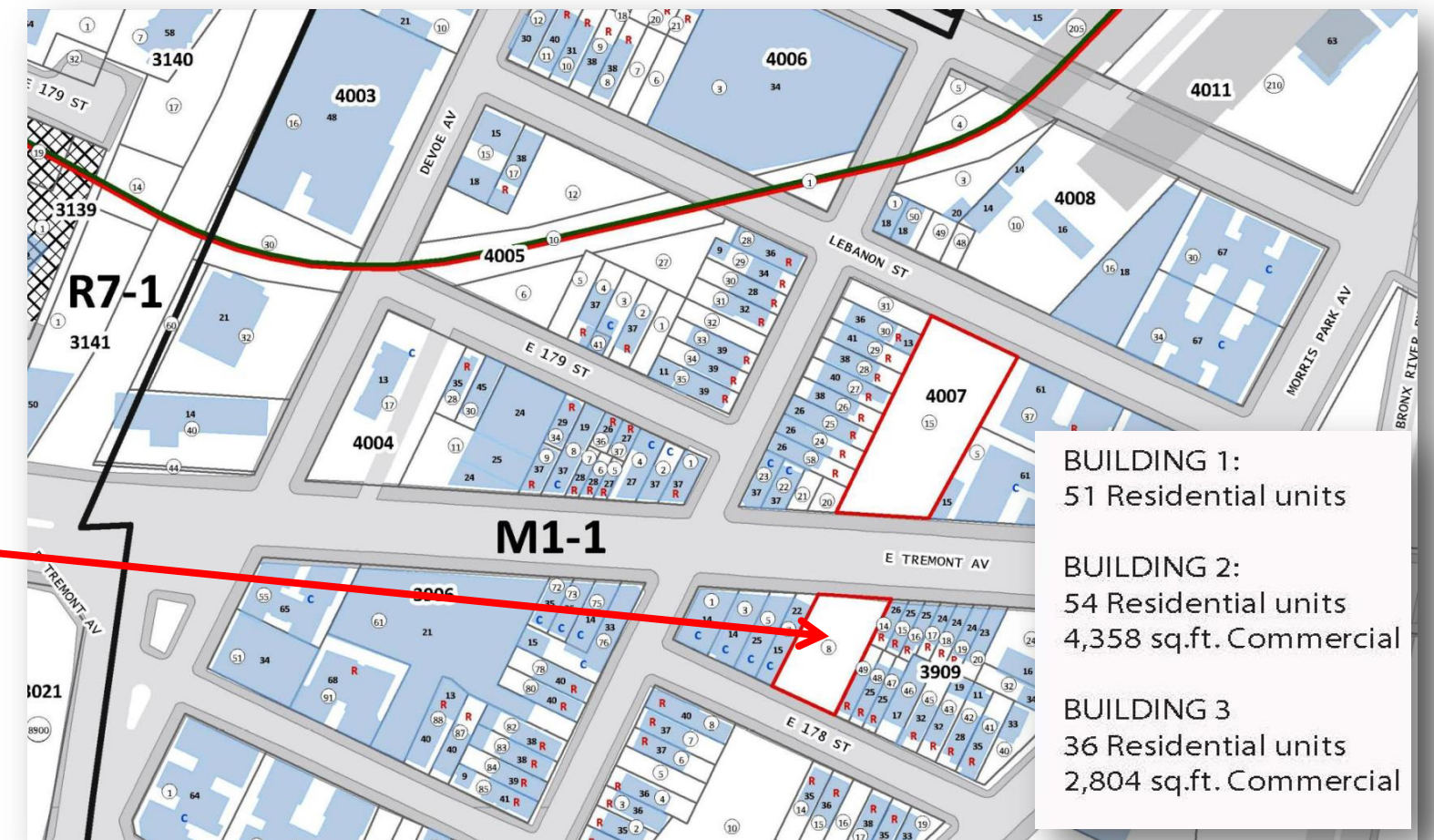
Encourage reinvestment

East Tremont Focus Area: Strategy



FOCUS AREA: EAST TREMONT AVENUE LAND USE AND DESIGN STRATEGY

Support residential development

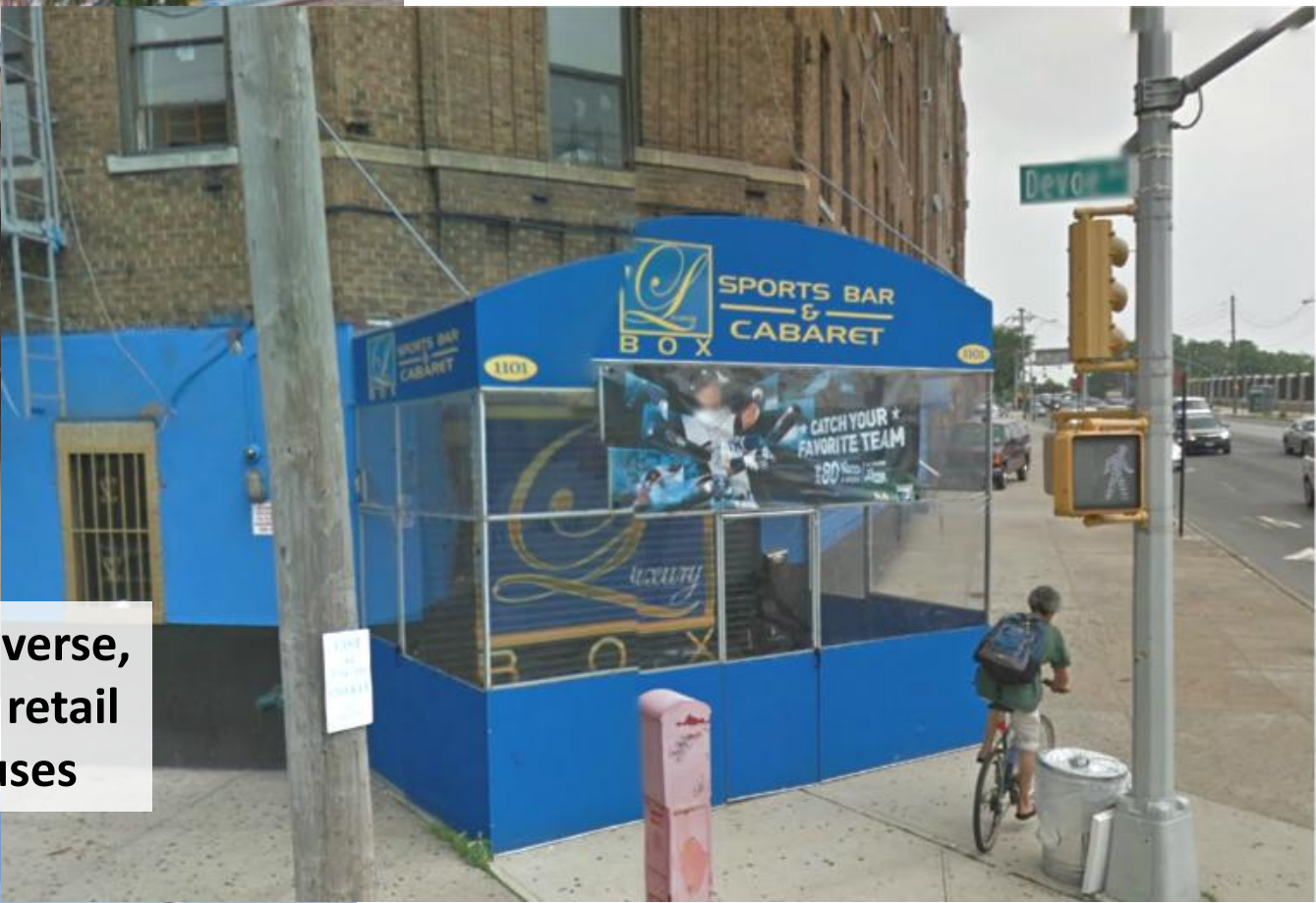


Make new residential development easier and more cost-efficient

FOCUS AREA: EAST TREMONT AVENUE

LAND USE AND DESIGN STRATEGY

Make Tremont Avenue a more vibrant commercial corridor



Allow for more diverse, resident focused retail - commercial uses



FOCUS AREA: EAST TREMONT AVENUE

LAND USE AND DESIGN STRATEGY



Redesign West Farms Square –
Subway station and public plaza

Improve intersection
geometrics and way finding for
pedestrians

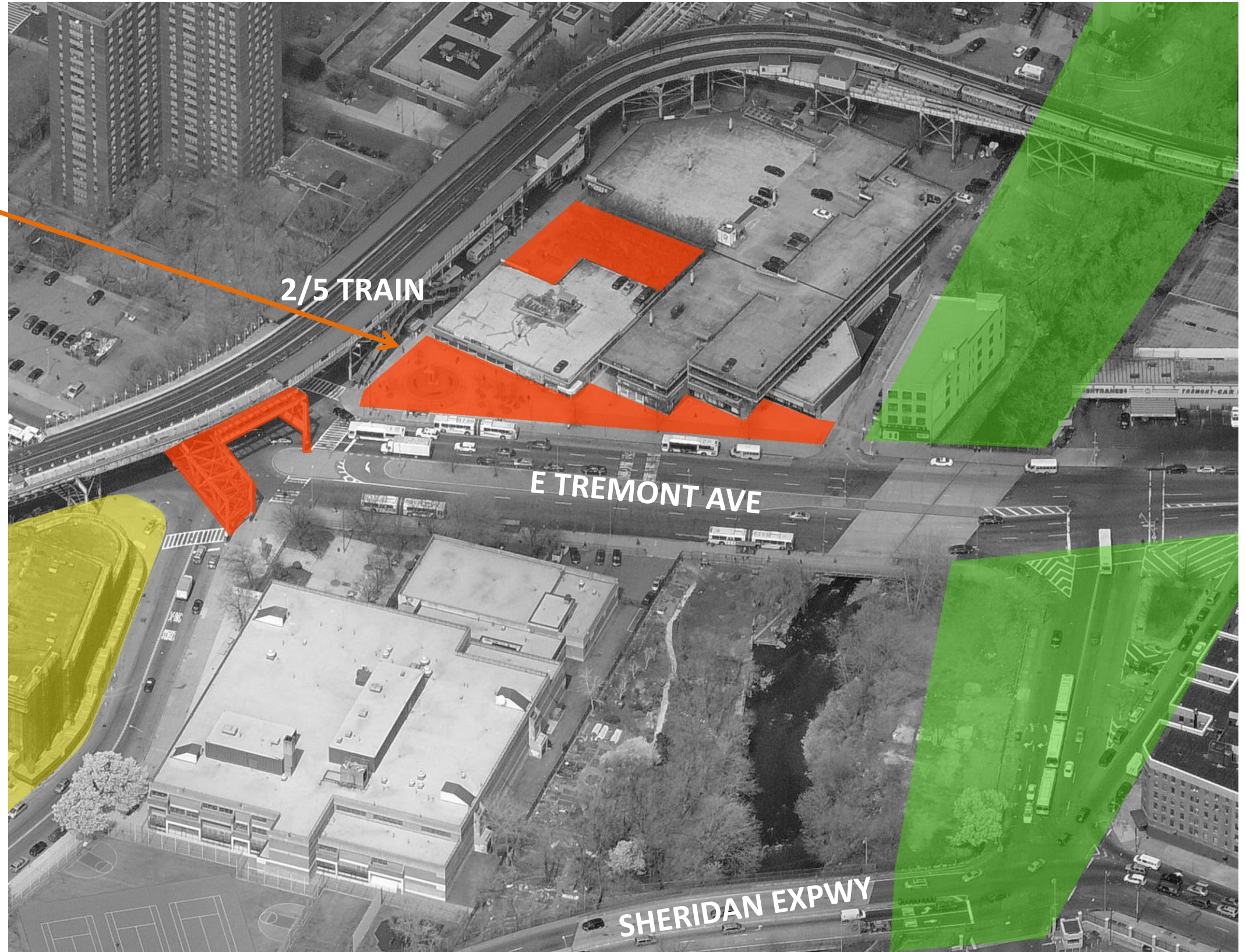
Orthophoto Base Map Copyrighted by the New York City Department of Information Technology and Telecommunications. All rights reserved






FOCUS AREA: EAST TREMONT AVENUE

POTENTIAL IMPROVEMENTS

Click [here](#) to learn more about plaza improvements that could be implemented at this site



- CROTONA PARK EAST REZONING 
- PLANNED IMPROVEMENTS 
- POTENTIAL IMPROVEMENTS 

FOCUS AREA: EAST TREMONT AVENUE

POTENTIAL IMPROVEMENTS: EXAMPLE PROJECT – QUEENS PLAZA



QUEENS PLAZA, LONG ISLAND CITY, QUEENS

- Gateway to Long Island City and Borough of Queens
- Major public transit hub – corridor for cars and transit riders
- Medians widened for new, off-street bike lane and pedestrian paths and traffic lanes reorganized for safer traffic flow
- Conversion of 1.5 acre parking lot into open space, streetscape and lighting improvements
- Native plantings, wetland, rain garden, artist-designed seating and paving, and new lighting and crosswalks throughout the site



FOCUS AREA: BRONX RIVER AVENUE

OVERVIEW

The Area

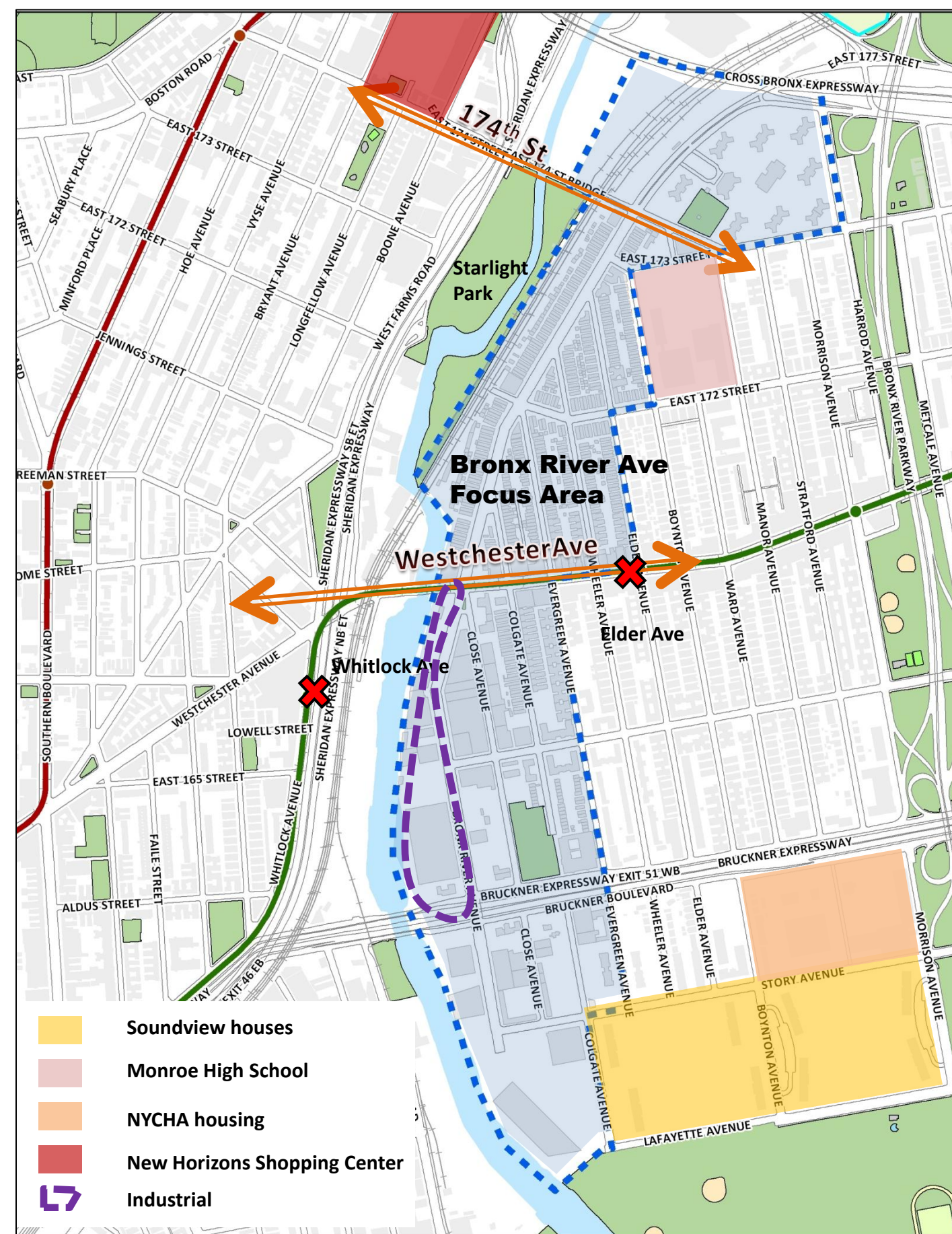
- North-south corridor bounded by the Cross Bronx Expressway and 174th (north) and Story Ave (south)

Assets

- Major pedestrian corridors provide connection to transit and shopping districts
- Vibrant industrial area south of Westchester Ave
- Large vacant site along waterfront presents opportunity for future development and potential waterfront access

Issues

- Major intersections along the corridor are congested and difficult to traverse (174th, Westchester Ave, Bruckner Blvd)
- South of the Bruckner residents have no direct subway access and bus service is not adequate
- Along Story Avenue no buffer between industrial core and major residential developments
- Access to new parkland encumbered by Amtrak rail and highway infrastructure
- Vibrant commercial corridor along Westchester dies out approaching the river and expressway



FOCUS AREA: BRONX RIVER AVENUE

LAND USE & ZONING

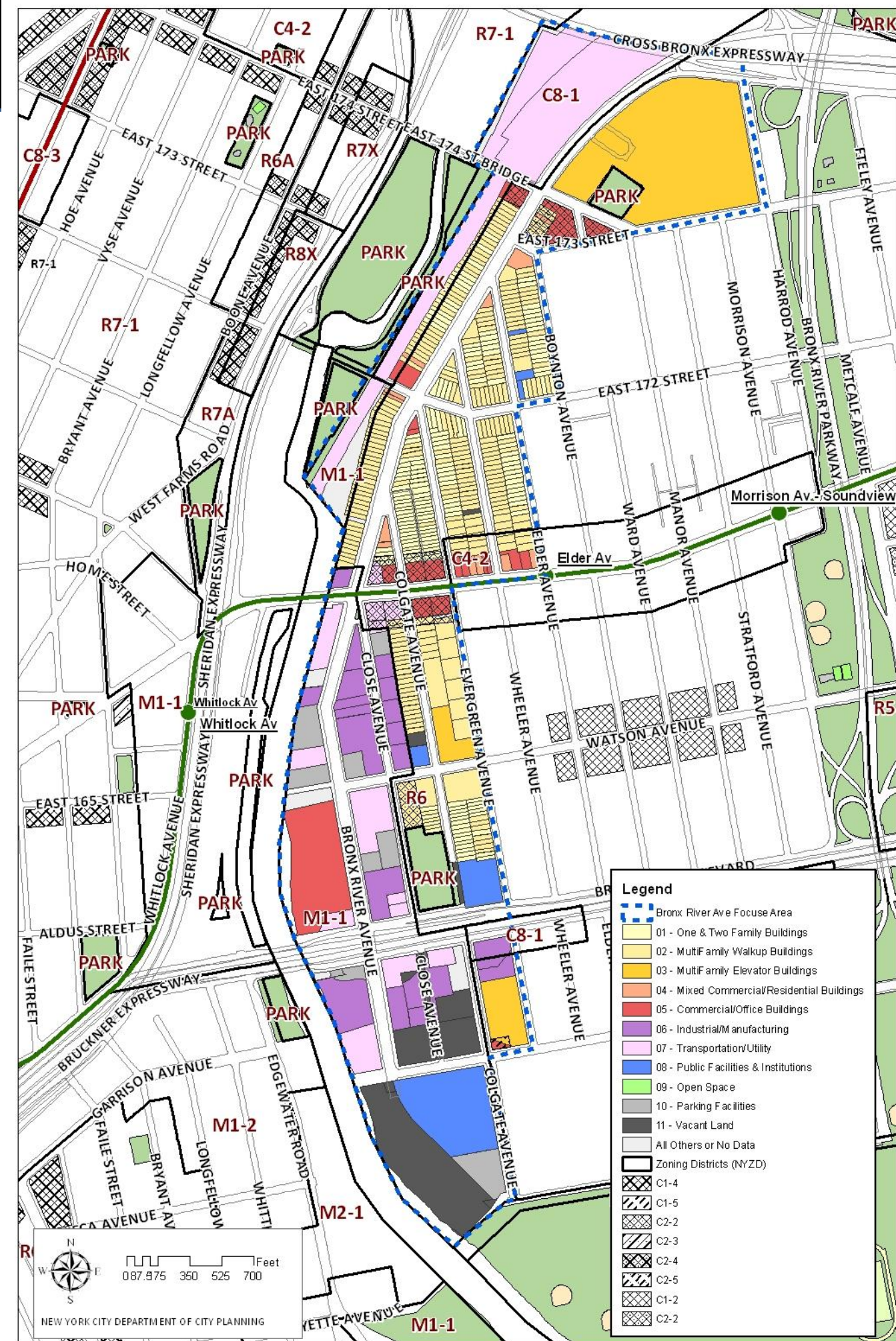
Land use

- Single and two family housing capped by small multi-family dwellings
- Large co-op and NYCHA developments
- Westchester Ave commercial district ends at Bronx River Ave
- Bustling industrial corridor south of Westchester Avenue
- Many auto related uses and construction oriented businesses in the industrial area
- Some office use in area includes NYC HRA, Civetta Architects and Con Edison
- Other businesses in M zone include food wholesale, recycling, storage facilities
- Some resident focused establishments in industrial corridor

Zoning

- Primarily zoned residential with M zoning along Bronx River Avenue and the waterfront
- Two small commercial zones; a strip of C8 along the Bruckner Expwy and a small commercial overlay district at 174th St

Bronx River Ave : Land Use and Zoning



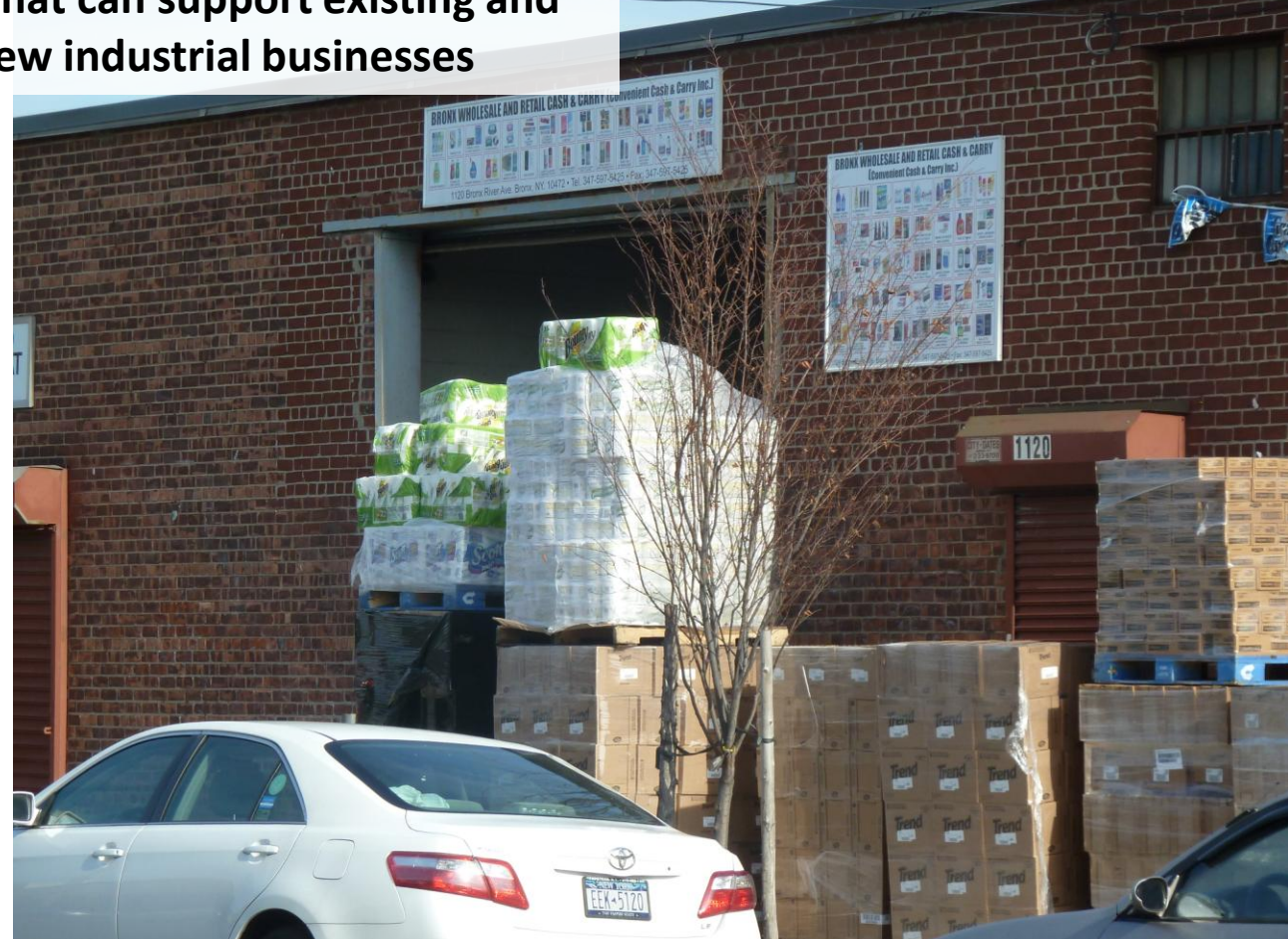
FOCUS AREA: BRONX RIVER AVENUE

LAND USE AND DESIGN STRATEGY

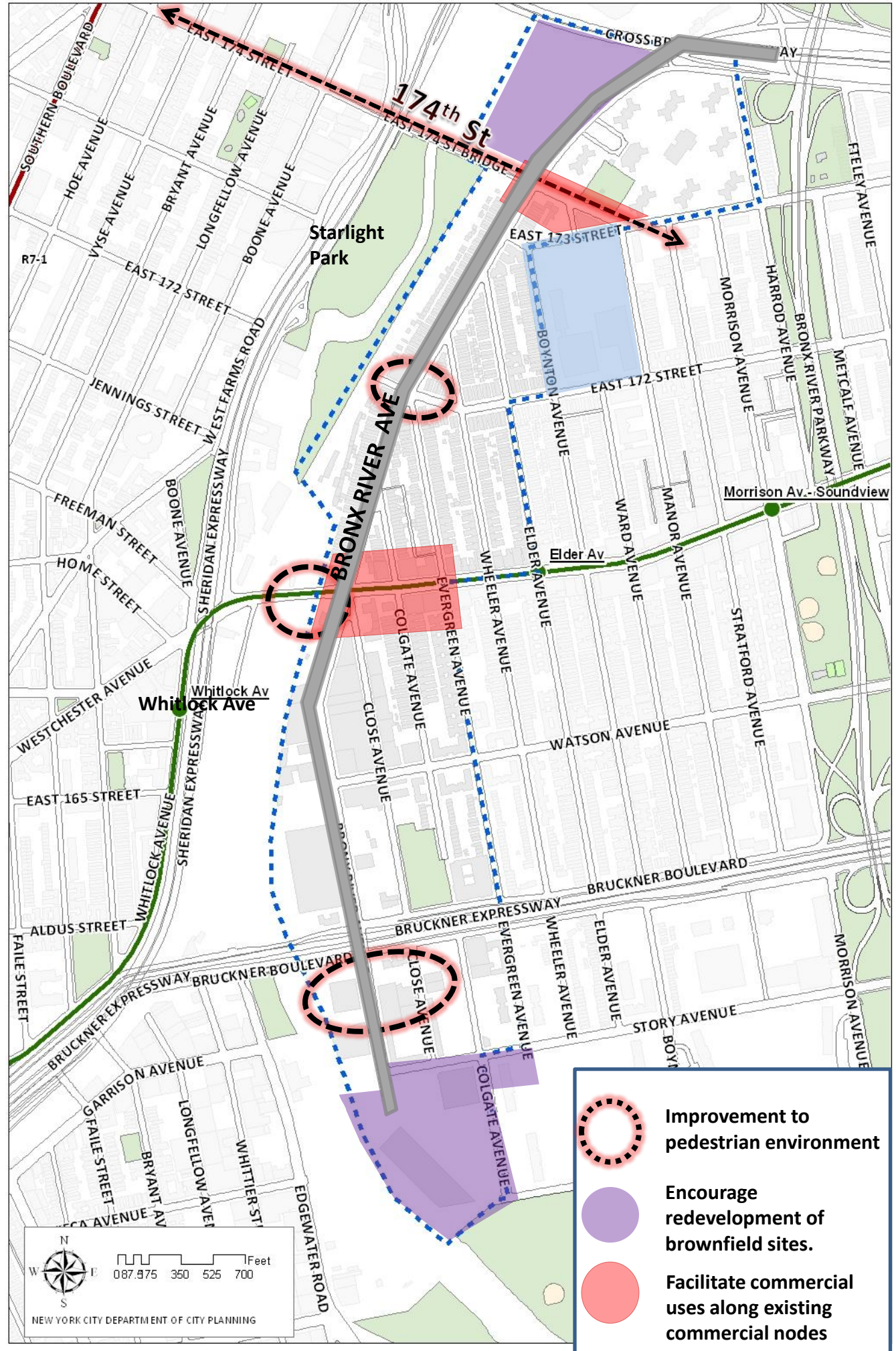
Strengthen industrial business sector



Identify economic development policies that can support existing and attract new industrial businesses



Bronx River Ave : Strategy

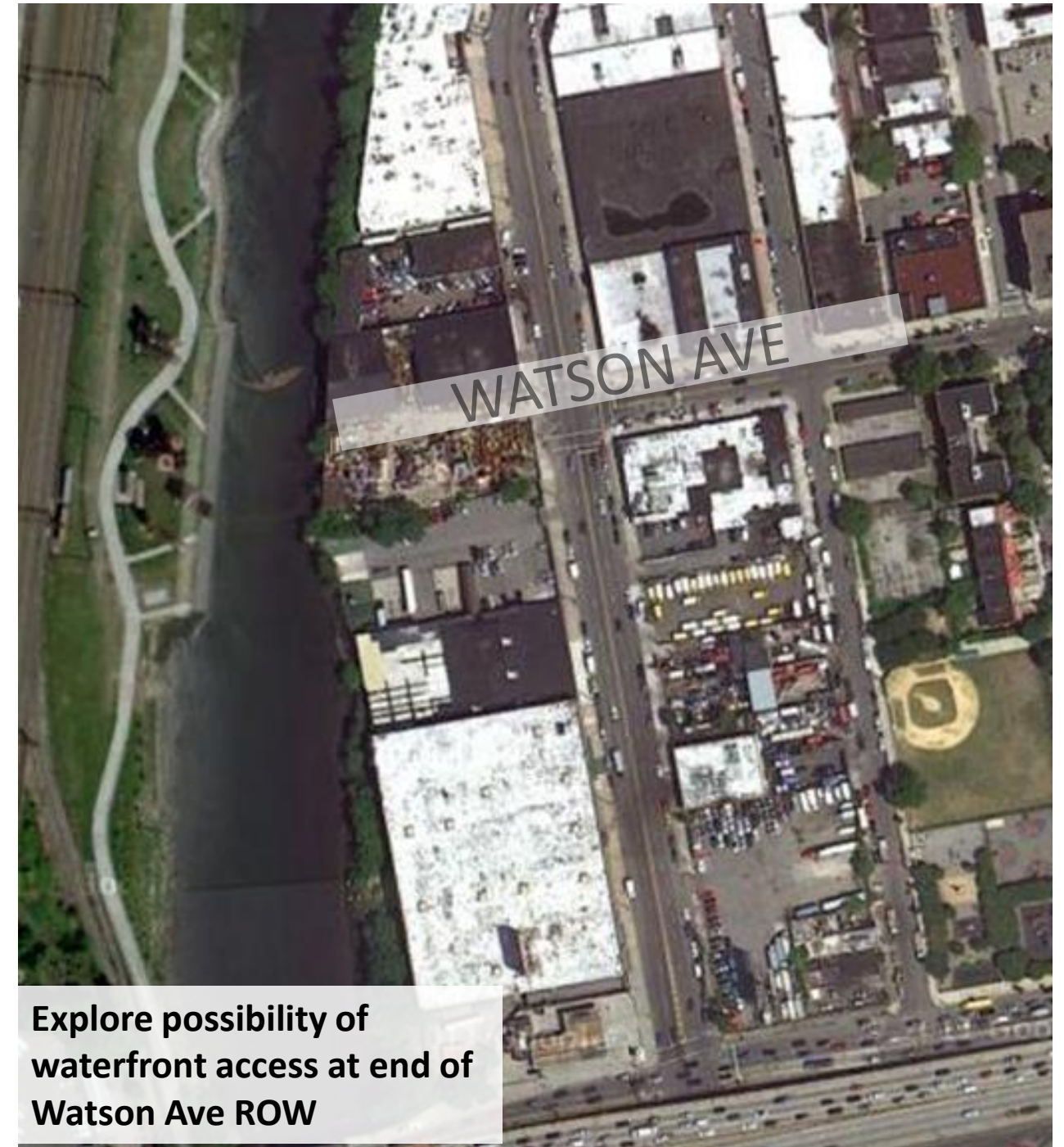
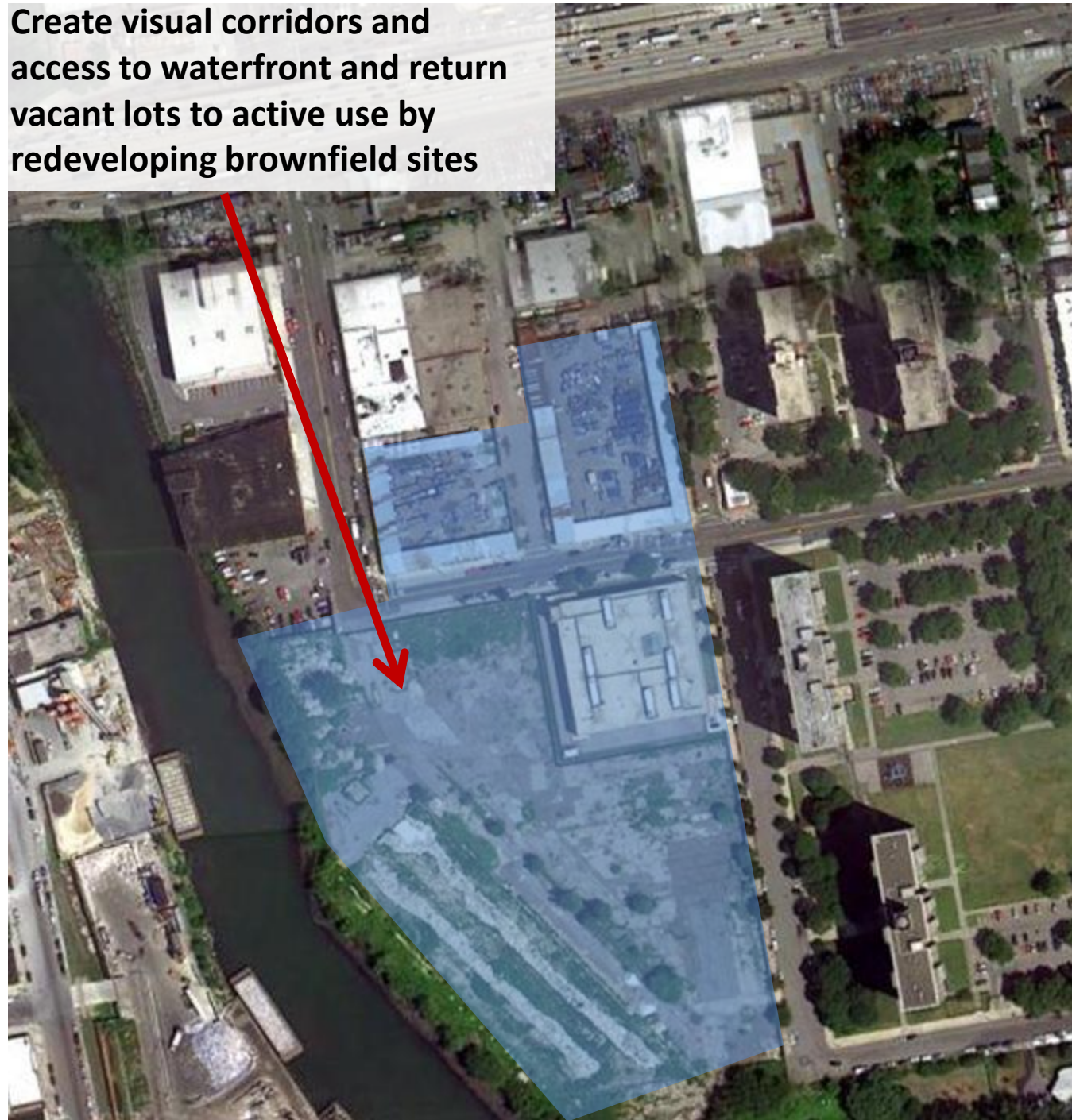


FOCUS AREA: BRONX RIVER AVENUE

LAND USE AND DESIGN STRATEGY

Adopt policy toward waterfront development that encourages investment and opens up new access points

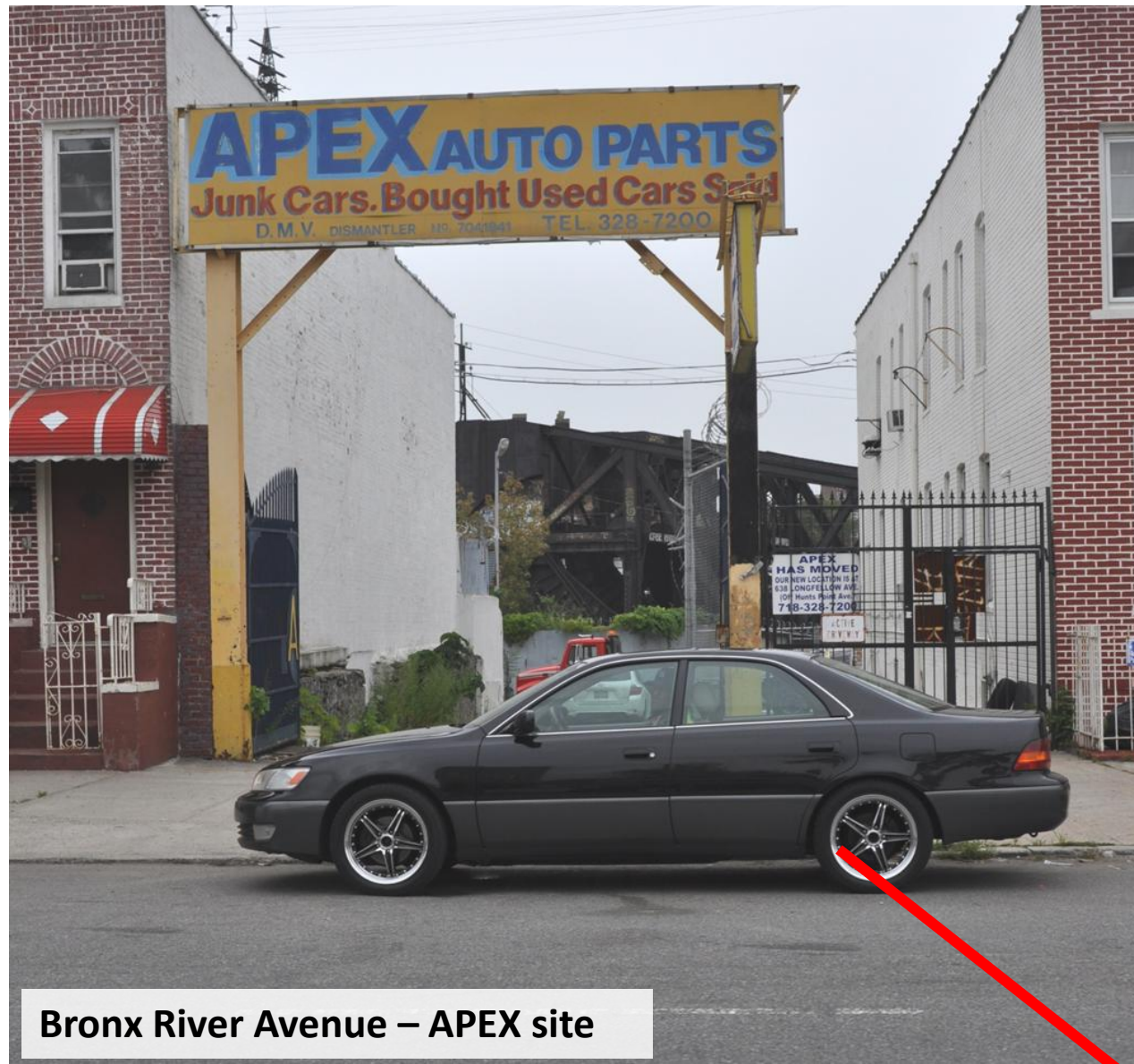
Create visual corridors and access to waterfront and return vacant lots to active use by redeveloping brownfield sites



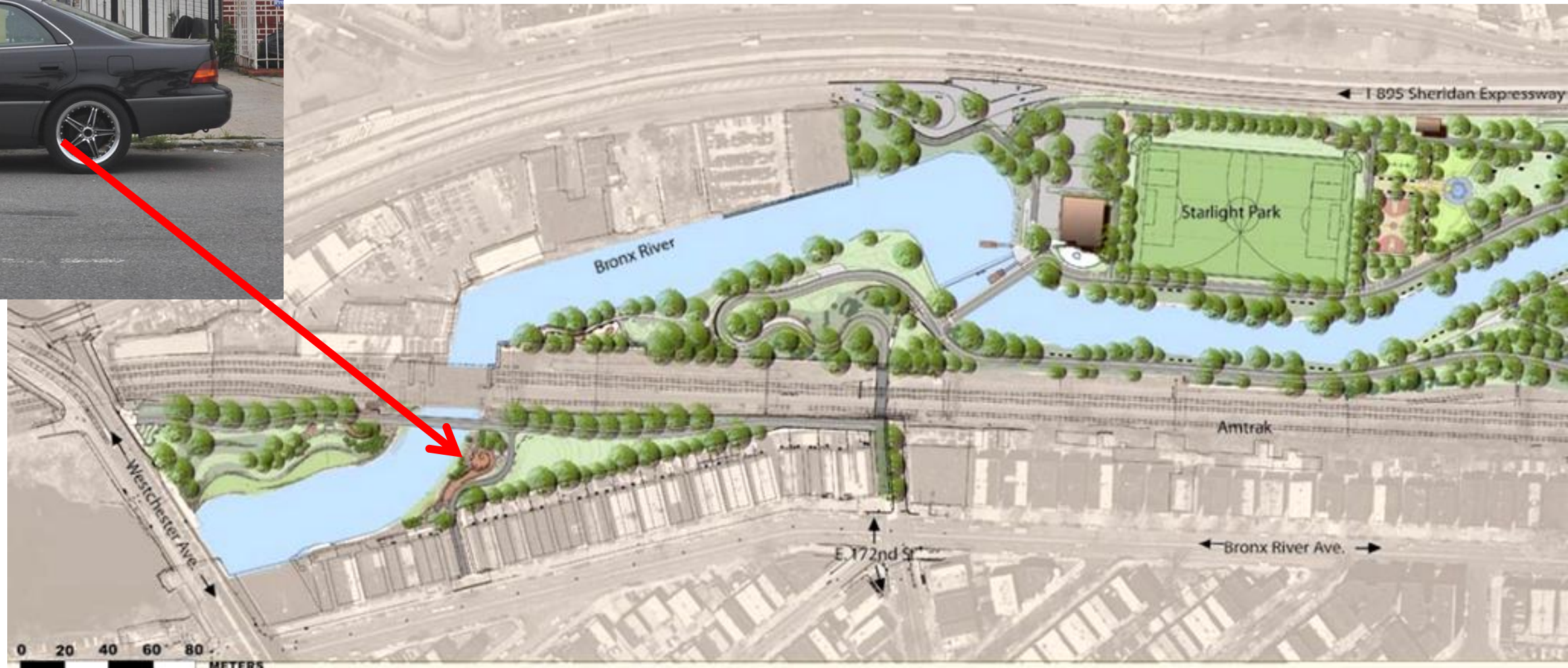
FOCUS AREA: BRONX RIVER AVENUE

LAND USE AND DESIGN STRATEGY

Introduce appropriate streetscape and new connections to planned greenway entrances

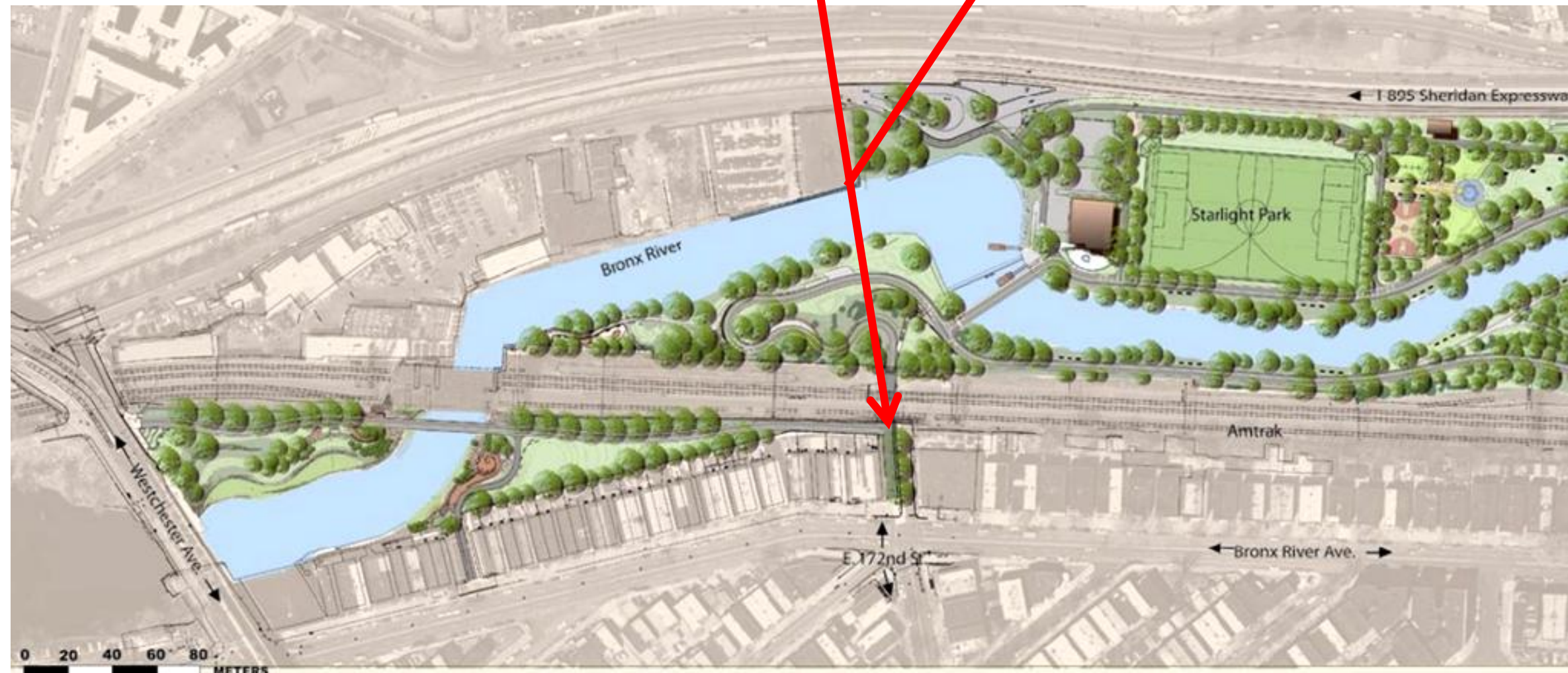


Bronx River Avenue – APEX site



FOCUS AREA: BRONX RIVER AVENUE LAND USE AND DESIGN STRATEGY

Introduce appropriate streetscape and new connections to planned greenway entrances



FOCUS AREA: BRONX RIVER AVENUE

LAND USE AND DESIGN STRATEGY

Make improvements to 174th street bridge and underpass



FOCUS AREA: BRONX RIVER AVENUE

POTENTIAL IMPROVEMENTS

Examples of projects to improve the pedestrian experience under bridges that could be implemented at this site:

[East River Esplanade](#)

[Madrid Rio Cascara Bridge](#)

[Brooklyn Bridge](#)

CROTONA PARK EAST REZONING



PLANNED IMPROVEMENTS



POTENTIAL IMPROVEMENTS



FOCUS AREA: WESTCHESTER AVE

OVERVIEW

The Area

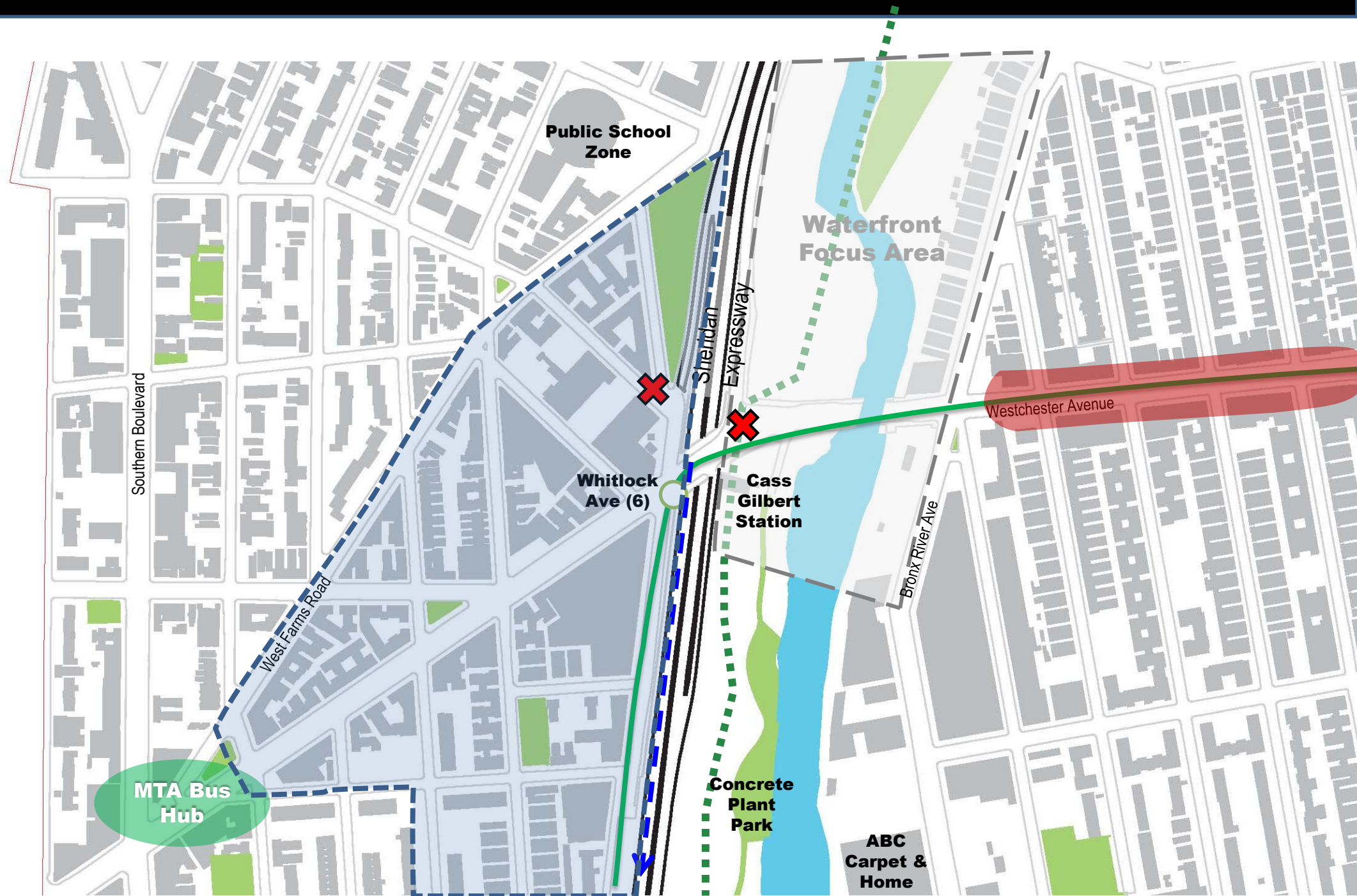
- Area is just south of CPE rezoning
- Three Sheridan Expressway entrance/exit ramps
- Elementary, Middle and High Schools in the area

Assets

- Recent investment in open space on waterfront
- Subway and bus access
- Old rail station is a unique historic resource

Issues

- Underutilized subway station at Whitlock in midst of manufacturing district
- Lots along Whitlock are constrained due to adjacent MTA structures and odd lot configurations
- Westchester Ave retail corridor does not continue west past Bronx River Ave
- Parks are not visible from the street and are difficult to reach



- | | |
|--|--|
|  Public School |  6 Subway Line |
|  Pedestrian Safety Concerns |  Bronx River Greenway |
|  Westchester Avenue Commercial District |  Truck Route to Hunts Point |

FOCUS AREA: WESTCHESTER AVE

LAND USE AND ZONING

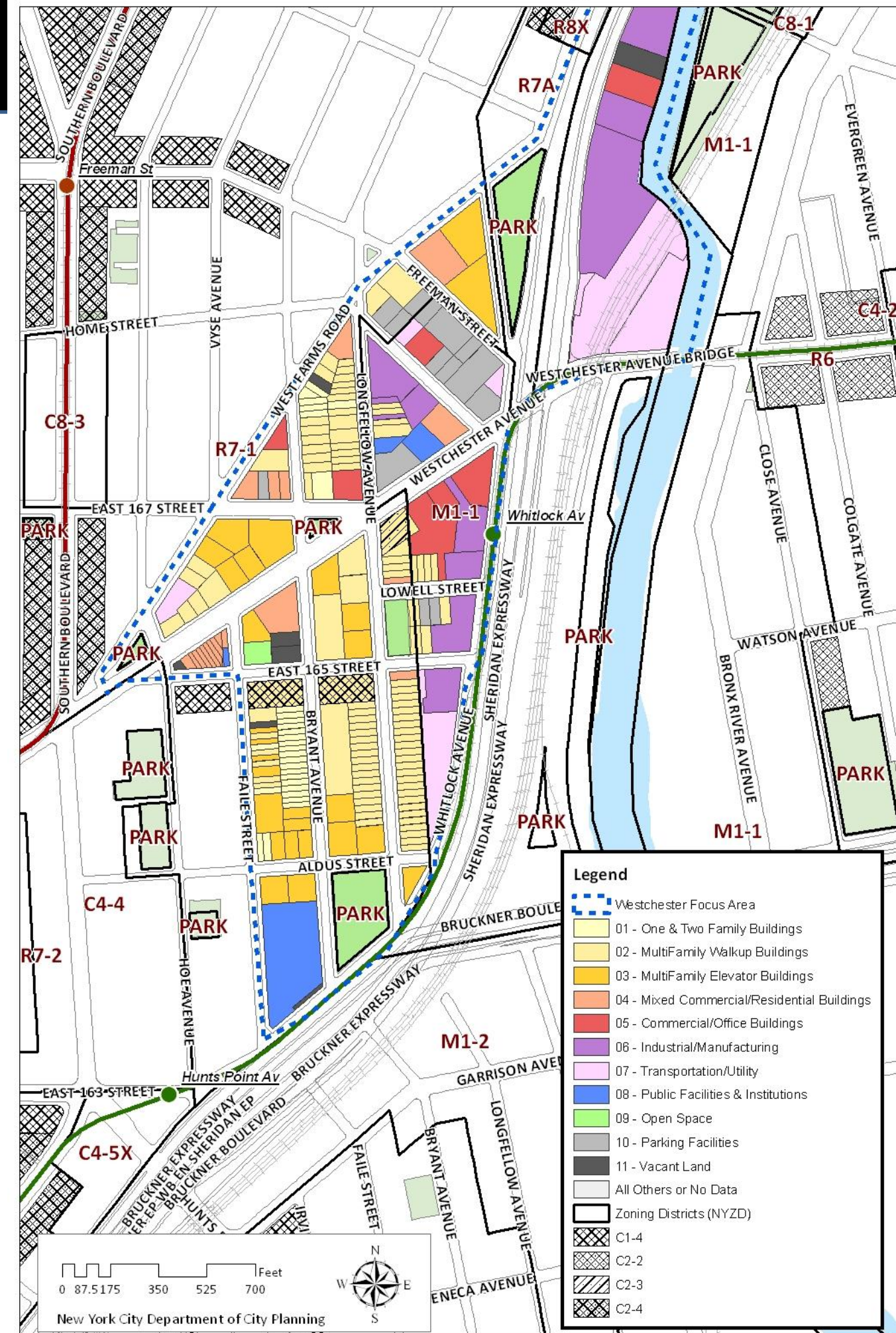
Land Use

- Few local commercial establishments along Westchester west of the river
- Manufacturing zone to the east dominated by auto-related uses (gas stations, parking, car repair, etc.)
- Other land uses in M zone include churches, a night club and small restaurants
- Residential zone includes a mix of low to medium density housing types
- Current R zone does not allow ground floor retail
- No commercial or street-level retail in either the residential or industrial parts of the focus area

Zoning

- Some of the area is zoned for industrial use though residential development is becoming increasingly common
- Industrial uses and unsafe pedestrian walkways limit access to local amenities, namely Concrete Plans and Starlight Park

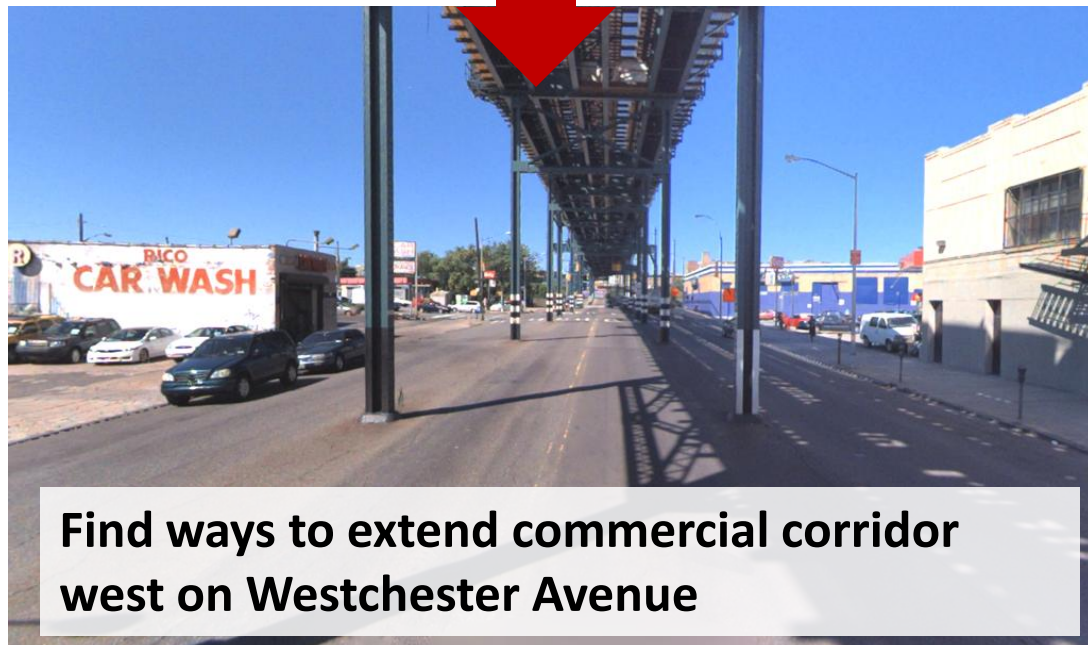
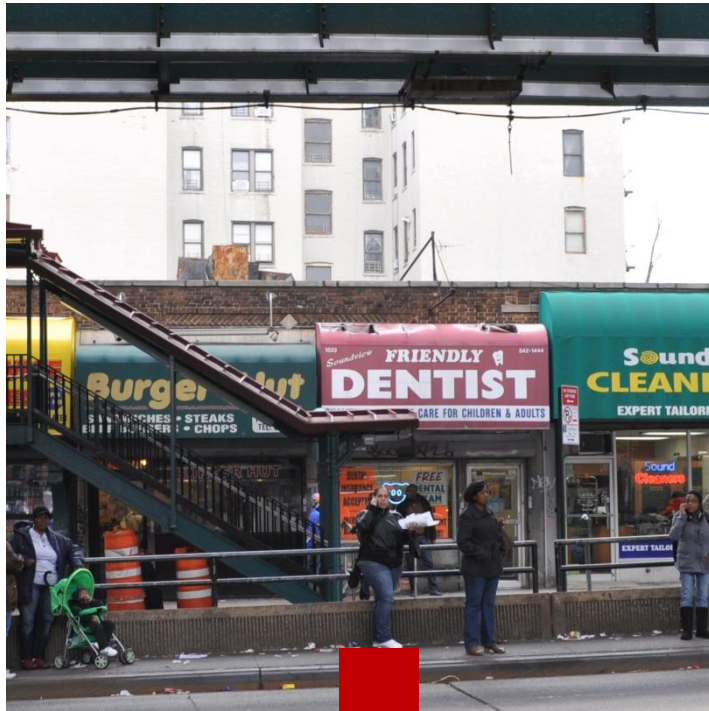
Westchester Ave Focus Area: Land Use and Zoning



FOCUS AREA: WESTCHESTER AVE

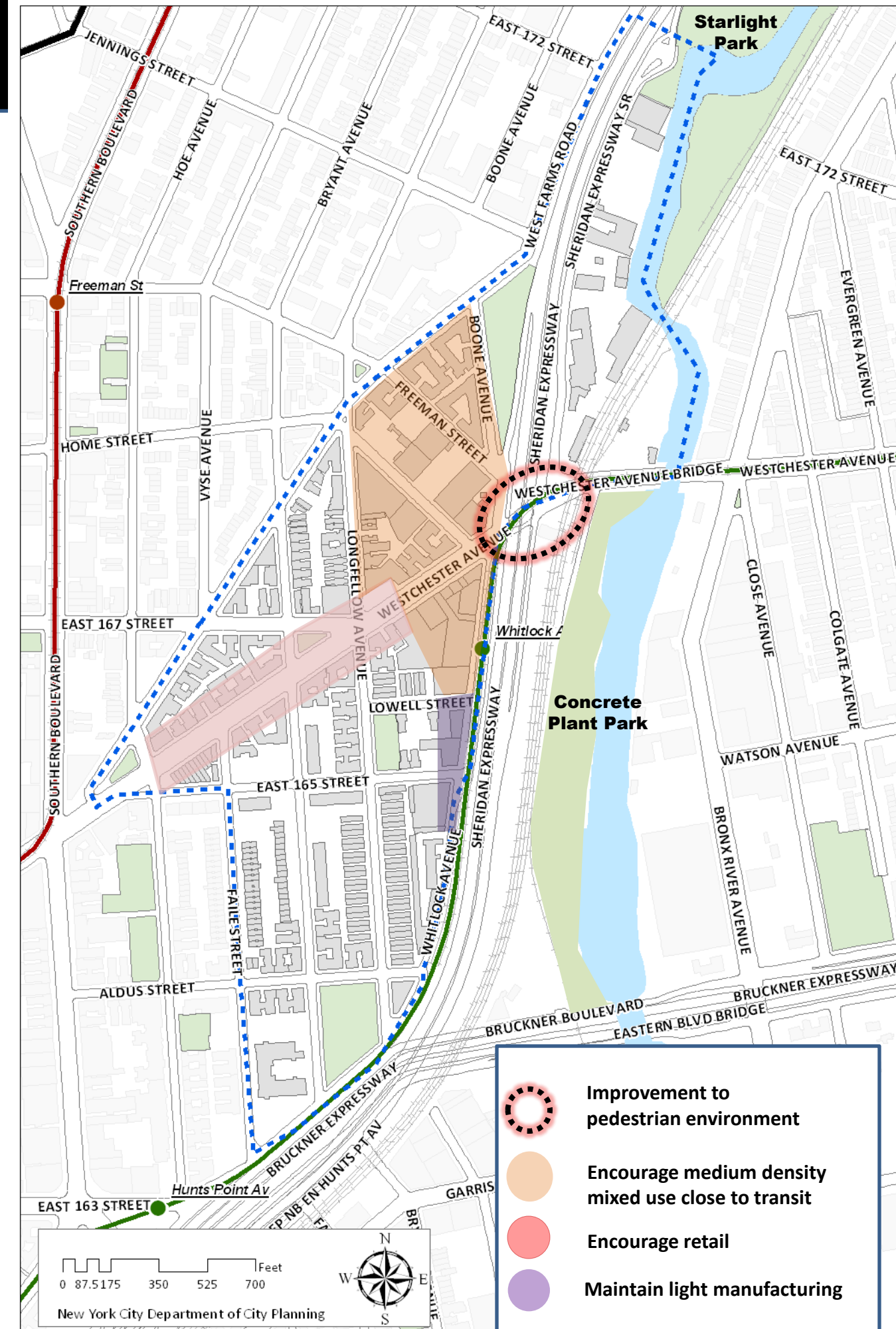
LAND USE AND DESIGN STRATEGY

Encourage additional residential and related retail development along Westchester Ave near underutilized transit stop



Find ways to extend commercial corridor west on Westchester Avenue

Westchester Ave Focus Area: Strategy



FOCUS AREA: WESTCHESTER AVE LAND USE AND DESIGN STRATEGY

Encourage additional residential and related retail development along Westchester Ave near underutilized transit stop

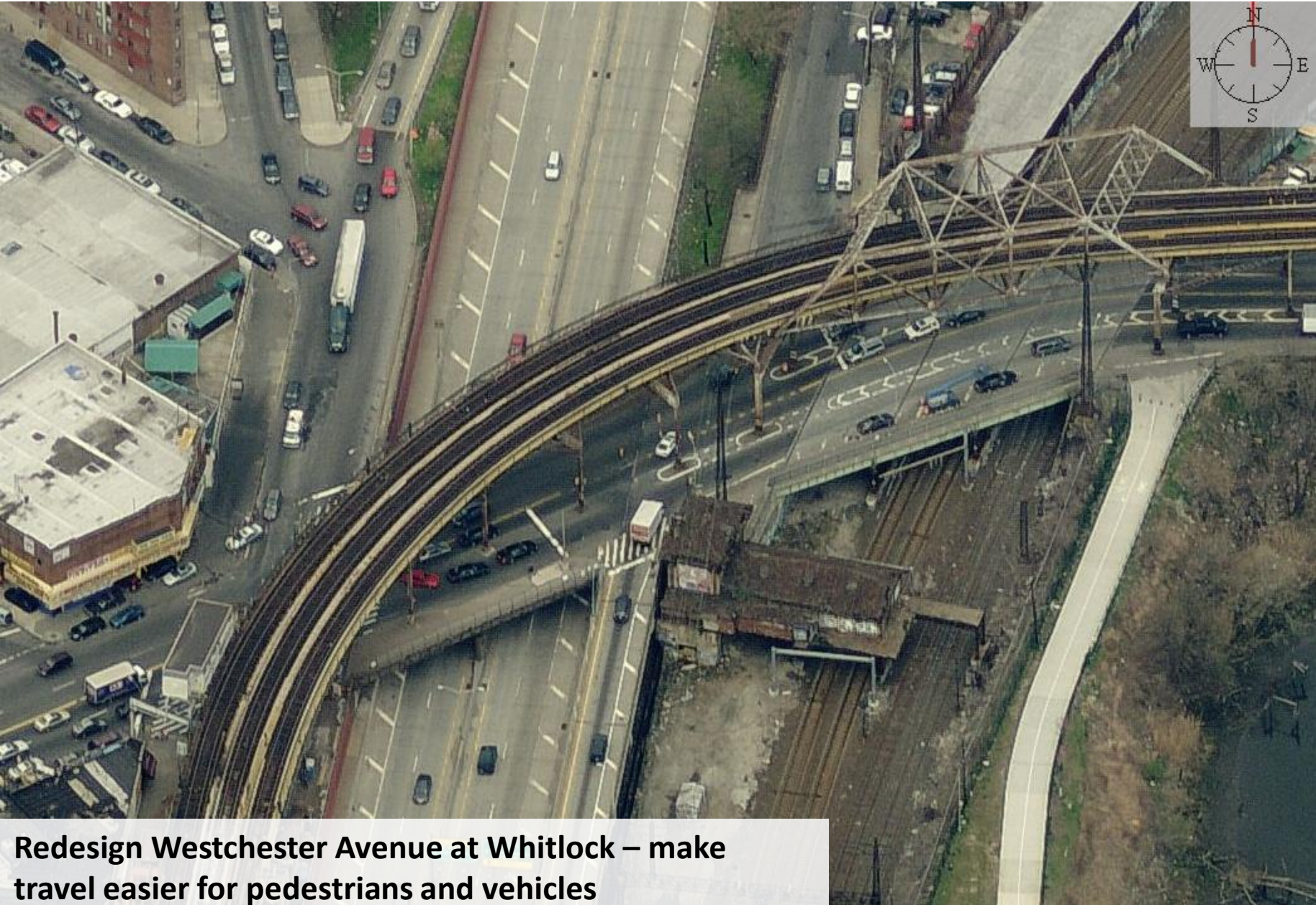


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FOCUS AREA: WESTCHESTER AVE LAND USE AND DESIGN STRATEGY

Make intersections safer for pedestrians – shorter crossings, pedestrian refuge areas and wider sidewalks are needed



Redesign Westchester Avenue at Whitlock – make travel easier for pedestrians and vehicles

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FOCUS AREA: WESTCHESTER AVE LAND USE AND DESIGN STRATEGY

Make parks more visible from the street and more easily accessible



The old rail station at Westchester and Whitlock could provide more direct access to Concrete Plant Park

FOCUS AREA: WESTCHESTER AVE

POTENTIAL IMPROVEMENTS

Examples of art installations and decking options to inspire the revitalization of these sites:

[The Cap at Union Station](#)

[Color Jam, Chicago, Illinois](#)

[NYCDOT Urban Art Program](#)

CROTONA PARK EAST REZONING



PLANNED IMPROVEMENTS



POTENTIAL IMPROVEMENTS

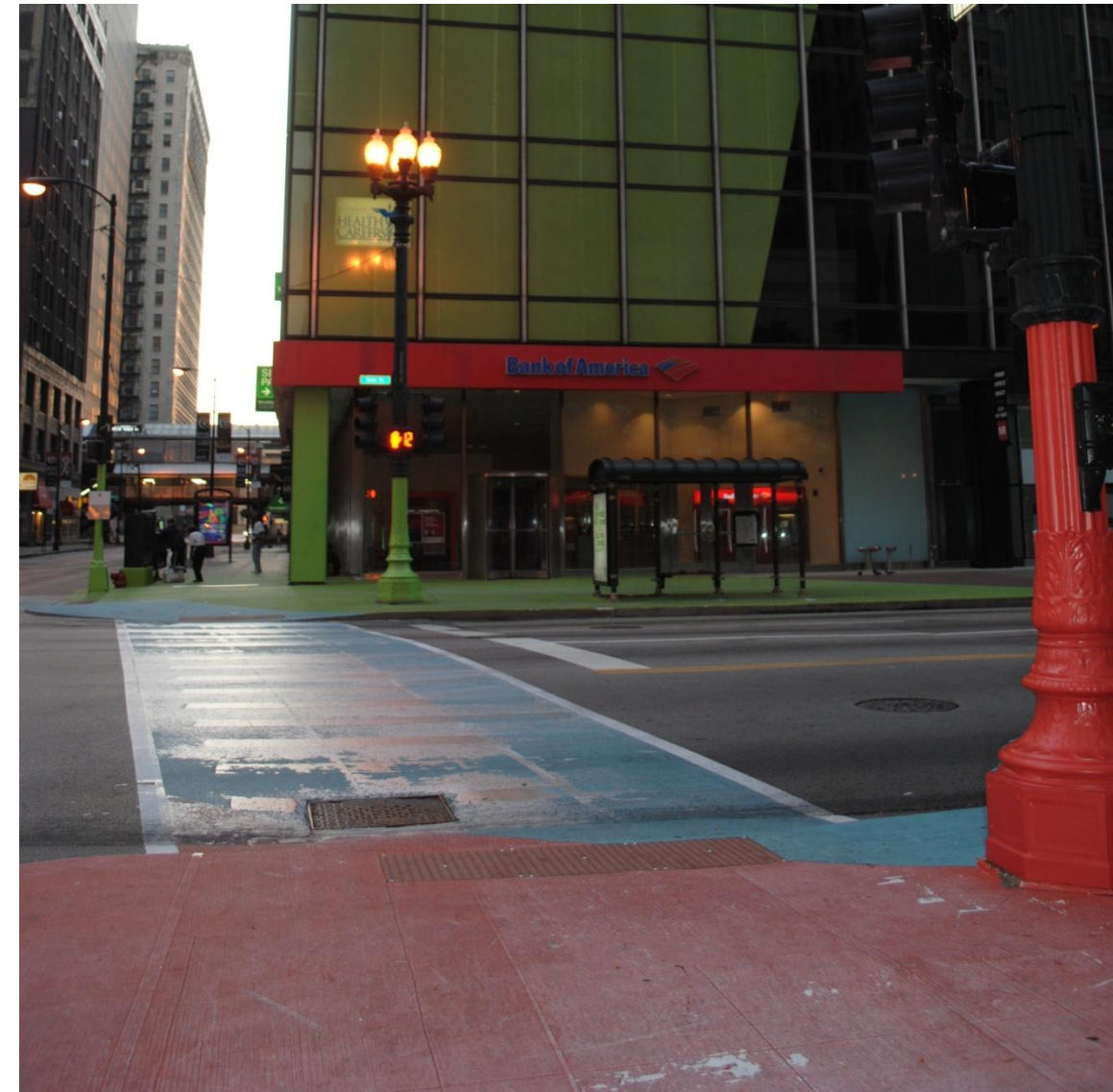


FOCUS AREA: WESTCHESTER AVE

POTENTIAL IMPROVEMENTS: EXAMPLE PROJECT – COLOR JAM, CHICAGO, IL



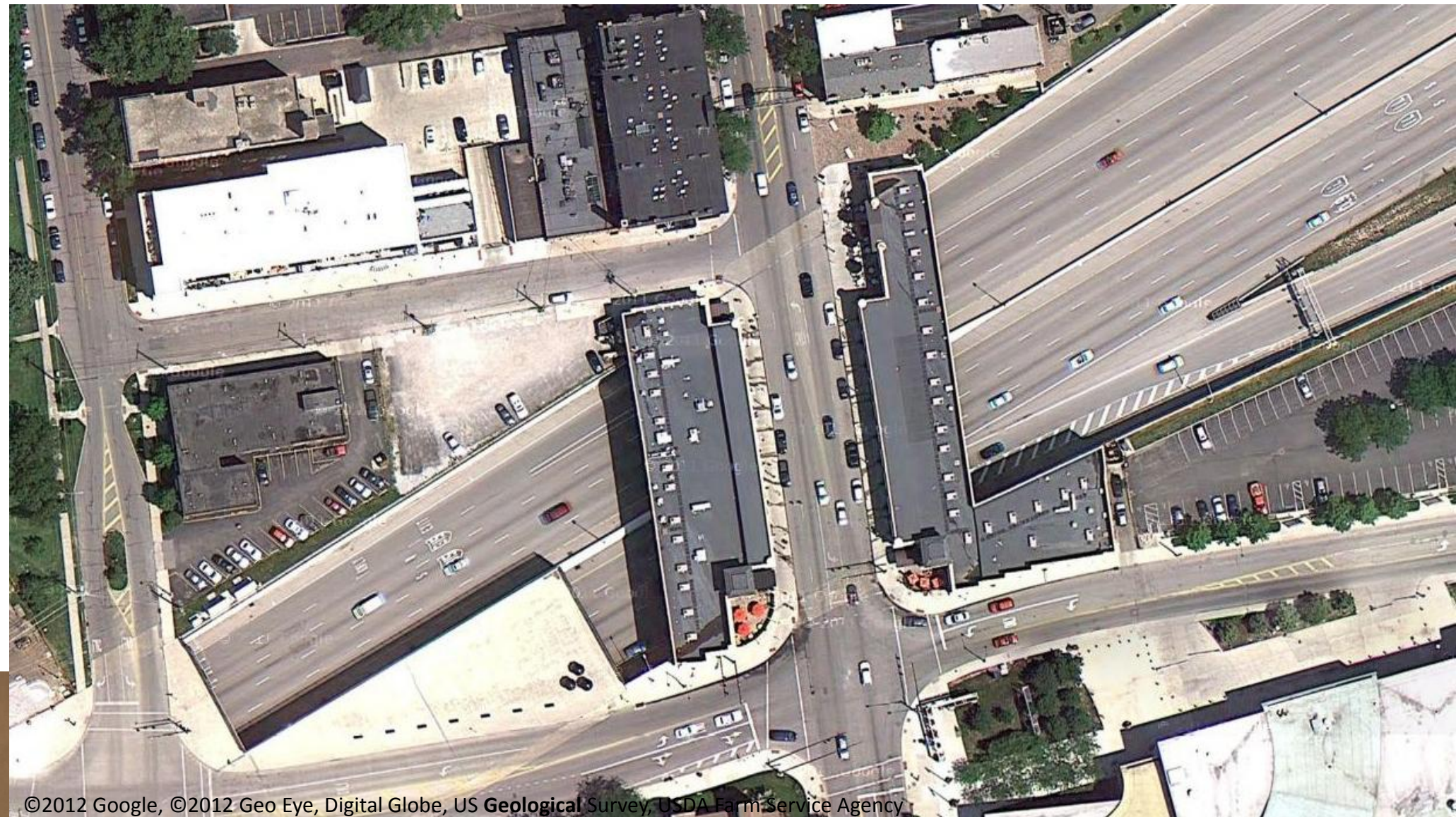
COLOR JAM, CHICAGO, ILLINOIS



FOCUS AREA: WESTCHESTER AVE

POTENTIAL IMPROVEMENTS: EXAMPLE PROJECT - HIGH ST CAP, COLUMBUS, OH

- Shallow decking over highway in downtown Columbus, Ohio
- Reconnects downtown with Arts and entertainment district
- \$8 million public/private partnership
- Over 25,000SF of commercial space



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Aerial view of High Street Cap of 676



HIGH ST CAP, COLUMBUS, OH

Image of cap from highway

FOCUS AREA: WESTCHESTER AVE
POTENTIAL IMPROVEMENTS: EXAMPLE PROJECT - HIGH ST CAP, COLUMBUS, OH



Views of High Street from road and pedestrian point of view – day and night

FOCUS AREA: WATERFRONT

OVERVIEW

The Area

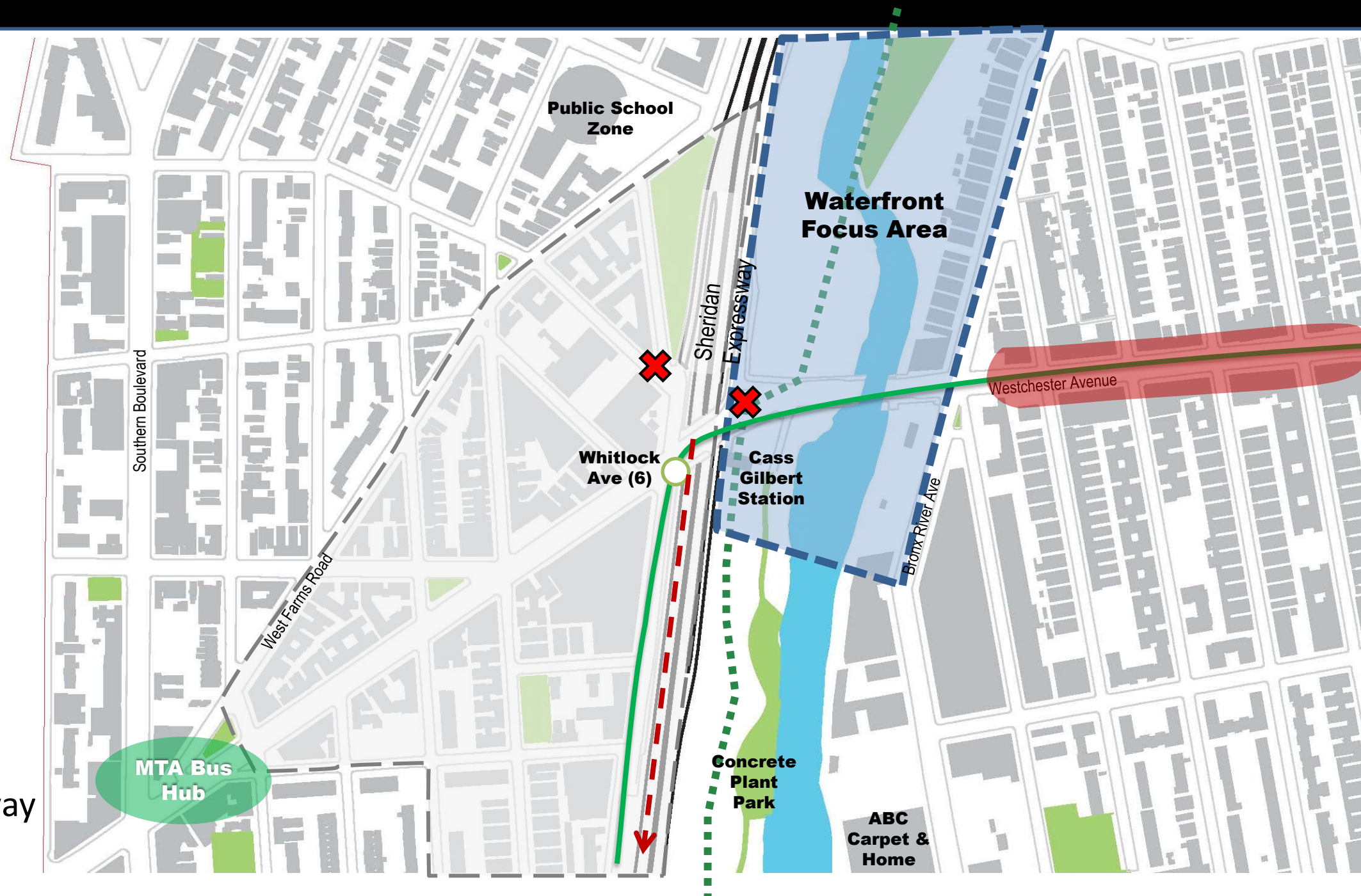
- Small area along Bronx River between Starlight Park and Westchester Avenue
- Access from Sheridan Service Drive

Assets

- Opportunity for waterfront development
- Major investment in new parkland, including a small segment at Westchester Avenue

Issues

- Main access route to Starlight Park is currently the expressway service drive
- Area is cut off from surroundings – one way in, one way out



- Public School
- Pedestrian Safety Concerns
- Westchester Avenue Commercial District

- 6 Subway Line
- Bronx River Greenway
- Truck Route to Hunts Point

FOCUS AREA: WATERFRONT LAND USE AND ZONING

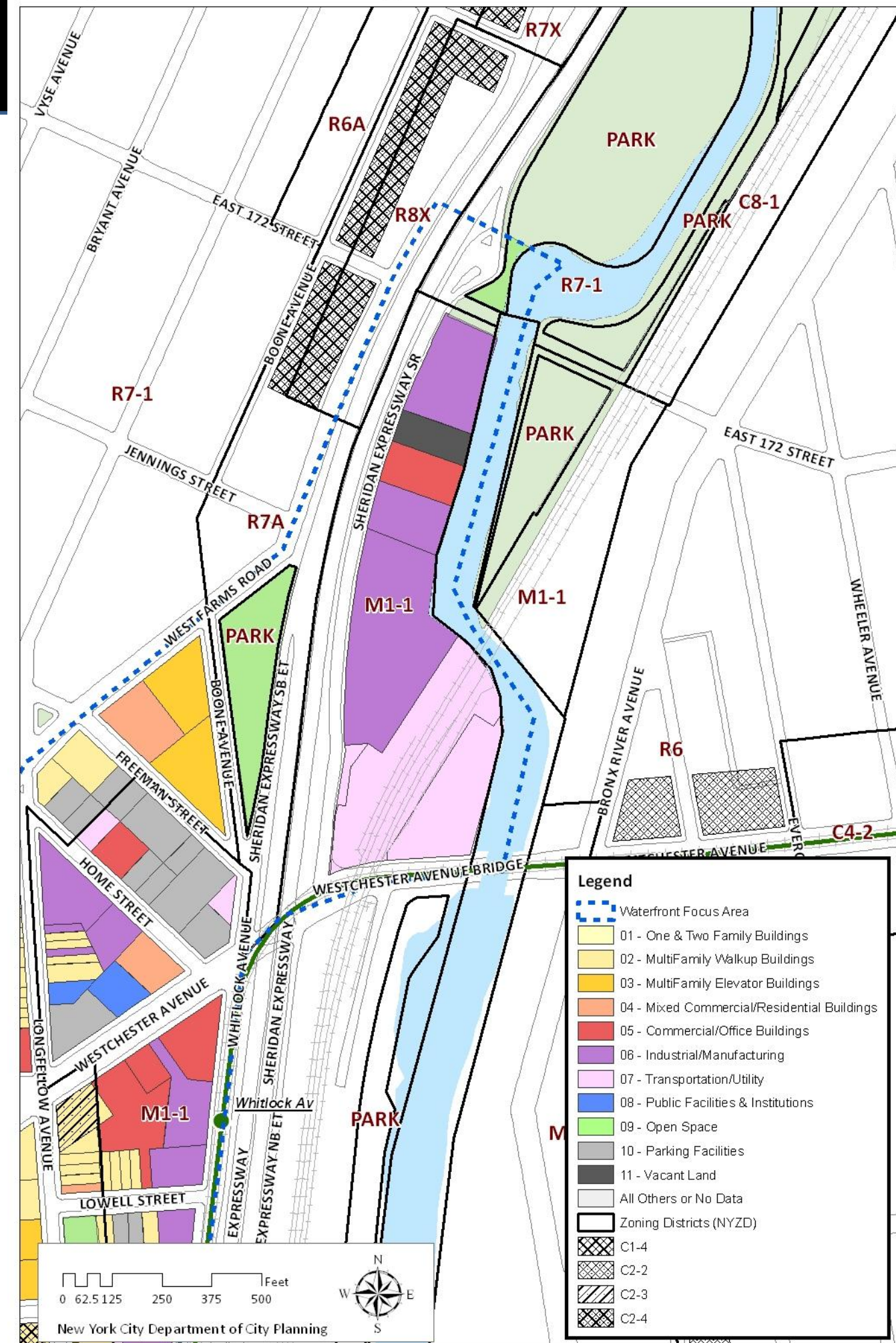
Land Use

- Manufacturing zone along Sheridan Service Drive is dominated by auto-related uses (parking, car repair, auto wreckers, etc.)
- Other land uses include a hotel, a warehouse space, vacant lots, and a railroad/transportation related staging area
- New open space along waterfront
- No retail or housing exists in this area

Zoning

- Primarily manufacturing zone with parkland to the north (Starlight Park) and south (Concrete Plant)
- Industrial uses and unsafe pedestrian walkways limit access to local amenities, namely Concrete Plans and Starlight Park

Waterfront: Land Use and Zoning



FOCUS AREA: WATERFRONT

LOCAL PRIORITIES AND POLICY GOALS

The Mayor's *PlaNYC* and DCP's *Vision 2020* have put forth a number of goals for the City's waterfronts, including:

- Improving access to the waterfront and to waterways themselves
- Enlivening the waterfront with a range of attractive uses
- Encouraging new parks, commercial, and residential development
- Creating a network of green corridors to connect the City's waterfront spaces
- Promoting water quality and fostering the natural waterfront
- Strengthening local industry and supporting the 'working waterfront'

The goals expressed at the October planning meeting were similar, but addressed the particular needs of this community.

Some of these included:

- Improving access to Starlight Park
- Creating opportunities for water uses, *e.g.* water taxis
- Taking advantage of the waterfront by improving visibility and views
- Connecting the Bronx River Greenway – to northern sections and to South Bronx Greenway



FOCUS AREA: WATERFRONT POTENTIAL IMPROVEMENTS

Click [here](#) to see examples of improvements to the pedestrian realm that could be implemented at this site to create upland connections

CROTONA PARK EAST REZONING



PLANNED IMPROVEMENTS



POTENTIAL IMPROVEMENTS



FOCUS AREA: WATERFRONT

THE BRONX RIVER



View of waters edge near Jennings street



View of waters edge looking south towards Westchester Ave

FOCUS AREA: WATERFRONT

THE BRONX RIVER – SHERIDAN SERVICE DRIVE



Semi-truck turning north from Westchester Ave



View south from beginning of service drive

- Access to southern entrance of Starlight Park
- Narrow, 2-way road
- Sidewalk only on eastern side

FOCUS AREA: WATERFRONT

THE BRONX RIVER – SHERIDAN SERVICE DRIVE



View of wrecked cars on west side of street



View south towards E 172nd street

- Auto related businesses use road to store vehicles during operating hours
- Pedestrian amenities lacking – lighting, signage, street markings

FOCUS AREA: WATERFRONT

THE BRONX RIVER – SHERIDAN SERVICE DRIVE



Panoramic looking east. Entry to Starlight park and Sheridan northbound on the left

- High speed traffic entering Sheridan adjacent to park entry
- Confusing turnaround with traffic heading south to Westchester

FOCUS AREA: WATERFRONT

POTENTIAL IMPROVEMENTS: CREATING UPLAND CONNECTIONS



View of Pike street towards the East River

Photo Courtesy of NYCDOT



View West Street towards Hudson River