

SHERIDAN EXPRESSWAY - HUNTS POINT LAND USE AND TRANSPORTATION STUDY



PUBLIC WORKSHOP OCTOBER 15TH, 2011



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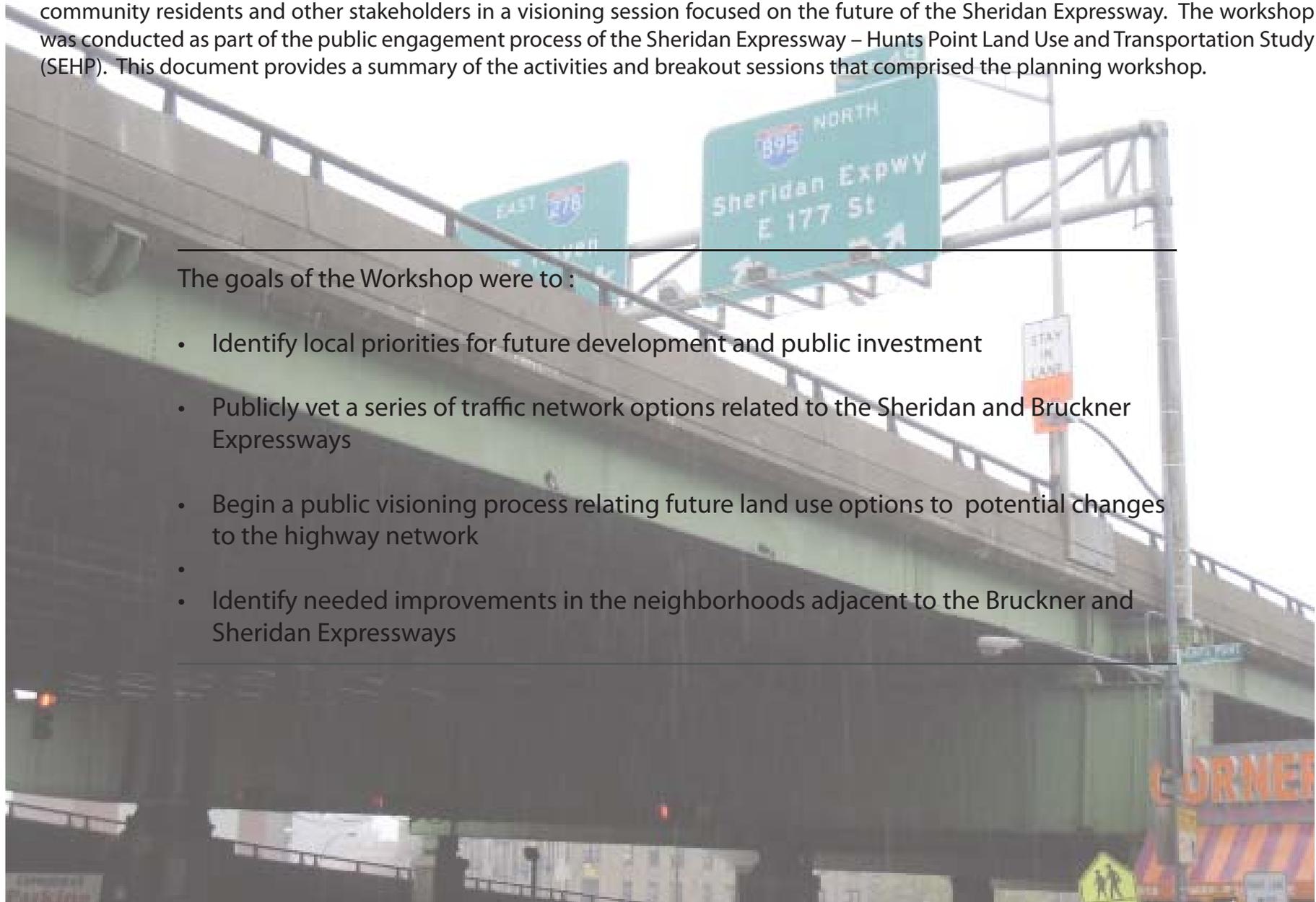
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On Saturday, October 15, 2011 a team of planners and urban designers from the New York City Department of City Planning led over 80 community residents and other stakeholders in a visioning session focused on the future of the Sheridan Expressway. The workshop was conducted as part of the public engagement process of the Sheridan Expressway – Hunts Point Land Use and Transportation Study (SEHP). This document provides a summary of the activities and breakout sessions that comprised the planning workshop.

The goals of the Workshop were to :

- Identify local priorities for future development and public investment
- Publicly vet a series of traffic network options related to the Sheridan and Bruckner Expressways
- Begin a public visioning process relating future land use options to potential changes to the highway network
- Identify needed improvements in the neighborhoods adjacent to the Bruckner and Sheridan Expressways





Bruckner-Sheridan Interchange

The interagency team conducting the SEHP study includes the following New York City agencies: the Department of Transportation (DOT), Department of City Planning (DCP), Housing Preservation and Development (HPD), New York City Economic Development Corporation (NYCEDC) and the Mayor's Office of Long Term Planning and Sustainability (OLTPS). Prior to the Workshop, the interagency team began outlining potential improvements to the highway network that includes the Sheridan Expressway and gathering background information about the adjacent communities. Opportunities for development and public investment in the neighborhoods that surround the Sheridan were also identified and became part of the visioning exercises at the planning workshop. The team also met with the Community Working Group (CWG) – a group of local stakeholders that act as a steering committee to the SEHP. In advance of the public workshop, the CWG helped the planning team identify local needs, priorities, and overall goals for the land use planning process.

Although the New York State Department of Transportation has been studying possible improvements to the Bruckner-Sheridan Interchange for many years, the City's SEHP process seeks to take a broader perspective.

During the course of the study additional information about transportation will be collected, specifically information about truck access to the Hunts Point peninsula. In addition, the expanded transportation and land use analyses will complement the transportation analysis being conducted by the NYSDOT and help the City and State identify the best possible set of investments and improvements to the Bronx highway system and complementary economic, zoning and housing plans. The city's study will also take a closer look at how the road network impacts local residents, businesses, and neighborhoods.

In addition to the October 15th workshop, DCP staff will use a full range of engagement tools, including land-use planning exercises and site visits, to help community stakeholders gain a shared understanding of the existing conditions and challenges and consider how the community's goals and needs could be met through various transportation scenarios. Most importantly, a broader land use study area beyond the Sheridan Expressway is being considered.

At the Workshop, stakeholders were asked to consider multiple options and priorities for redevelopment of the Sheridan Expressway including affordable housing, local retail services and supermarkets, jobs (existing jobs and job creation), open space/parks, the Bronx River Greenway, schools, industrial businesses, transit access, pedestrian safety issues, and potential brownfields in the area. Variations in uses, densities, and designs will continue to be considered during the planning process.

THE SHERIDAN EXPRESSWAY AND HUNTS POINT

The 'Sheridan Expressway-Hunts Point Land Use and Transportation Study' (SEHP) is an intensive interdisciplinary study of the Sheridan Expressway and the surrounding highway network with special attention on Hunts Point access. In October 2010, the City of New York was awarded a \$1.5 million TIGER II planning grant from the United States Department of Transportation to support the SEHP. The planning process will help prioritize the land use and transportation needs of the City, local residents, business community, and broader region and help shape the City's view about the New York State Department of Transportation's Bruckner-Sheridan Interchange study.

Since 2001, the New York State Department of Transportation (NYSDOT) has been formally studying proposals to improve safety and traffic flow of the Bruckner Expressway (I-278) at its interchange with the Sheridan Expressway (I-895), as well as to improve access in and out of the Hunts Points Peninsula from the expressway system. NYSDOT has considered changes that would alleviate the two bottlenecks on the Bruckner Expressway, at the Sheridan and at Bronx River Parkway, and provide an additional Bruckner interchange at Oak Point Avenue. The main difference between the two remaining alternatives under study by NYSDOT is the retention of the Sheridan itself. The city's study of the traffic network will include consideration of a third option: modifying or "boulevardizing" the Sheridan Expressway.

A key element of the City's study will be additional transportation information and land use analyses to complement the transportation analysis being conducted by the NYSDOT.

The City's analysis will include:

- Traffic network analysis including all of the critical elements of the road network that affect access to Hunts Point and other destinations in the study area
- Hunts Point truck study to gather up-to-date information on access to industrial areas including Hunts Point, a critical economic driver for the Bronx and the region.
- Land use analysis of the surrounding area and the options identified during the community visioning process
- Comprehensive cost-benefit analysis of different options
- Incorporation of traditional and sustainable measures



As part of the Sheridan Expressway Study (SEHP), The New York City Department of Transportation is focusing on five major highways that traverse the South Bronx providing connections between New York City, Connecticut, New Jersey, Long Island, Westchester and beyond. The Major Deegan Expressway, Sheridan Expressway, Cross Bronx Expressway, Bronx River Parkway and Bruckner Expressway are all being analyzed as part of the SEHP. Changes to one of these highways would undoubtedly have impact on the others as they work together to carry traffic throughout the region.

The land use planning process is focused on an area that encompasses multiple neighborhoods surrounding four of the five highways that are a focus of the study; only the Major Deegan Expressway is not incorporated in the land use study area. A closer focus on the communities that surround the Sheridan Expressway and the related road network reveals that while there are similarities, there are differences in the way history, natural resources, infrastructure and economic development have impacted each neighborhood.





The first SEHP public planning workshop was held in October 2011 at a public school that sits adjacent to the Sheridan Expressway in the Crotona Park East neighborhood of the Bronx. Attendees participated in a five-hour workshop, along with representatives from multiple city agencies, the business community, and local elected officials.

The workshop centered on break-out groups that were staffed with facilitators, urban designers, and note takers to capture ideas about land uses and local streetscape and design issues in three Sheridan Expressway scenarios: if the expressway remains, if the expressway is removed, and if the expressway is redesigned as a boulevard. Input gathered from the workshop helps the DCP, and other involved City agencies develop strategies for responding to NYSDOT's plans for the Sheridan under each scenario.

The planning workshop allowed community stakeholders to envision their community's future and actively engaged stakeholders in planning the complex Sheridan-Hunts Point area. It is integral to the success of the SEHP planning process to have active participation from a range of stakeholders.

Additionally, the workshop was an opportunity for the agencies who are involved in the study to engage with community members and to hear their recommendations and concerns. The agencies who participated in the workshop included NYCEDC, NYCDOT, HPD, and staff from the Deputy Mayor for Economic Development's Office, as well as the private architectural firm WXY Architects.

Other opportunities for public involvement are planned to continue throughout the planning process.

WORKSHOP GOALS

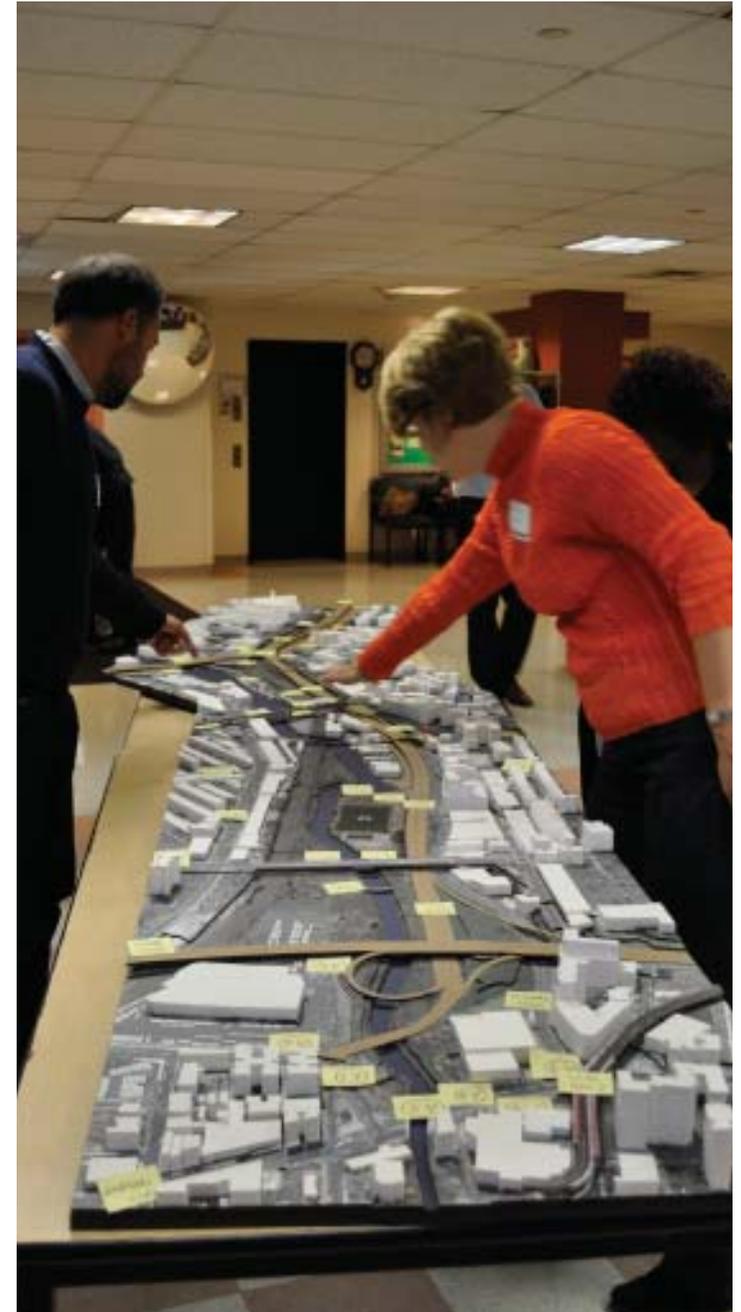
The goal of the workshop was to allow stakeholders to help the City develop land use scenarios for the future of the Sheridan Expressway and the surrounding area. The stakeholder's recommendations will assist in producing a set of scenarios that respond to both potential changes in the road network and existing local needs and priorities.

Though new ideas were certainly raised during the session, existing plans for and policies that impact the study area were an important part of the discussion. The Hunts Point Vision Plan, the Vision 2020 Comprehensive Waterfront Plan and the goals set forth in PlaNYC, all provided a framework for contemplating solutions for meeting current and future needs.

The input gathered during the workshop will be used in developing land use scenarios. The priorities outlined at the workshop - Connectivity and Mobility, Community Infrastructure, and Economic Development – will provide a central focus for each of the three land use scenarios as they are developed.

The model and information boards used at the public planning workshop were exhibited at DCP's main office at 22 Reade Street through the month of December to allow the public discourse started at the workshop to continue. Feedback was requested from the exhibit's visitors and will supplement the workshop responses.

The interagency team will use the input from the workshop, Community Working Group, website, and model exhibit to shape scenarios for further study. The land use scenarios will then be used in the traffic, economic and sustainability analyses to be conducted in the study's next phase.



PLANNING WORKSHOP PROCEEDINGS

OPEN HOUSE

The planning workshop began with an informational open house and interactive activities. The informational materials included a scale model of the Sheridan Expressway and its surrounding neighborhood and a “virtual tour” of information boards. The model with corresponding display of “What Fits on the Sheridan” gave participants an idea of the scale of the possibilities for land use in the area. The “virtual tour” of information boards engaged participants in facts about the area on the topics of transportation, land use, employment, environment, open space, and housing. It also worked to introduce the public to the DCP’s planning framework, which was instrumental in guiding the afternoon’s discussions. (Virtual tour images included in the Appendix).

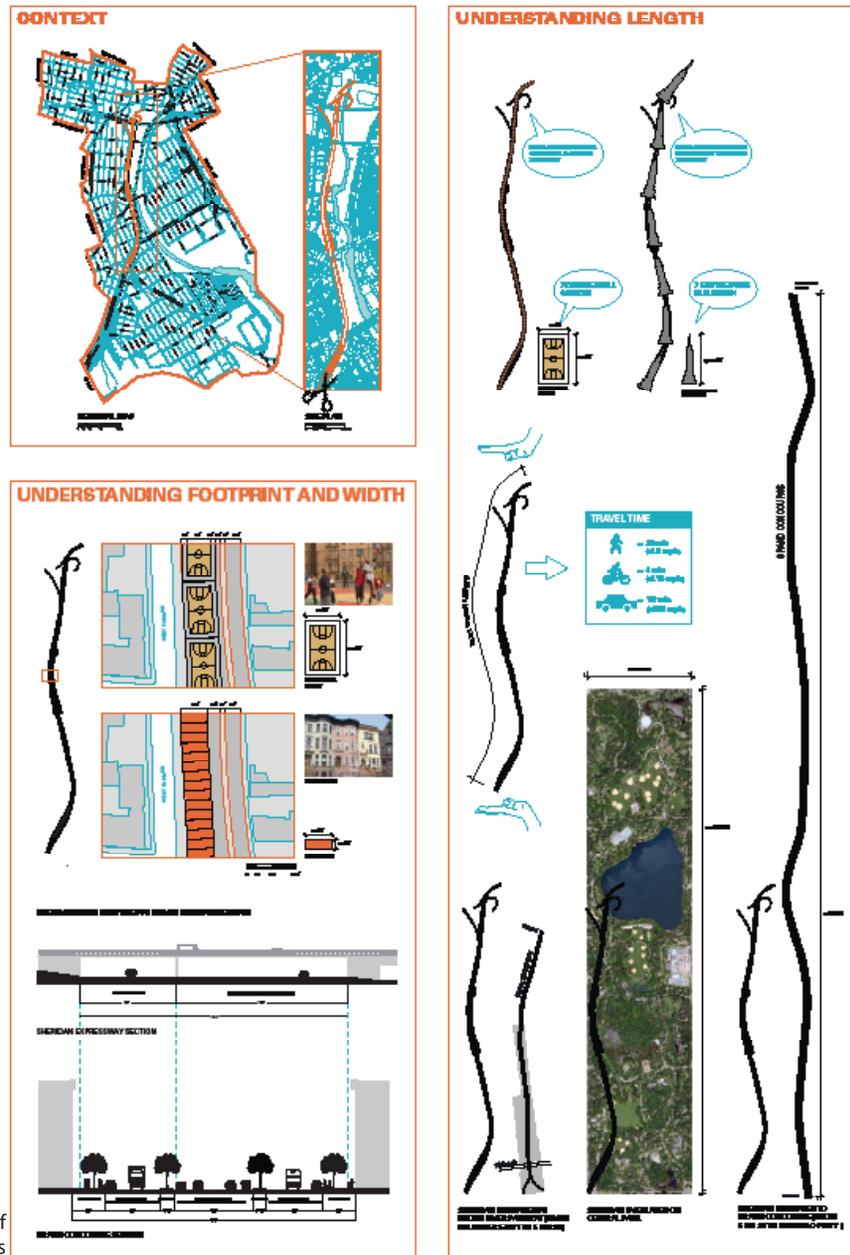
The interactive activities included information boards and a video booth. The boards allowed participants to indicate where they live/work, what they use, and what they want to see in their neighborhood. The video interview booth, which was kept running throughout the day, allowed participants to voice their thoughts on the process, their neighborhood, and their needs.

PRESENTATION

Following the open house, DCP and NYCDOT presented overview of information about the study area and explanation of the break-out group discussions which were about to commence. There was also a brief question and answer period.

Courtesy of
WXY Architects

WHAT FITS?



PRIORITY SETTING EXERCISE AND EXISTING CONDITIONS

After a presentation that provided an overview of the SEHP study and agenda for the day, participants separated into discussion groups. Before beginning the discussion of transportation scenarios, facilitators prompted a priority setting exercise using the SEHP planning framework as a guide to help identify the needs and concerns of the community.

This exercise allowed the group to begin speaking in the same vocabulary to categorize their needs into the following: sustainability, economic development, connectivity and mobility, land use and community infrastructure, and waterfront and open space. Stickers representing these goals as icons were provided to frame and encourage brainstorming of the range of possibilities within each category of need.

Following the priority setting exercise, each group discussed their personal experiences of the neighborhood and traffic network of the Sheridan in its existing condition. By first focusing on existing conditions participants were able to determine the concerns they would want to envision solutions to in each of the three transportation scenarios. Once the priorities of each group were clarified, the discussion of the three scenarios began.

SUSTAINABILITY

- Use best management practices in new development
- Improve environmental health

ECONOMIC DEVELOPMENT

- Support and protect existing job center
- Improve public transit access and options

CONNECTIVITY AND MOBILITY

- Improve pedestrian safety and mobility
- Create connections between neighborhoods and to important destinations
- Improve efficiency in highway system

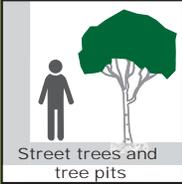
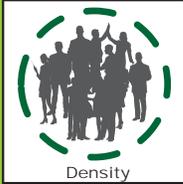
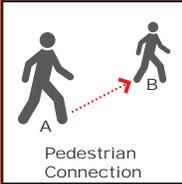
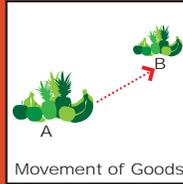
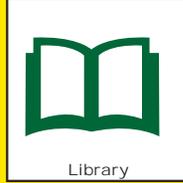
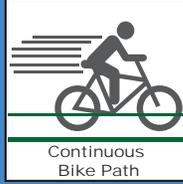
LAND USE AND COMMUNITY INFRASTRUCTURE

- Develop new and protect existing affordable housing
- Increase public infrastructure to meet new demand (schools, health care, transit, open space, etc.)

WATERFRONT AND OPEN SPACE

- Protect the health of the Bronx river
- Improve pedestrian access to open space and the waterfront

Priority Setting Exercise Icons

SUSTAINABILITY	 Street trees and tree pits	 Density	 Alternative Transport	 Fresh Markets	 Green Carts	 Storm Water Management					
	ECONOMIC DEVELOPMENT	 Support / Protect Job Sector	 Retain / Enhance Businesses	 Retain / Enhance Manufacturing Industry	 Identify Working Waterfront	 Support Food Related Businesses					
		CONNECTIVITY / MOBILITY	 Pedestrian Safety	 Pedestrian Mobility	 Pedestrian Mobility	 Pedestrian Connection	 Movement of Goods	 Improved Truck Access To Hunts Point Markets			
			LAND USE / COMM INFRASTR.	 Housing	 Library	 Community Center	 Health Care Facility	 Child Care	 Emergency Services	 Improving Infrastructure	
				WATERFRONT / OPEN SPACE	 Open Space	 Access to Open Space	 Improve Visibility to Waterfront	 Ball Fields	 Continuous Bike Path	 Playground	 Water Quality

WHAT WE HEARD

Major priorities for neighborhood improvement expressed at the workshop fell into three broad categories:

- Connectivity and Mobility
- Housing and Community Infrastructure
- Economic Development

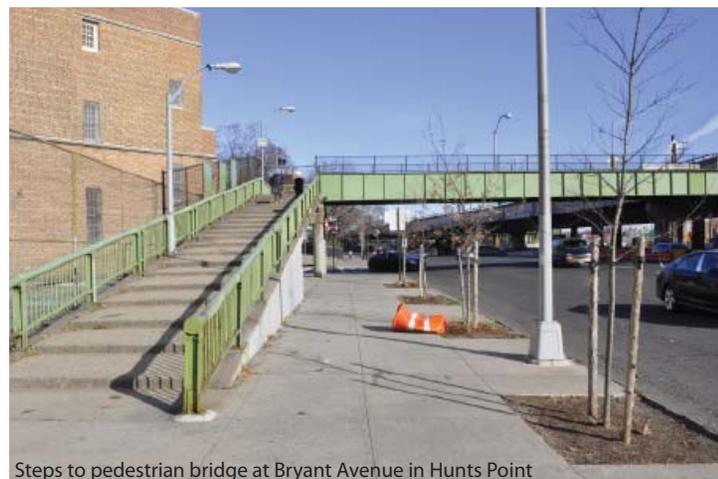


CONNECTIVITY AND MOBILITY

Access and mobility throughout the area:

Of the top priorities improving public transit, increasing pedestrian safety at major intersections, and reducing traffic congestion were central.

All three scenarios must address access to the Hunts Point Market and point out opportunities for improving truck congestion. A key concern of all groups was the continued growth of Hunts Point businesses, particularly at the Food Distribution Center. Participants were very interested in improvements to the Sheridan Expressway and the surrounding traffic network that would create more direct highway access the Hunts Point peninsula. The construction of ramps along the Bruckner Expressway at Oak Point Avenue was a key goal. The groups wanted steps to be taken to reduce the impact of the Sheridan Expressway on pedestrian circulation. The highway currently divides the community east-west, separates residential areas from open space and the river and complicates travel by foot, bike or public transportation. Also, there is the concern that any changes to roadway design might shift traffic from one place to another and subsequently, how this might shift pollution and related public health issues.



Steps to pedestrian bridge at Bryant Avenue in Hunts Point

Access to parks: The Bronx River is an important community amenity, yet there is little crossover opportunity for the neighborhoods on either side of the River. New development should work to improve river and related park access with pedestrian and bicycle connections, and to improve water quality.

Public safety: Improved lighting and safer intersections are crucial to increasing mobility in the area. Increasing retail/community uses or creating new commercial areas in certain areas would also promote neighborhood safety.



HOUSING AND COMMUNITY INFRASTRUCTURE

Inadequate infrastructure: Improvements to infrastructure that heavily impact not only the area, but also the region, are needed.

Community infrastructure: Community services are inadequate throughout the study area. New schools, health facilities, full-service food stores and libraries, for example, are a high priority. Workshop participants desired retail uses that people from the communities can use every day. Currently, there are primarily auto related businesses in the retail corridor, and these businesses provide few daily uses for locals.

Housing: There is continually a shortage of affordable housing in the South Bronx, therefore, affordable housing, especially near transit and existing retail corridors, is needed.



Boone Avenue playground and housing



ECONOMIC DEVELOPMENT

New industry / more jobs: Supporting industry and existing job centers, specifically the Hunts Point food markets, is a goal across stakeholder groups.

It was noted that if existing industrial areas or manufacturing areas are rezoned, then job creation must be examined. Any changes to the traffic network must improve conditions and not harm the ability of Hunts Point businesses to function and grow.



Hunts Point Produce market

BREAK OUT GROUPS

For the purpose of focusing conversations, groups were assigned to discuss a single segment of the Sheridan Expressway from four sections from North to South: Cross Bronx, Starlight, Westchester, and Bruckner. Participants assigned themselves to a break-out group focused on the section of the Sheridan they were most interested in or familiar with. The map below illustrates the break out group focus areas.

The “**Cross Bronx**” section, highlighted in red, contains the section of the study area north of E174th Street.

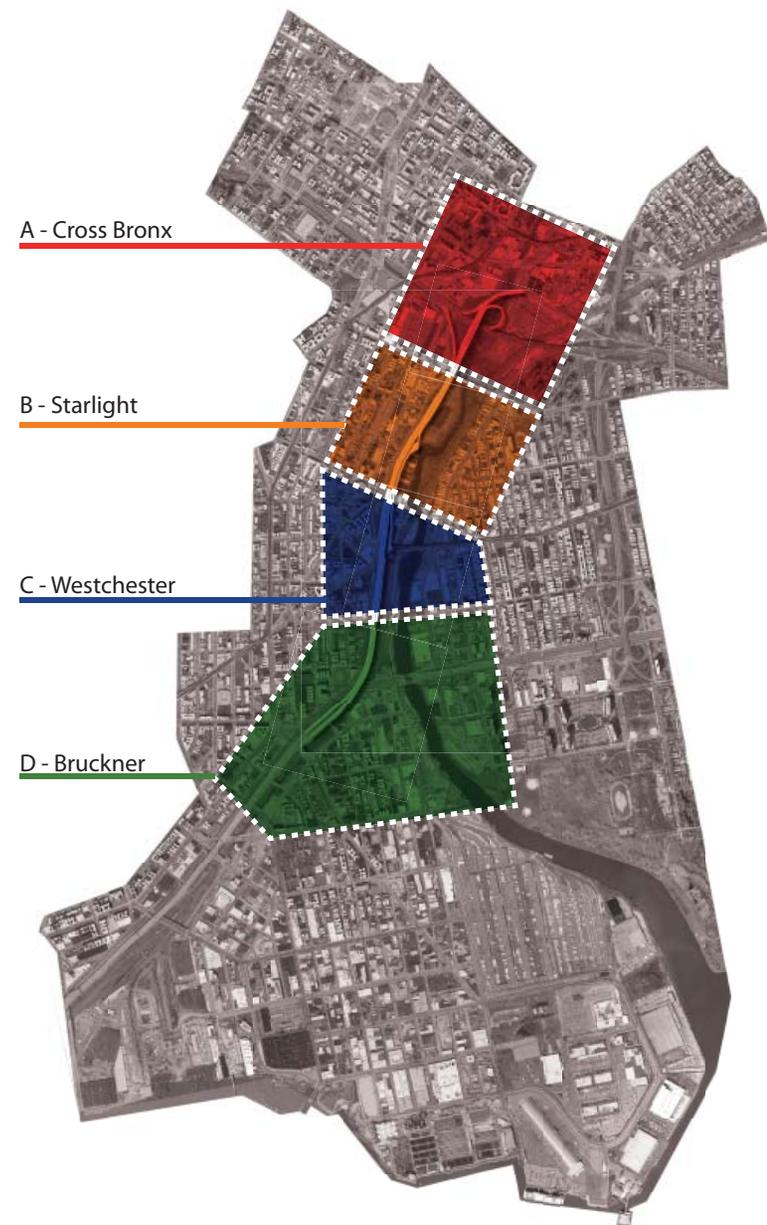
The orange section, described as “**Starlight**”, is the area surrounding Starlight Park.

The area surrounding Westchester Avenue, highlighted in blue, was called “**Westchester**”.

And the section of the study area shown in green containing the Bruckner-Sheridan Interchange and Hunts Point was called the “**Bruckner**”.

The break-out groups were staffed with facilitators, urban designers, and note takers to capture ideas about land uses and local streetscape and design issues in three Sheridan Expressway scenarios: the expressway remains, the expressway is modified into a boulevard, and the expressway is removed.

Before discussing transportation scenarios each group took time to describe issues and opportunities in their segment of the study area.



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EXISTING CONDITIONS BY SEGMENT



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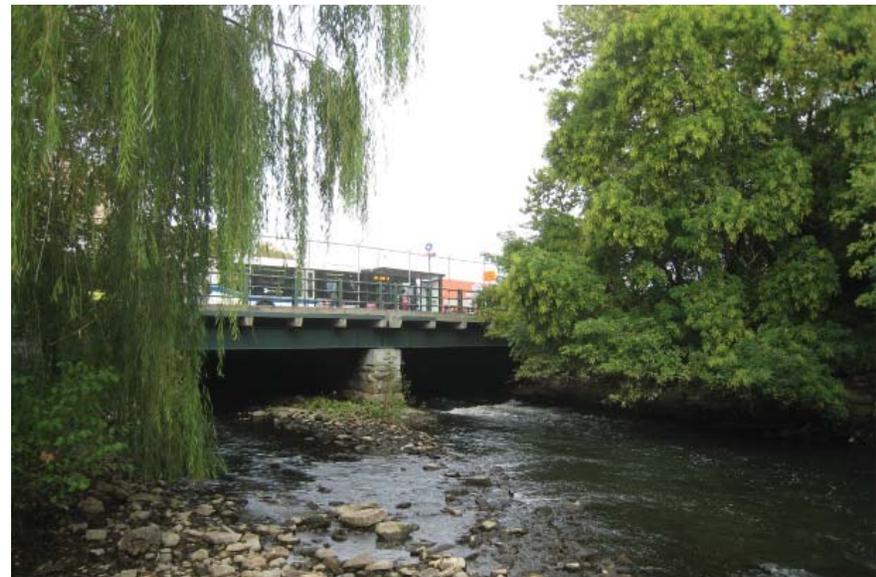
CROSS BRONX/TREMONT SEGMENT:

The northern most section of the Sheridan Expressway is surrounded by major transportation infrastructure and institutions. The Cross Bronx Expressway hits the Northern terminus of the Sheridan Expressway in this area making its streets some of the most congested in the study area. Within its borders are the Bronx Zoo, 2/5 subway line, Amtrak rail line, MTA Bus Depot, and Bronx River Greenway. There is some waterfront access to the Bronx River at Drew Gardens. The area’s major commercial district runs along Tremont Avenue.

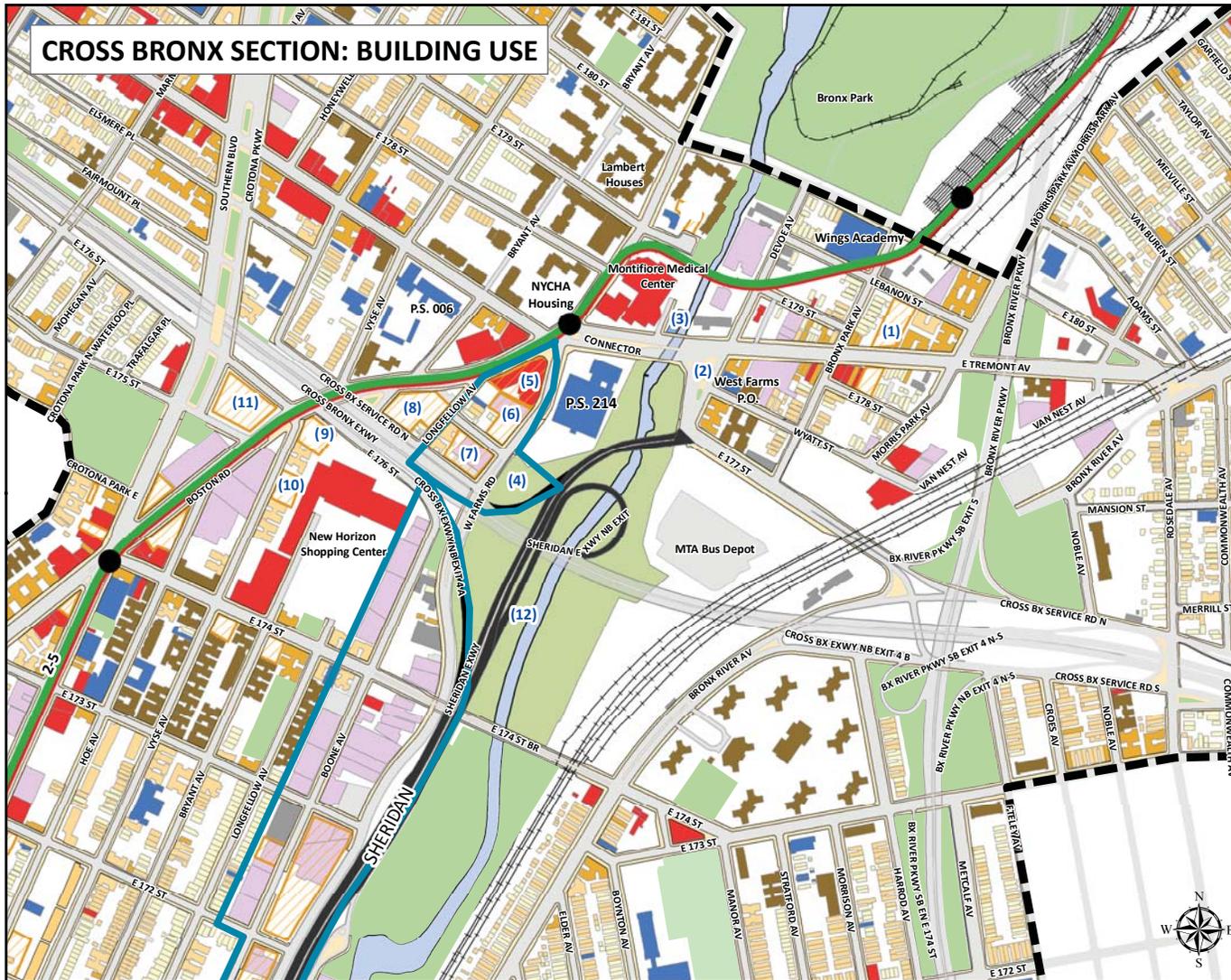
The northern most section of the Crotona Park East rezoning is located in the part of the neighborhood that abuts West Farms Road. The zoning change was from the existing manufacturing district (M1-1) to mid- high density residential districts (R6A – R8X) with commercial overlays. Some of the first residential development on rezoned lots is occurring in this area just north of the Cross Bronx Expressway. The two sites north of Cross Bronx Expressway (site of Fordham Marble and Acer Packaging) will contain a total of 394 dwelling units.



Entrance/exit Sheridan Expressway at E.177th Street and Devoe Avenue



View of Bronx River and E. Tremont Avenue from Drew Gardens



CROSS BRONX SECTION: BUILDING USE

LEGEND

- Study Area
- Subway Stop
- Open Space
- One-Two Family Residential
- Multi Family Walkup
- Mixed Commercial Residential
- Multi Family Elevator
- Commercial
- Public Facilities
- Transportation/Utility
- Parking
- Industrial
- New Development
- Crotona Park East Rezoning Area

- FUTURE IMPROVEMENTS**
- 1) E TREMONT APARTMENTS (PHIPPS HOUSING): 141 D.U., 7,162 sq.ft. Commercial
 - 2) DEVOE, 177TH ST, E TREMONT, SHERIDAN EXIT Geometric improvements and greenway construction
 - 3) BRONX RIVER ARTS CENTER: Reconstruction and greenway construction
 - 4) BRONX RIVER FOATABLE CONTROL FACILITY
 - 5) PRIVATE DEVELOPMENT: 134 D.U., 38,928 sq.ft. Commercial 38928 sq.ft., Community facility
 - 6) SIGNATURE DEVELOPMENT 194 D.U., 17,500 sq.ft. Commercial
 - 7) SIGNATURE DEVELOPMENT 200 D.U., 10,040 Commercial
 - 8) 1872 - 1880 BOSTON RD DEVELOPMENT 120 D.U., 70,048 Sq.ft. Commercial 168,116 Sq.ft. Community Facility
 - 9-10) MID BRONX DESPERADOES DEVELOPMENT 150 D.U.
 - 11) 1825 BOSTON RD (CROTONA TERRACE) 175 D.U.
 - 12) BRONX RIVER GREENWAY



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STARLIGHT SEGMENT:

The Starlight segment area is characterized by major infrastructure, such as the Cross Bronx Expressway and the 174th Street Bridge, multiple public schools, and natural features. The area is literally surrounded by heavy infrastructure. In addition to the Cross Bronx and Sheridan Expressways, the Bronx River Parkway and Amtrak Rail cross through this small area. The topography changes significantly from West to East, creating rock outcroppings along West Farms Road. The at-grade section of the Sheridan Expressway runs through this segment of the study area.

Neighborhoods in the area are separated from one another by infrastructure and the Bronx River. There is no public waterfront access for the surrounding community. New development includes Starlight Park which will begin to open up the waterfront but will be difficult to access as it sits along the Sheridan Expressway service drive. Contributing to the lack of open space is a severe lack of tree cover in the western portion of this segment, especially along West Farms Road.

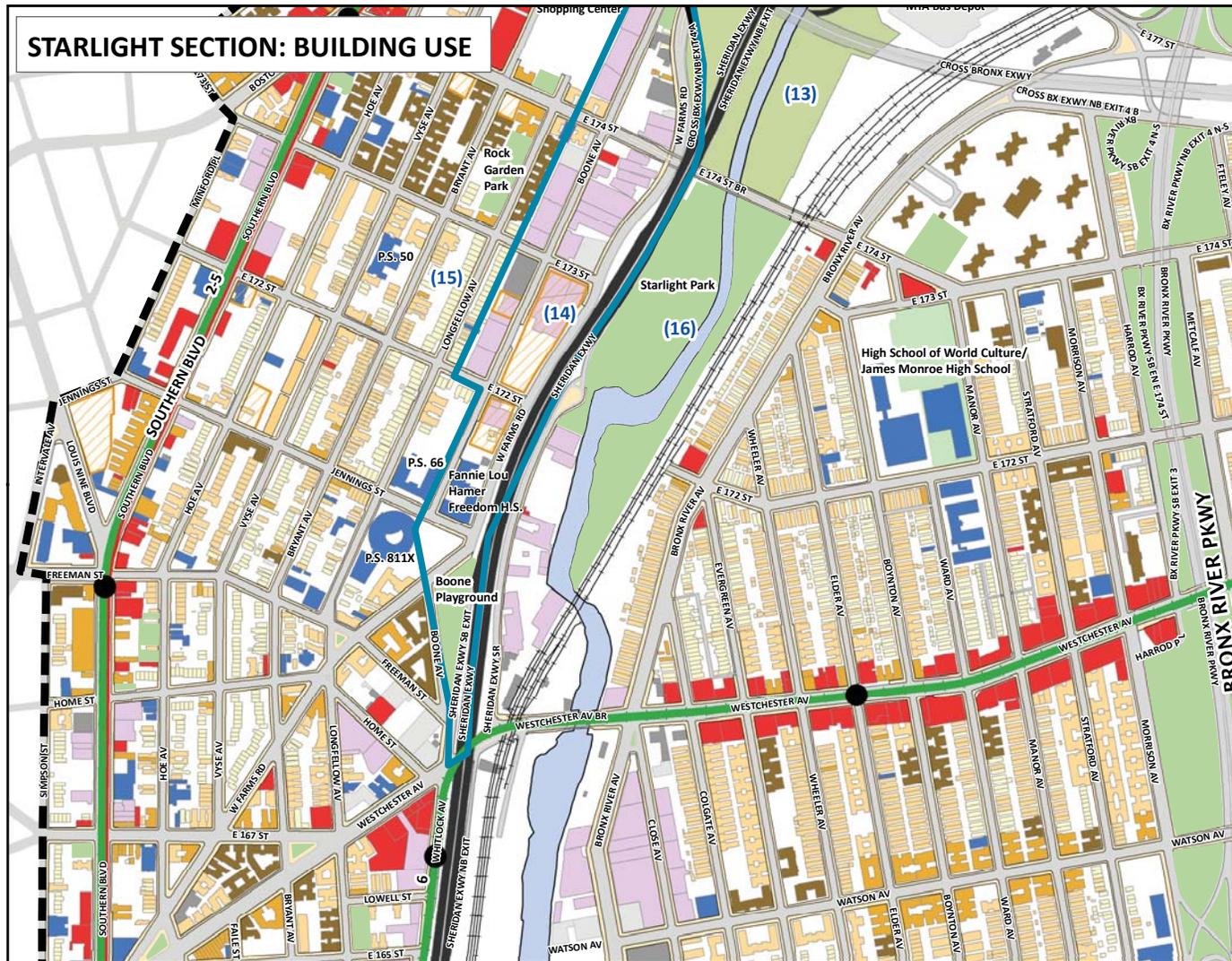
Prior to the 1970's, the western neighborhood had very dense housing development, but currently, there are pockets of low density single and two family housing. A recent rezoning in the area will lead to development of new housing in a currently industrial section of the neighborhood. 174th Street is the major commercial strip in the area where the 2/5 line stops at 174th Street and Southern Blvd. One of the few full service supermarkets in the study area is located on 174th Street.



Starlight Park under construction



View of Sheridan Expressway south from 174th St Bridge . Starlight Park is on the right.



STARLIGHT SECTION: BUILDING USE

LEGEND

- Study Area
- Subway Stop
- Open Space
- One - two Family Residential
- Multi Family Walkup
- Mixed Commercial Residential
- Multi Family Elevator
- Commercial
- Public Facilities
- Transportation/Utility
- Parking
- Industrial
- New Development
- Crotona Park East Rezoning Area

FUTURE IMPROVEMENTS

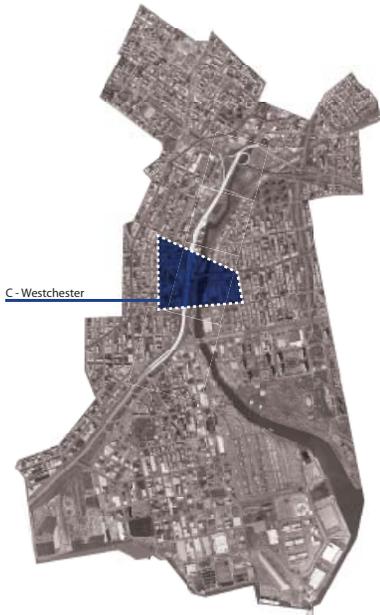
- 13) BRONX RIVER GREENWAY
- 14) SIGNATURE DEVELOPMENT (SOUTH OF CROSS- BRONX EXPRESSWAY)
931 D.U.; 88,000 sq.ft.
Community Facility, 18,000 sq.ft. commercial
- 15) SLOW ZONE PROPOSAL BY CDOT
20mph speed limit on local streets in Crotona Park East
- 16) BRONX RIVER GREENWAY AT STARLIGHT PARK

WESTCHESTER SEGMENT:

The Westchester Ave segment contains major infrastructure, new parkland and a bustling commercial district. It includes the main north/south exits off of the Sheridan Expressway. Vehicles using the Sheridan Expressway to travel to Hunts Point must exit at Westchester Avenue, continue south on Whitlock, a local street, merge onto Bruckner Boulevard and then enter Hunts Point by turning left at Leggett, Tiffany or another allowed left turn. Drivers are only able to remain on the Sheridan for half of a mile before exiting at Westchester Avenue. The Sheridan goes below grade in this section, presenting design challenges when rethinking Sheridan configuration.

There is a commercial strip along the eastern portion of Westchester Avenue, but it is discontinued in the Western portion due to multiple bridge crossings over the River, rail, and Sheridan Expressway. Moreover, the Manufacturing zoning along the river and highway contribute to a “dead zone”, where there is no pedestrian activity.

This segment also has limited access to open space. The entrance to Concrete Plant is nearly hidden as it is located adjacent to the Sheridan off ramp and is below street level along the rail line. There is potential for public access through the abandoned Cass Gilbert train station. However, due to the serious dilapidation of the structure, Amtrak is seeking approval from the State Historic Preservation Office to demolish the building.



C-Westchester

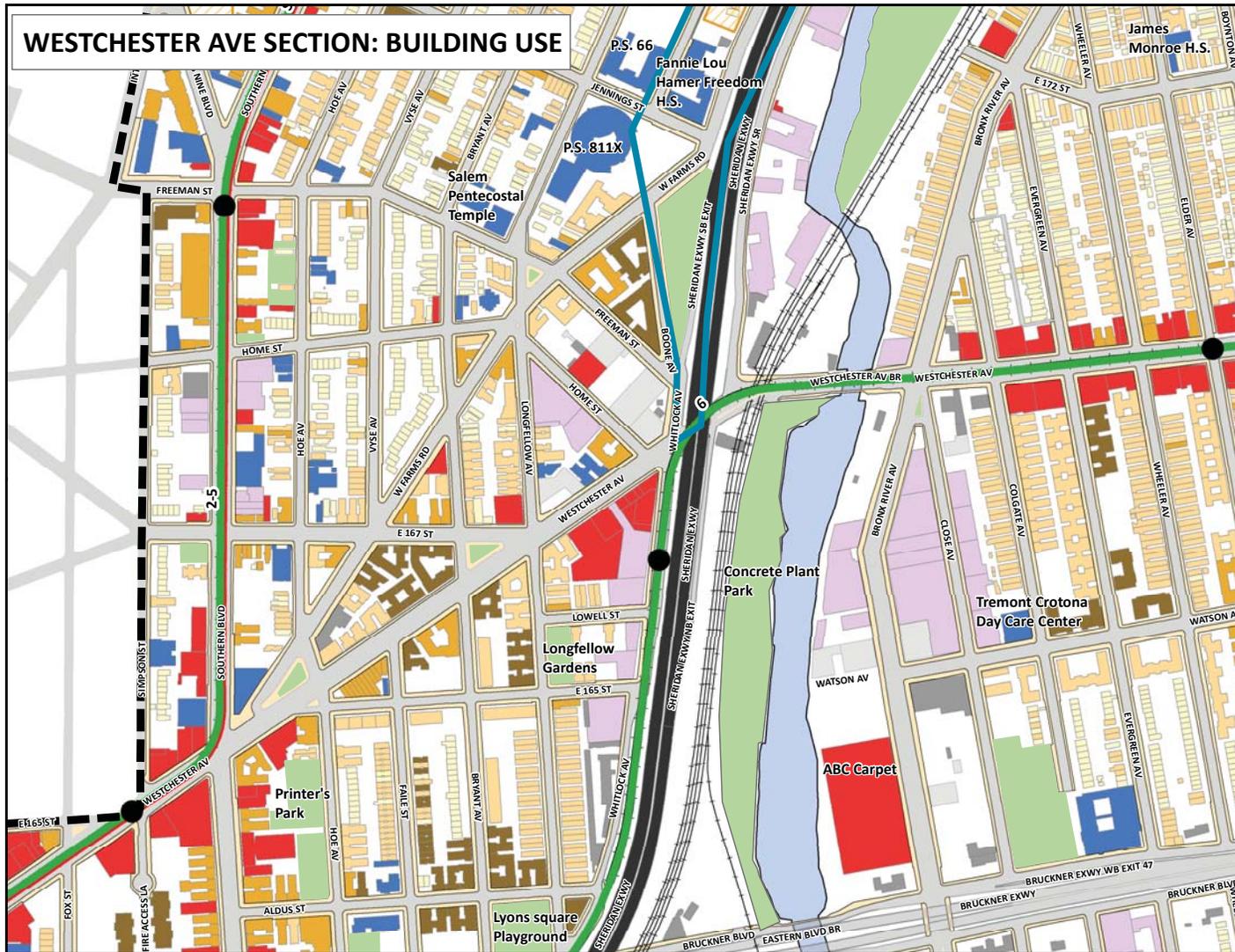
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Concrete Plant Park



6 train above Westchester Avenue at Whitlock



LEGEND

- Study Area
- Subway Stop
- OPEN SPACE
- One - two Family Residential
- Multi Family Walkup
- Mixed Commercial Residential
- Multi Family Elevator
- Commercial
- Public Facilities
- Transportation/Utility
- Parking
- Industrial
- New Development
- Crotona Park East Rezoning Area

BRUCKNER-SHERIDAN INTERCHANGE/HUNTS POINT SEGMENT:



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The most Southern segment includes the Fulton Fish Market, Meat Market, and Produce Market - all major employers and contributors to the local and regional economy. Yet, poor transit access makes moving in and out of the area difficult for workers and residents. Although the Sheridan Expressway does not supply a direct connection to the Hunts Point Peninsula, it is currently one of the two existing routes trucks use to access Hunts Point.

There is potential for additional Metro North service at an old train station on Hunts Point Avenue near Bruckner Boulevard. Additionally, there is a proposal to construct new entrance/exit ramps along the Bruckner Expressway at Oak Point Avenue. As part of the NYSDOT's Bruckner Sheridan Interchange study, the ramps are a solution to improve congestion and truck access to the Hunts Point Peninsula.

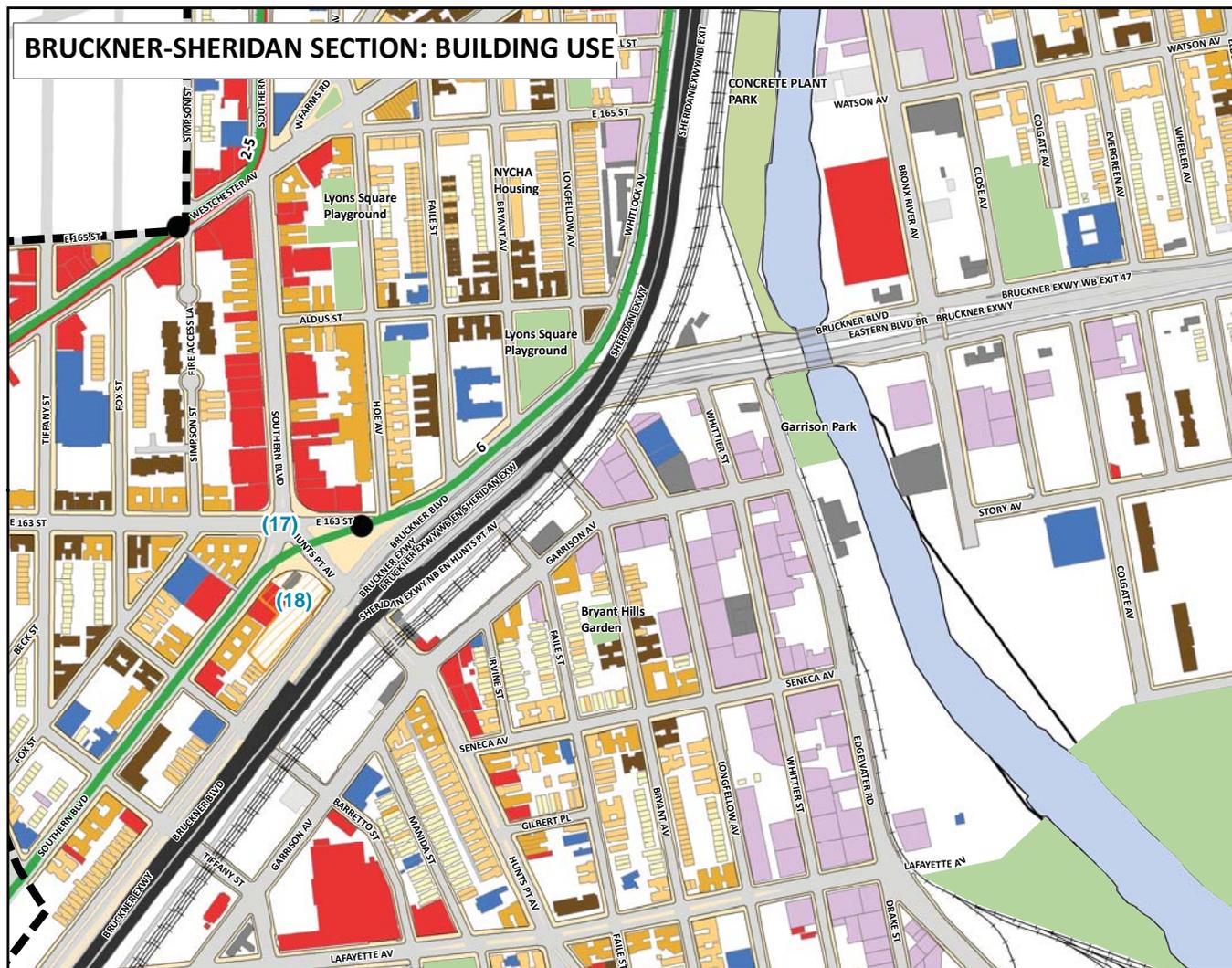
There are many cultural resources and active community organizations in the area. The neighborhood schools serve the entire borough, not just local populations. The major commercial district along Southern Boulevard provides many services, but residents must cross the heavily trafficked Bruckner Boulevard in order to reach the shopping district as well as the only subway station serving the area. Lastly, even though the Produce Market provides food for the region, there is not a major supermarket on the peninsula for local residents.



Entrance to the Produce market



Pedestrians traveling along the Bruckner Expressway



LEGEND

- Study Area
- Subway Stop
- Open Space
- One - two Family Residential
- Multi Family Walkup
- Mixed Commercial Residential
- Multi Family Elevator
- Public Facilities
- Commercial
- Transportation/Utility
- Parking
- Industrial
- New Development

FUTURE IMPROVEMENTS

- 17) CRAMES SQUARE INTERSECTION IMPROVEMENTS**
 - Shorter crosswalks
 - Landscaped safety islands
 - One westbound crosswalk phase
 - Relocated bus stops for BX 5 route
 - Dedicated turning lanes
- 18) CROSSING AT SOUTHERN BOULEVARD**
 - 136 dwelling units
 - 48,000 sq. ft. of office space
 - 91,000 sq. ft. of commercial space

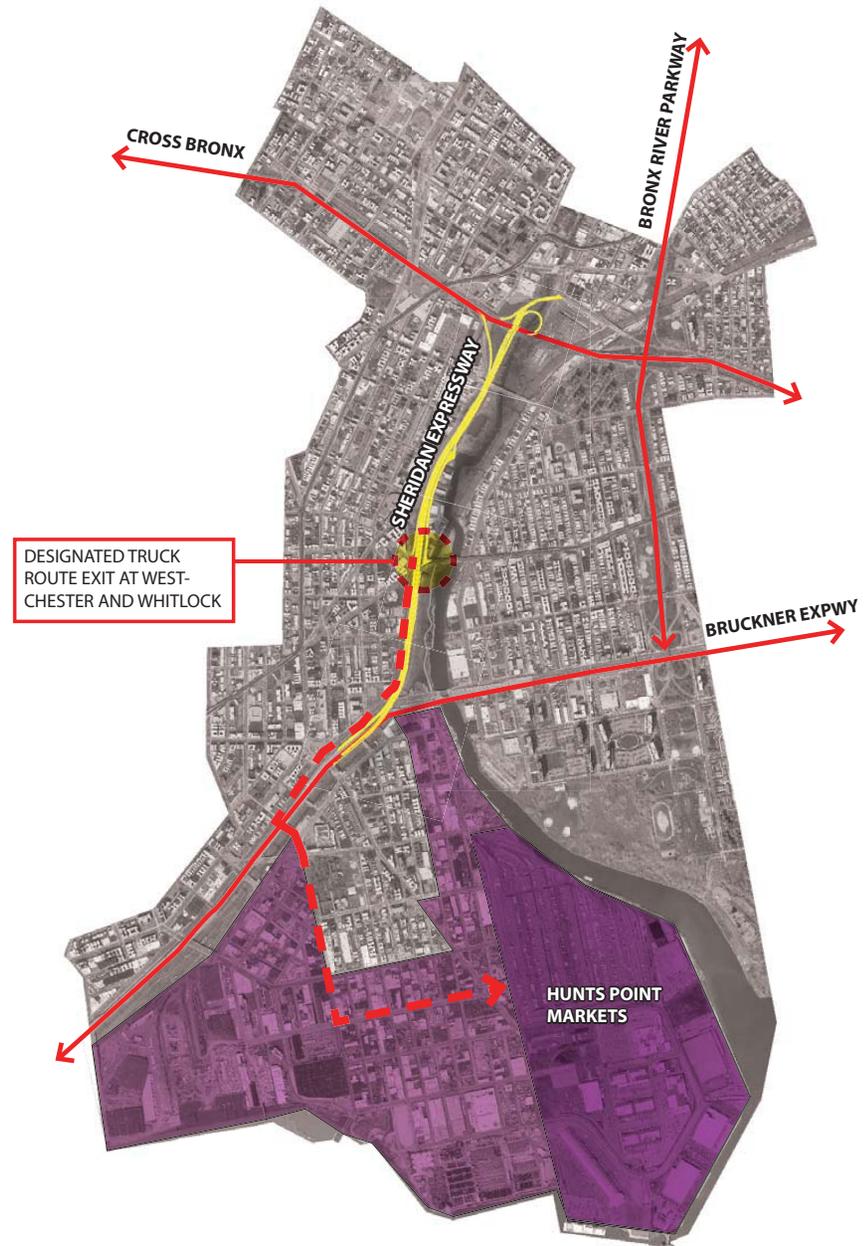
THREE LAND USE SCENARIOS: RETAIN, REMOVE, MODIFY

Planning workshop attendees were presented with three alternatives for what could happen with the Sheridan Expressway. One scenario retains the Sheridan Expressway as it exists now, another removes the entire expressway and the third is described as a modification or a “boulevard” option. Land use opportunities and priorities in each of the scenarios was the centerpiece of discussion.

Each transportation scenario* presents opportunities and constraints related to future land use and potential development. In a retain scenario for example, where there is not much change predicted in the traffic network, marked improvements in pedestrian safety and traffic congestion can still be made. The planning team was interested in exploring these opportunities and constraints with local stakeholders. The priority setting done prior to discussing transportation scenarios was helpful during breakout discussions. Groups were able to establish primary needs or improvements that could or should be made irrespective of changes to the traffic network versus those that become realizable if major infrastructure investments are made.

The day’s proceedings primarily focused on improving pedestrian and vehicle mobility while improving the quality of life for local residents who live alongside the Sheridan and Bruckner Expressways.

*Each of the three scenarios includes the baseline assumption of the construction of new on and off ramps to the Bruckner Expressway at Oak Point Avenue in Hunts Point



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EXISTING CONDITIONS

Prior to in depth conversations about land use, three potential changes to the highway network were described. In addition to a realignment of the Brucker-Sheridan Interchange, each of the three scenarios presented at the workshop included the baseline assumption of the construction of new on and off ramps to the Bruckner Expressway at Oak Point Avenue in Hunts Point. This new interchange was included in NYSDOT’s study of the Bruckner-Sheridan Interchange and would create the only direct connection between the Bruckner Expressway and the Hunts Point peninsula.

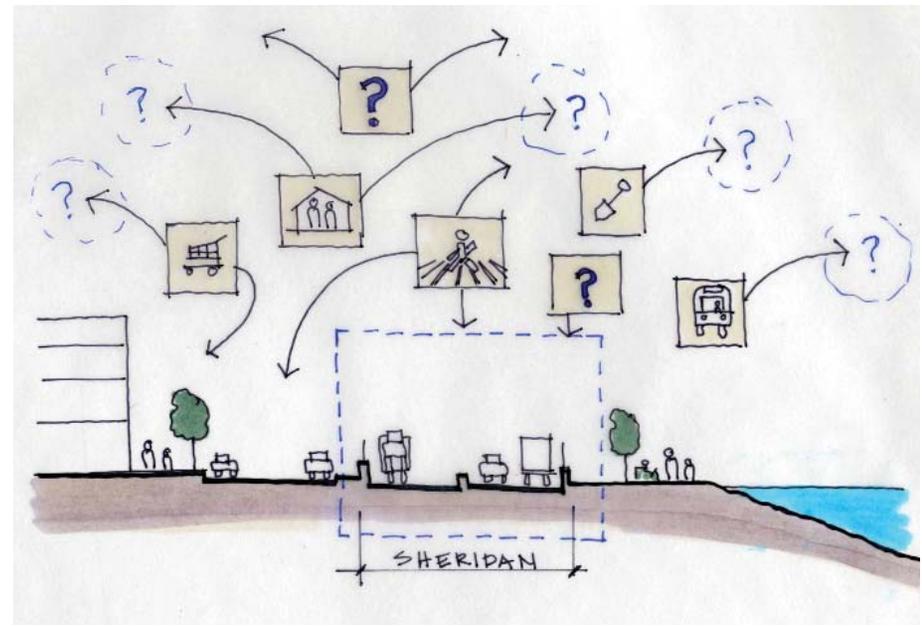
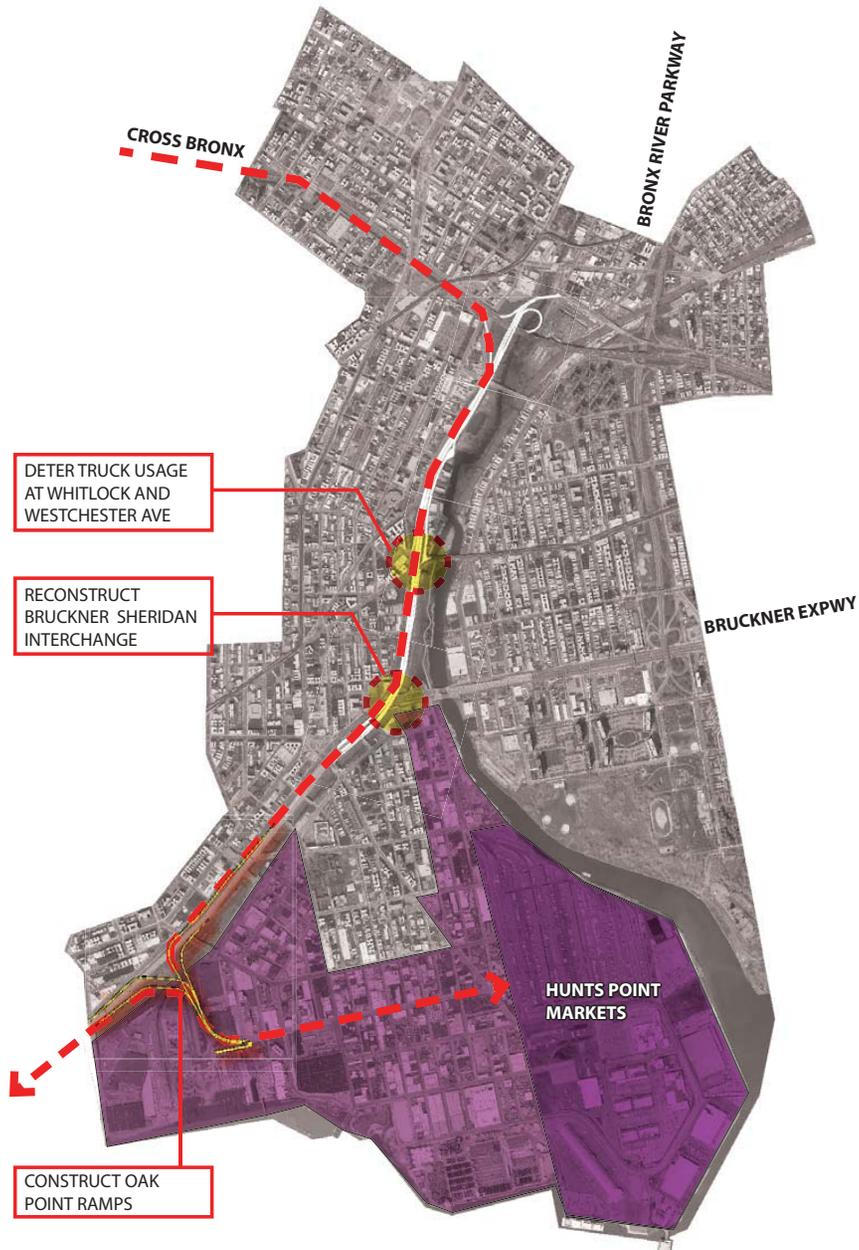
Currently, vehicle access to Hunts Point is difficult and often involves travel on local surface streets. Drivers must exit more than a mile north of Hunts Point at Westchester Avenue and continue on neighborhood streets in order to get to destinations on the peninsula. A central goal of the SEHP study is to develop solutions to and get funding for improvements that would address these issues.

In addition to the Oak Point Avenue ramps, other planned improvements include changes to the Devoe Avenue/East 177th Street intersection at the northern terminus of the Sheridan Expressway.



NYS Department of Transportation 'Bruckner-Sheridan Expressway Interchange Reconstruction and Hunts Point Peninsula Access Environmental Impact Statement' July 2010

RETAIN SCENARIO



In a retain scenario, the Sheridan Expressway remains in its current configuration and location, with minor changes to on/off ramps and improved connections between the expressway and local arterials.

Retain Scenario Objectives:

- Develop options for improving mobility on existing highway network and related local arterials
- Identify opportunities to improve pedestrian safety and create and enhance connections between neighborhoods and/or to important destinations
- Determine land use alternatives that would respond to community needs and priorities

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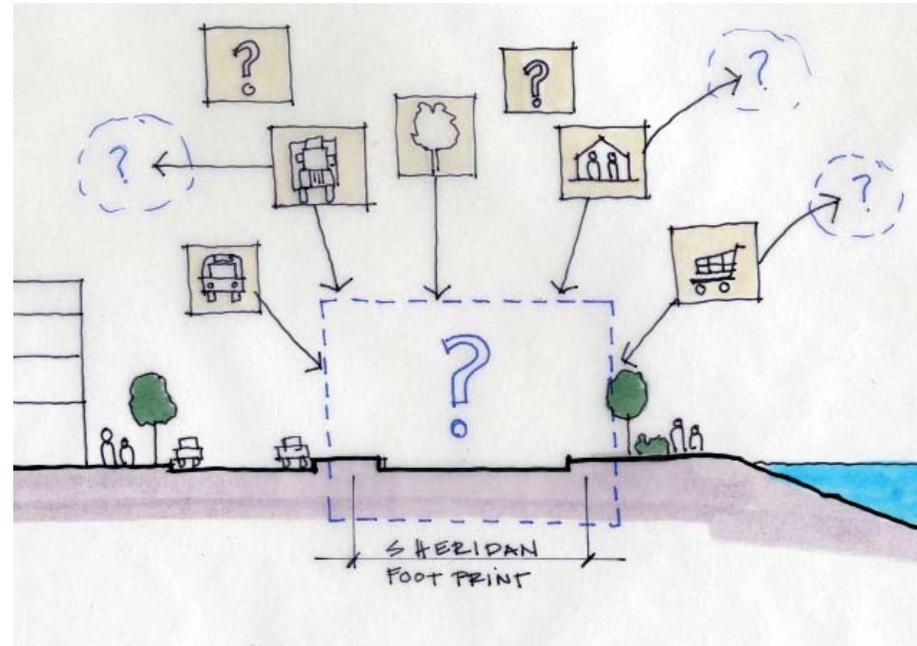
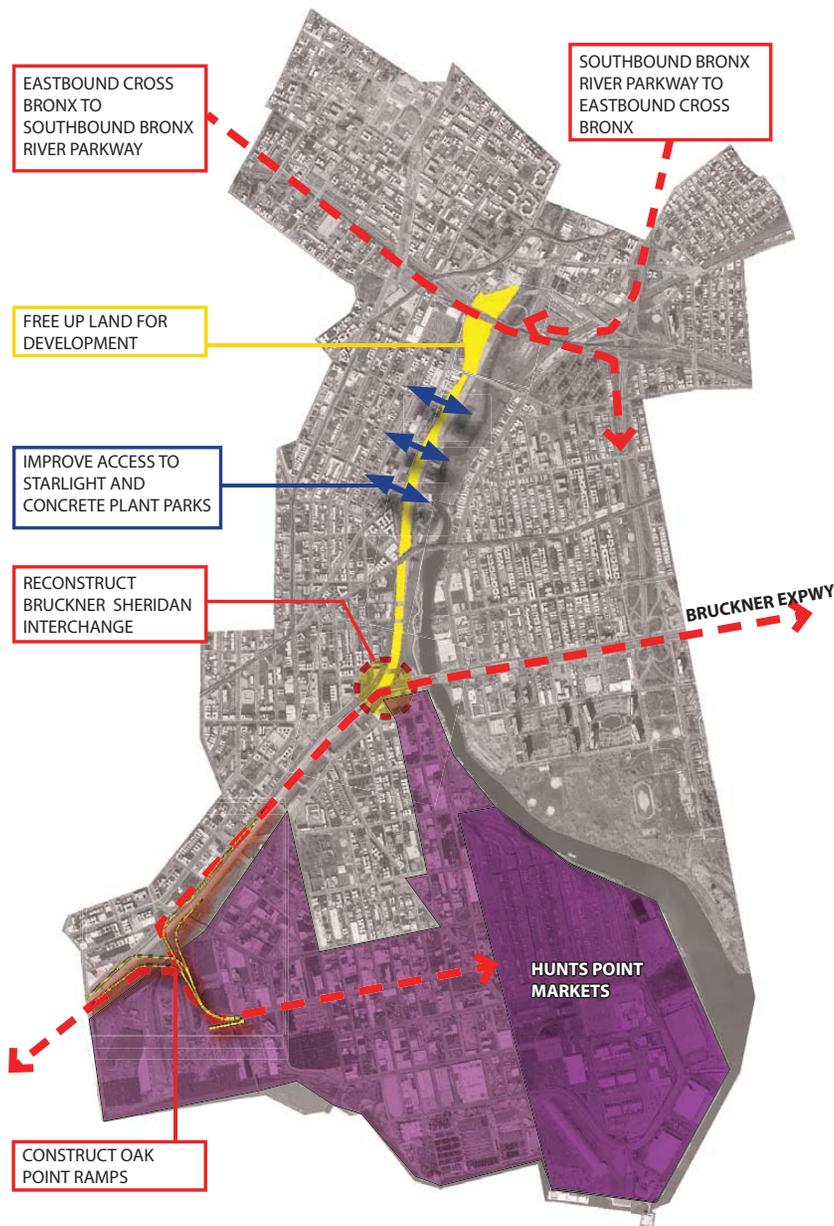


What we heard about this scenario:

Major concerns heard at the planning workshop include the idea that a retain scenario does not adequately address environmental quality, access to parks and the waterfront and truck traffic on local roads. This scenario does not create major opportunities for new development in the study area. Conversely, others felt that the retain scenario kept access for trucks moving to the Hunts Point Market and also allowed for infrastructure improvements to ease congestion.



REMOVE SCENARIO



In a remove scenario, the entire length of the Sheridan Expressway, from its northernmost connection to the Cross Bronx Expressway south to the Bruckner Sheridan Interchange, would be removed. West Farms Road and Bronx River Avenue, both major arterials, may be crucial to this scenario as north-south connectors though neither roadway could be used to replace the Expressway.

Remove Scenario Objectives:

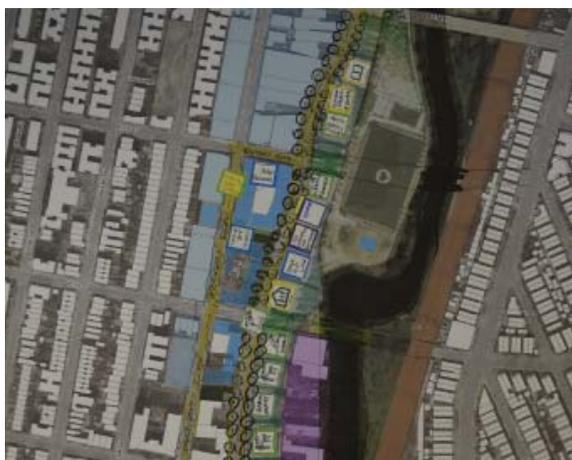
- Identify improvements to highway network that would maintain and/or improve current connections to the Hunts Point peninsula
- Develop options for improving mobility on existing highway network and related local arterials
- Identify and develop strategies to address urban design challenges that would be created by removing the Sheridan Expressway
- Develop reuse alternatives for the footprint of the Sheridan Expressway that respond to community goals and needs

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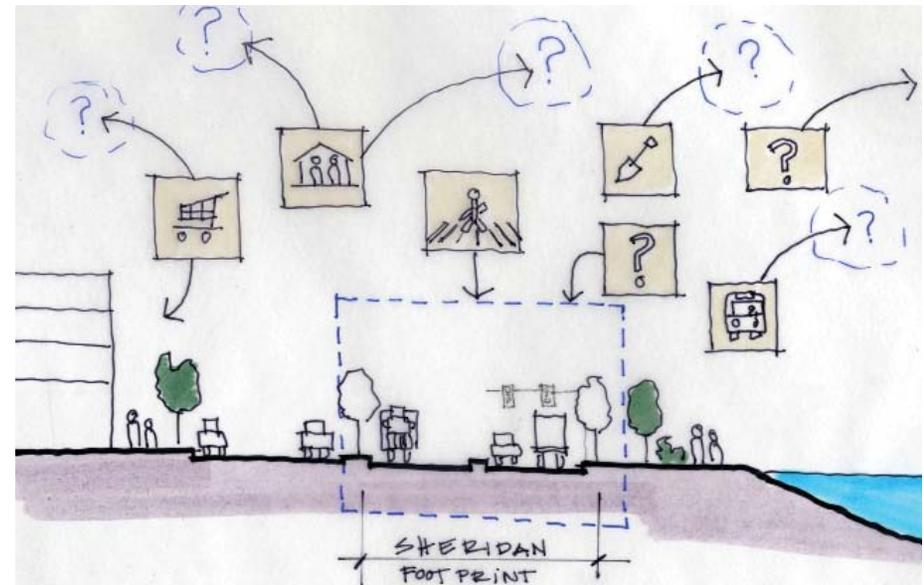
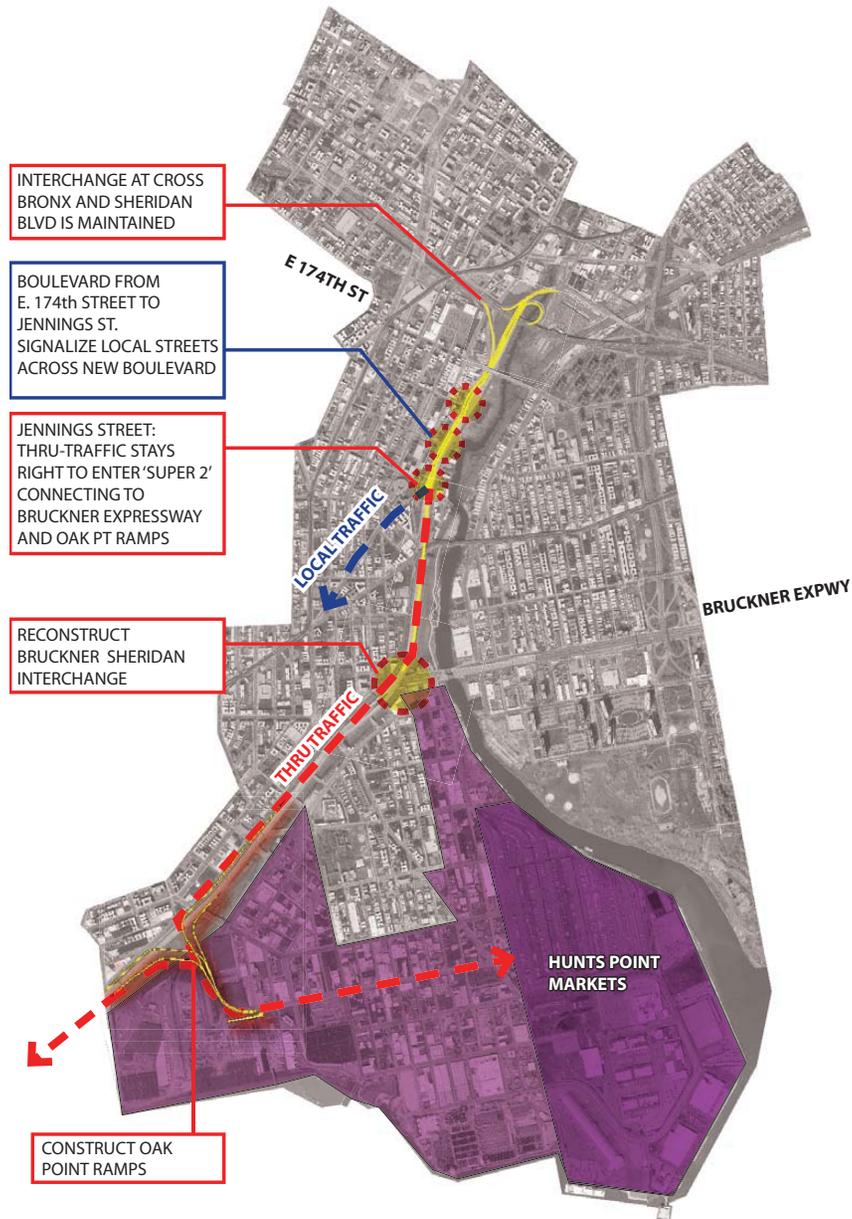


What we heard about this scenario:

This scenario creates many new opportunities for development as highway removal would free up land for development and existing lots which are now locked between the Expressway and the Bronx River. Also, the remove scenario creates the greatest opportunity for pedestrian safety, mobility and greenway connections. However, there is major concern that loss of the Sheridan Expressway would seriously hinder the ability of trucks to access the Hunts Point Food Distribution Center and might increase truck traffic on local streets.



MODIFY SCENARIO



In a modify scenario, as currently envisioned, ramps that presently connect the Cross Bronx Expressway to the Sheridan Expressway would remain in place. Those ramps would connect to a realigned section of West Farms Road between 176th and Jennings Streets. West Farms Road would be redesigned as a boulevard with new stoplights and pedestrian crossings. South of Jennings, traffic would continue onto the Bruckner Expressway. Further study of this scenario must be conducted before roadway redesign options are finalized.

Modify Scenario Objectives:

- Develop options for improving mobility on existing highway network and related local
- Arterials maintaining current connections to the Hunts Point peninsula
- Redesign the Sheridan Expressway as a boulevard, maintaining the general path of the roadway while creating new linkages between neighborhoods and to important community resources
- Develop land use alternatives that would capitalize on new opportunities created by a roadway redesign

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What we heard about this scenario:

Participants felt that this scenario would provide some opportunity to address local needs by adding new connections to open space and generating development activity on newly available parcels. This scenario also drew criticism, as most participants felt it met few needs (mobility, open space, etc) and created minimal opportunity for new development. It is notable that the modify scenario has not been included in previous planning studies conducted by NYSDOT. This was the public’s first opportunity to develop a more in-depth understanding of this scenario.



RECONVENING

After discussion groups had developed ideas related to the three transportation scenarios presented, the full group reconvened to share the outcome. A small sample of sketches produced at the planning workshop are shared in these pages. A full summary of discussion group ideas is included in the appendix to this document.

DISCUSSION HIGHLIGHTS

- The Bronx River is an important community amenity
- Any new development along waterfront should include river access and limit negative impact on water quality
- Better lighting and safer intersections are necessary throughout the study area
- Infrastructure heavily impacts the area; cutting off neighborhoods from one another, from open space and the river
- Community services are inadequate in throughout the study area and new development must be accompanied by additional services
- New schools, health facilities, full service food stores and libraries are a high priority
- Supporting industry and existing job centers is a goal across stakeholder groups
- Additional affordable housing is needed, especially near transit and existing retail corridors
- Improve public transit options, pedestrian safety and traffic congestion
- Potential impacts of changes to highway system should be considered before making decisions about future land use scenarios

PRESENTATION OF DRAFT LAND USE SCENARIOS

Beginning December 2011, DCP staff will work towards more concrete land use plans for each scenario. Draft land use and transportation scenarios will be shared publicly via open houses. Additional public input will be solicited on the scenarios before they are finalized.

IMPACT ANALYSIS

The draft scenarios will be the focus of impact analysis by partner agencies. The NYC Economic Development Corporation (NYCEDC) will conduct an economic and freight impact analysis; the NYC Department of Transportation (NYCDOT) will conduct traffic impact analysis; and the Mayor's Office of Long Term Planning and Sustainability (OLTPS) will conduct a sustainability analysis of each scenario. Impact analysis will begin after land use and transportation scenarios are publicly vetted.

After the preliminary analysis is complete, a public meeting will be scheduled where more concrete and specific answers about road re-design and traffic can be discussed.

An overview of workshop outcomes will be shared through DCP's SEHP website and in a presentation to the Community Working Group and appropriate Community Boards.

APPENDICES

APPENDIX A: Land Use Scenario Summaries

APPENDIX B: Interactive Boards

APPENDIX C: Information Boards

APPENDIX D: Glossary of Terms and Supplemental Information

