

## INFORMATION BOARDS

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These information boards were a component of the “virtual tour” that took place during the Open House portion of the planning workshop day. The information boards included in this appendix are an overview of the following topics:

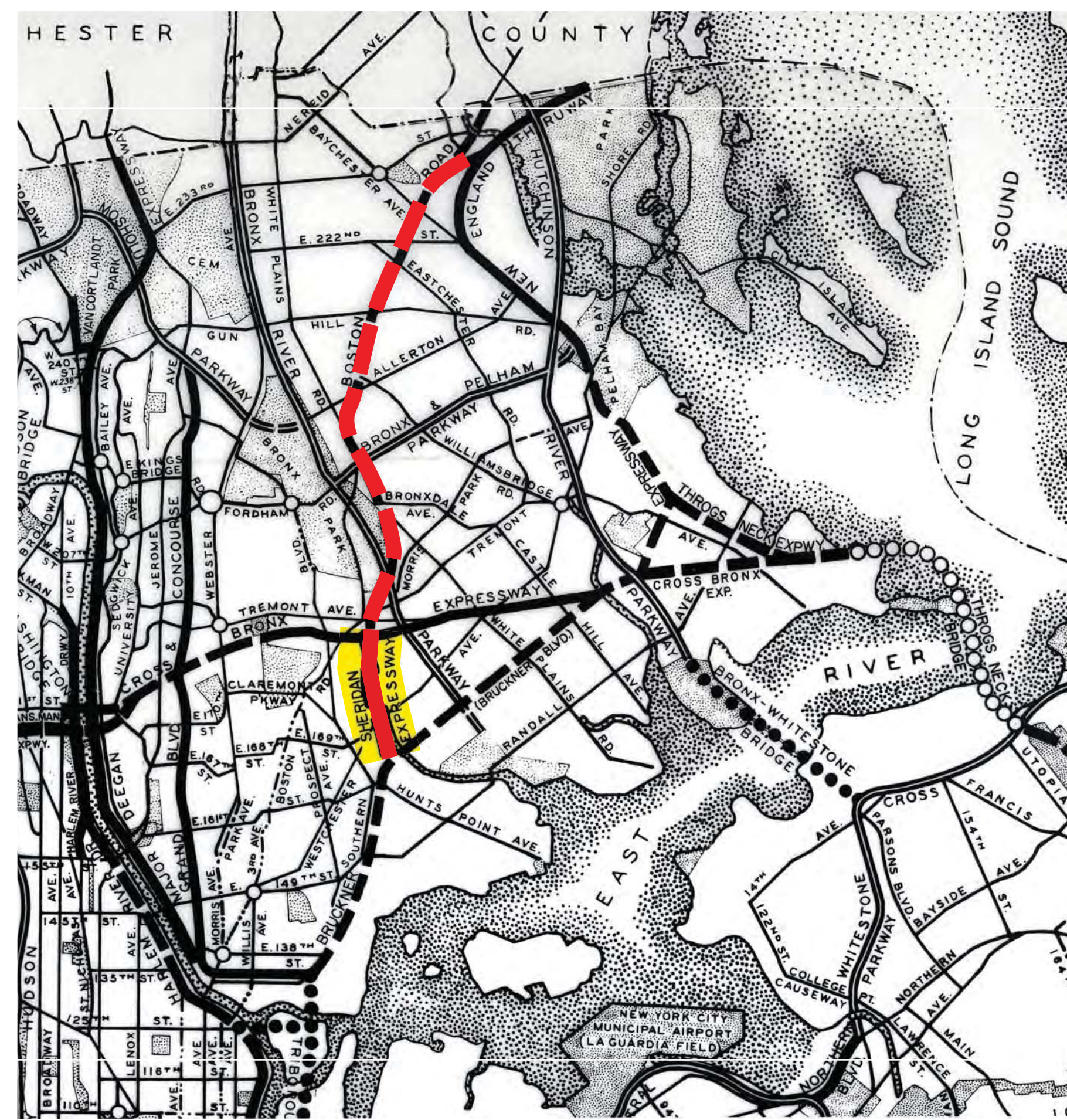
- INTRODUCTION
- STUDY AREA
- PLANNING FRAMEWORK
- LAND USE AND ZONING
- HOUSING
- EMPLOYMENT
- TRANSPORTATION
- PEDESTRIAN AND BIKE NETWORK
- OPEN SPACE
- ENVIRONMENT





## The Sheridan Expressway

The Sheridan Expressway (I-895) in the Bronx links the Bruckner Expressway (I-278) at its southern end and the Cross Bronx Expressway (I-95) at its northern end. The Sheridan Expressway, which opened in 1963, is 1.25 miles long; however, when the expressway was originally planned in the 1940s, it was slated to extend northward through the Bronx Zoo and into Westchester County. In addition to automobile traffic, the Sheridan's most critical use is the circulation of trucks between the nation's major agricultural regions in the western and southern parts of the country and Hunts Point Food Distribution Center. The New York State Department of Transportation (NYSDOT) estimates that in 2009 approximately 35,000 vehicles travelled daily on the Sheridan Expressway in both directions (Source: NYSDOT 2009 Traffic Data Report for New York State).

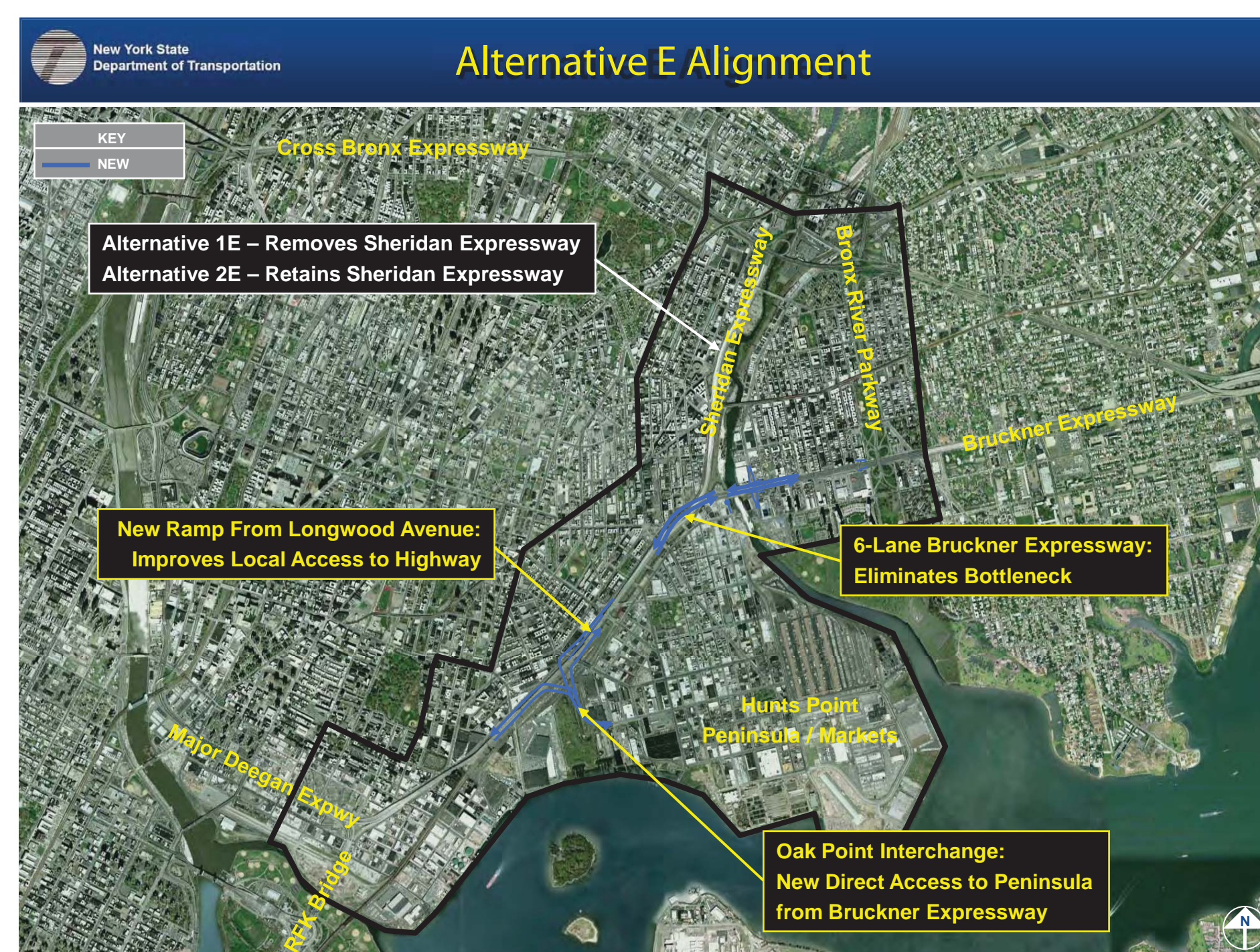


NYC Planning Commission 'Mater Plan of Arterial Highways and Major Streets' 1941

## Planning for the Sheridan

### NYS Department of Transportation Plan

Since 2001, NYSDOT has been studying proposals to improve safety and traffic flow at the Bruckner Expressway (I-278) and 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, as well as provide an additional Bruckner interchange at Oak Point Avenue. The main difference between the two remaining alternatives under study by the NYSDOT is the retention of the Sheridan itself.



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

### Southern Bronx River Watershed Alliance Plan

In 2006, the SBRWA, a coalition of Bronx based community organizations and city-wide policy groups, hosted a local planning effort for the Sheridan Expressway. This resulted in a proposal to remove the Sheridan Expressway and replace it with what local residents identified as community needs: opportunities for business and jobs, affordable housing, and park space. The plan also proposed changes to the South Bronx road network to minimize truck traffic on local streets and improve access to the Hunts Point Peninsula. Removing the Expressway remains as one of the options being studied by NYSDOT.



Southern Bronx River Watershed Alliance 'The Community Plan for the Sheridan' 2008-2009

## Why Another Plan

### SHERIDAN EXPRESSWAY CORRIDOR

TIGER II

APPLICANT/SPONSOR: New York City Department of Transportation  
 TOTAL PROJECT COST: \$2,021,418

TIGER II GRANT: \$1,510,171

#### PROJECT DESCRIPTION

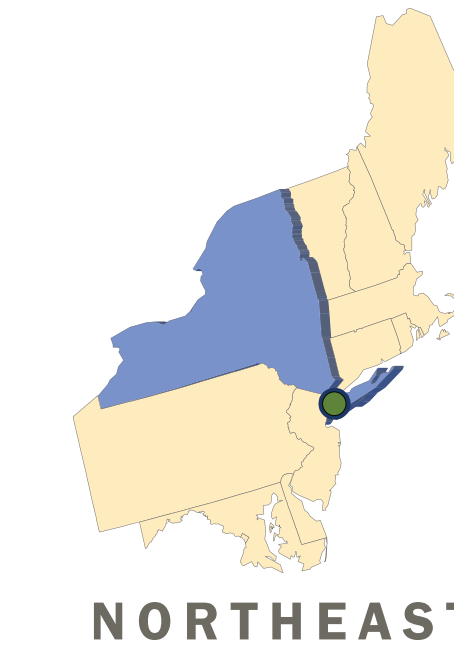
The project will create a neighborhood development plan for the Sheridan Expressway and Hunts Point area. Through a City-led, multi-agency, holistic planning process the plan will identify the needs and goals of the business and residential communities in the area. Technical analysis will examine alternatives to improve access to the Hunts Point Food Distribution Center allowing the area to come to an informed position about how possible solutions will affect the community. Alternatives under consideration include removing the Sheridan, rebuilding the interchange of the Sheridan and the Bruckner, or creating a new interchange for Hunts Point at Oak Point Avenue.

#### PROJECT HIGHLIGHTS

- Addresses a critical need for changes to transportation and housing provision in a high traffic area
- Features strong and varied partnerships and a significant opportunity to build community capacity for planning efforts

#### PROJECT BENEFITS

This revitalization planning study proposal will determine the best means to provide transportation and housing solutions in existing communities. The area currently experiences truck congestion, has minimal rail access, insufficient affordable housing and antiquated storm water and drainage control systems. The corridor planning study will address congestion issues at the access point to the main food distribution center in the US Northeast and develop strategies to improve infrastructure and increase affordable housing in the area.



NORTHEAST

US Department of Transportation 'Tiger II: Planning Grant' 2010

### Economic Development Corp. Hunts Point Vision Plan

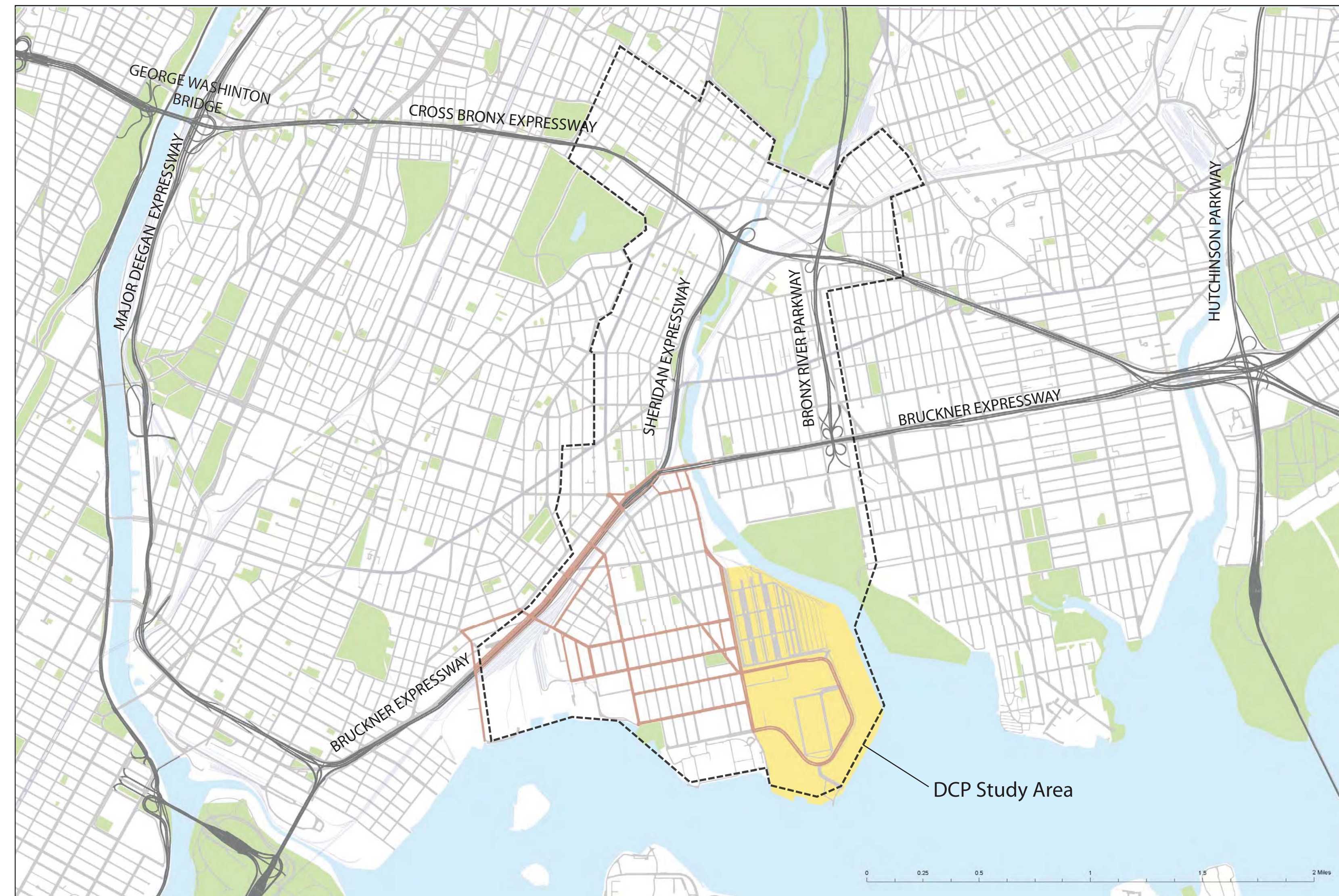
Released in March 2005, the Hunts Point Vision Plan addresses critical issues facing the Hunts Point Peninsula. A Task Force, made up of various stakeholders, was formed in 2003 to provide a forum to address these concerns. The Vision Plan focuses on four categories of short-term goals that were prioritized by the Task Force, and outlines a series of concrete recommendations to stimulate job growth, enhance waterfront areas and streetscapes, and improve traffic safety and efficiency. NYCEDC has begun implementing portions of the Vision Plan and is coordinating its efforts with several agencies.



Economic Development Corporation 'Hunts Point Vision Plan' 2005



## Transportation Study Area



## How did we choose our area of focus?

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 from one destination to another.

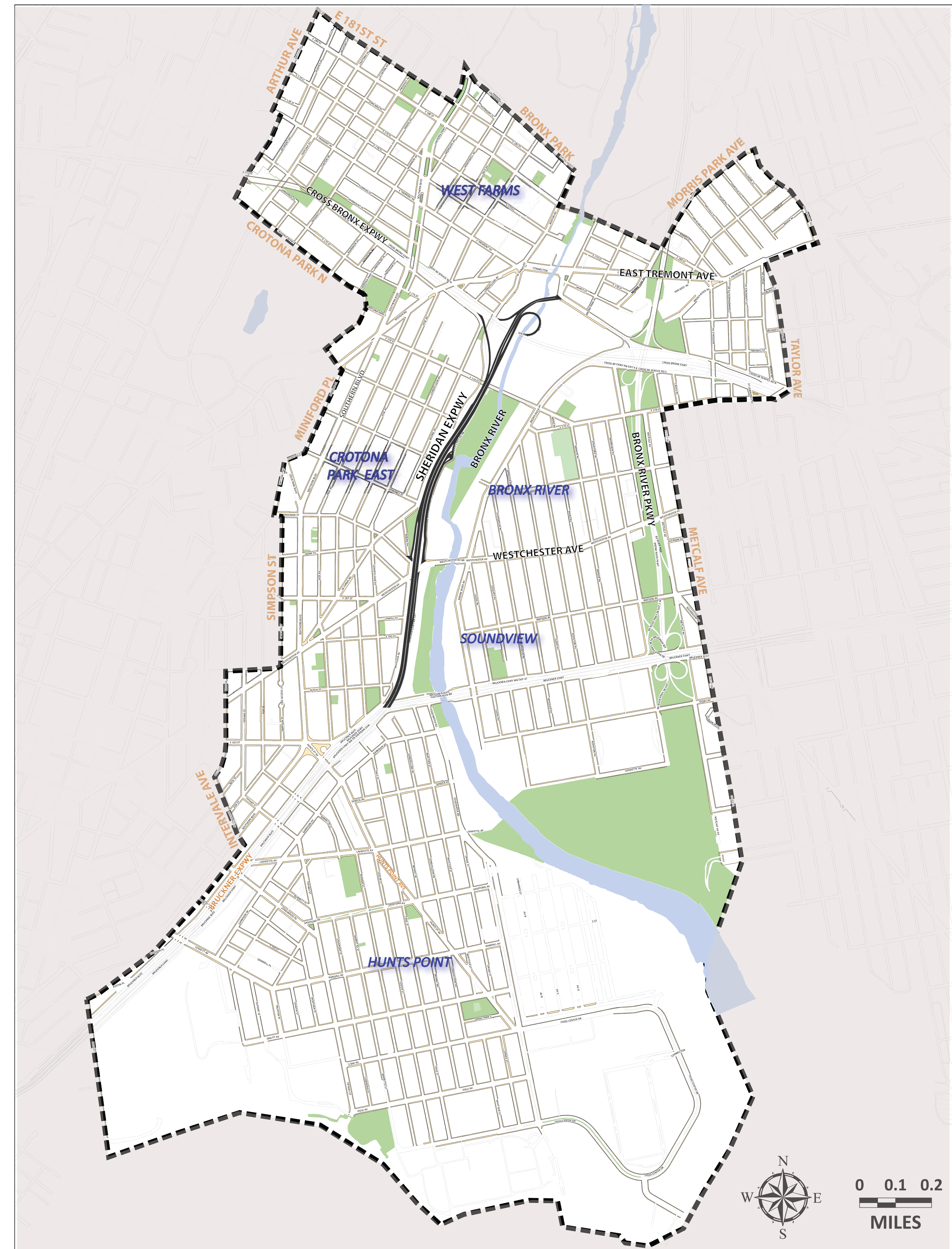
The Sheridan Expressway itself has a number of limitations, including a limited number of interchanges and complicated intersections. The expressway can be entered southbound at an irregular intersection of local streets (177th Street and Devoe Avenue) and from a ramp off the Cross-Bronx Expressway. One northbound entrance to the expressway is via an on-ramp north of Hunts Point Avenue while the second entrance is via a ramp off the Bruckner Expressway.

More than 200,000 people live within a mile of the expressway. Multiple neighborhoods surround the Sheridan: Crotona Park to the west, West Farms to the north, Longwood and Hunts Point to the south, Bruckner and Soundview to the east. The expressway, despite its short length, runs through four community districts: 2, 3, 6, and 9. During the 1970s, the communities to the west of the expressway experienced the greatest population loss in the entire Bronx – a two-third population loss – but the area also saw some of the first signs of renewal in the 1980s and today Crotona Park East and Charlotte Gardens are stable residential communities. Bronx River and Soundview contain predominantly low-scale residences with some notable high-rise buildings such as Soundview and Bronx River Houses, both NYCHA developments. The Hunts Point peninsula to the south includes a stable residential population of approximately 11,000 amongst the industrial and food-related businesses.

Immediately surrounding the Sheridan Expressway are light industrial uses, auto-repair shops, auto salvage yards, parking, warehouses, as well as a small motel, multiple schools, an MTA bus depot, apartment buildings, and three parks. With support from the City, more than 4,672 new affordable housing units have been developed in the vicinity of the expressway. The Bronx River runs parallel to the expressway to the east, and the elevated #6 subway line and regional rail/Amtrak line run along the expressway and cross it near Westchester Avenue.

The SEHP land use study area was developed with an eye towards the important relationship between the transportation network and neighboring land uses.

## Land Use Study Area



The land use study area 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.





# Developing the Planning Framework

## What is the Planning Framework?

The Planning Framework establishes the needs, policies, and goals to be addressed through the planning process. Local priorities already identified through community planning processes and city wide initiatives include:

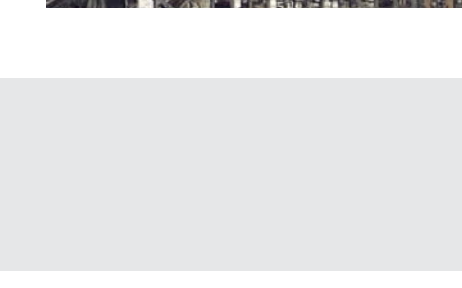
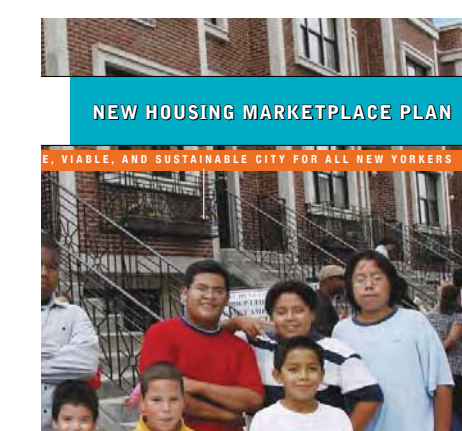
- Efficient transportation networks
- Transit options
- Improved access to Hunts Point
- Business ownership
- The Waterfront
- New and existing open space
- Active recreation
- Improved air quality
- A cleaner Bronx River
- Healthy food
- Affordable housing
- Homeownership
- Adjacent communities
- Safer streets
- Community services
- Successful schools



## Community

Community goals enter the planning framework via personal participation and planning statements. As part of the SEHP study, a Community Working Group of local stakeholders has been convened to help guide the planning and analysis process. Varied opportunities for community input are important to gather a clear picture of community goals and needs. These opportunities include:

- Public Workshops
- Open Houses
- Community Working Group (CWG)
- Walking tours of the area
- Personal briefings
- On-line comments
- Existing community plans and needs statements



## City Strategy

City goals and policies enter the planning framework via policy statements, agency strategic plans, comprehensive planning efforts, and city participation including:

- PlaNYC
- Comprehensive Waterfront Plan
- New Housing Marketplace Plan
- Sustainable Streets Plan
- Hunts Point Vision Plan
- Office of the Deputy Mayor for Economic Development
- Department of City Planning
- Department of Transportation
- Department of Housing, Preservation and Development
- NYC Economic Development Corporation
- Mayor's Office of Long-term Planning and Sustainability
- Department of Parks & Recreation
- Department of Environmental Protection



## Planning Framework

The shared goals expressed by the CWG and information gathered from the field were used to develop a framework that will guide decision making as scenarios are developed.

### Connectivity and Mobility:

We want to move and have access to our neighborhood, our region.

### Land Use and Community Infrastructure:

We want to live in an affordable neighborhood with a full range of amenities and services.

### Waterfront and Open Space:

We want green spaces and nature that contribute to our relaxation and health.

### Economic Development:

We want good jobs and thriving businesses that support local residents and the region. We want the Hunts Point markets to prosper.

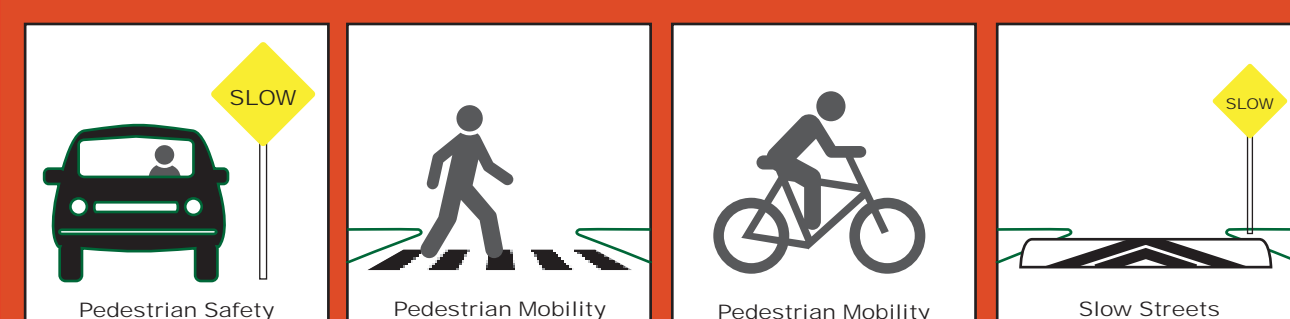
### Sustainability:

We want to grow and develop in responsible ways that will support our wellbeing and our future.

## Our Planning Framework

### Connectivity + Mobility

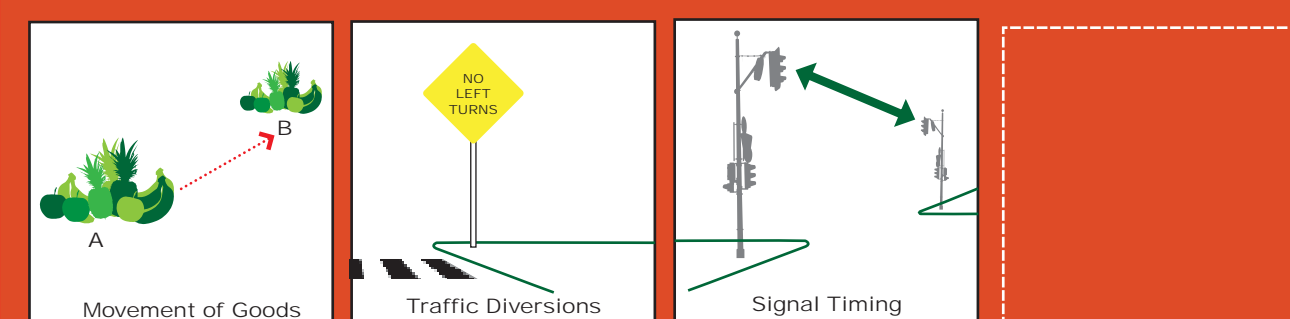
#### I. Improve Pedestrian safety and mobility



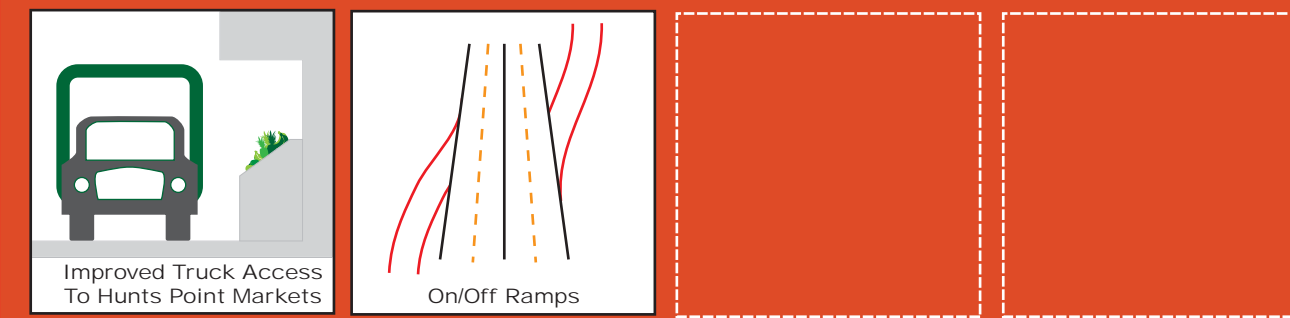
#### II. Create connections between neighborhoods and to important destinations



#### III. Improve efficiency in road network

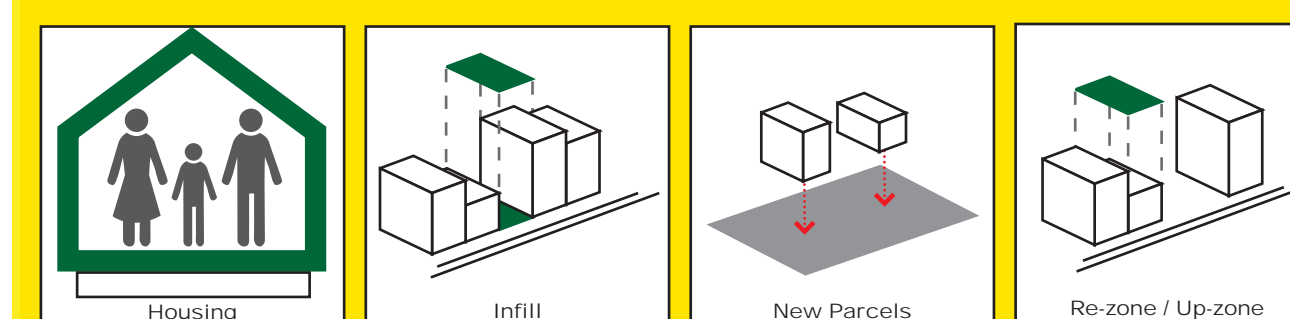


#### IV. Improve access to markets Hunts Point.



### Land Use + Community Infrastructure

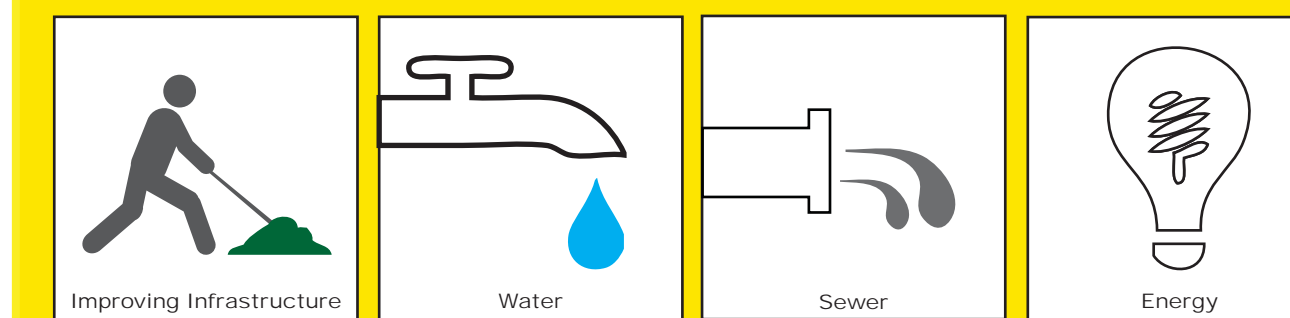
#### I. Develop new affordable housing



#### II. Provide adequate public amenities for a growing population

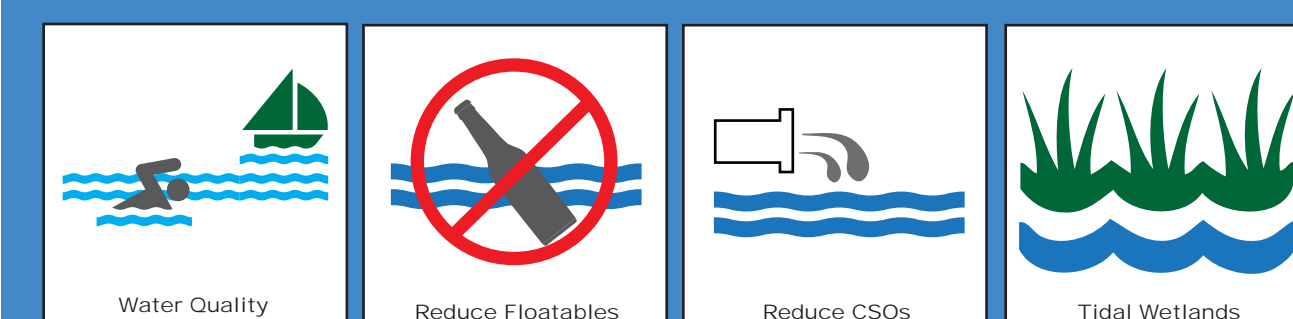


#### III. Make improvements to aging infrastructure

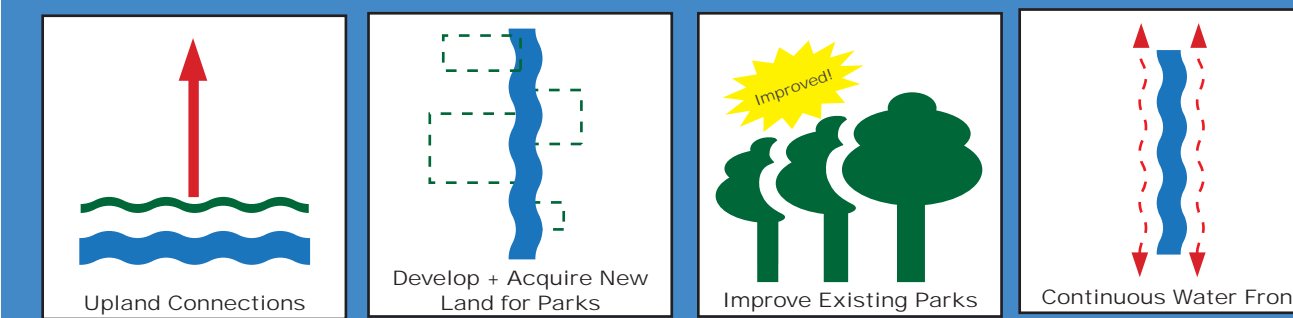


### Waterfront + Open Space

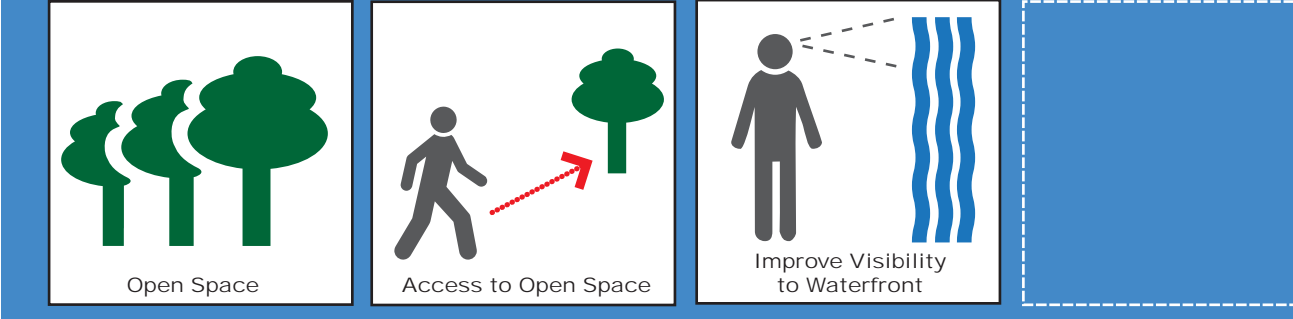
#### I. Protect the Bronx River



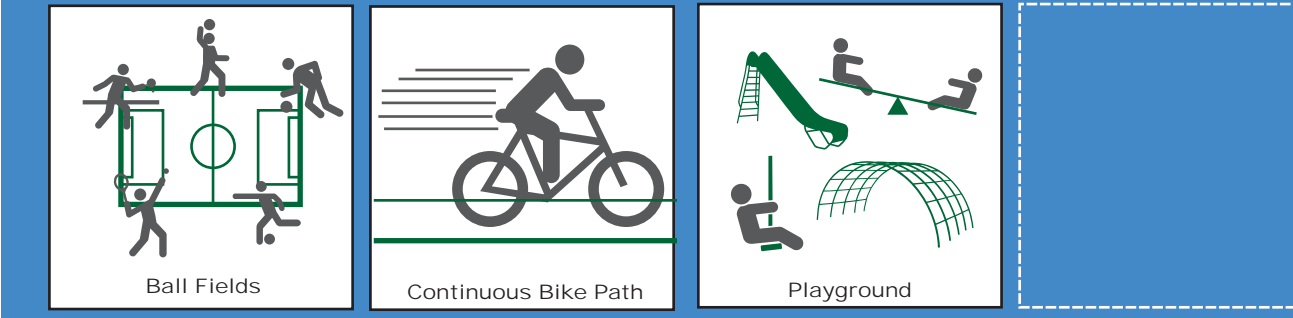
#### II. Expand public access to river and waterfront



#### III. Improve access to existing and planned open space



#### IV. Create new opportunities for active recreation

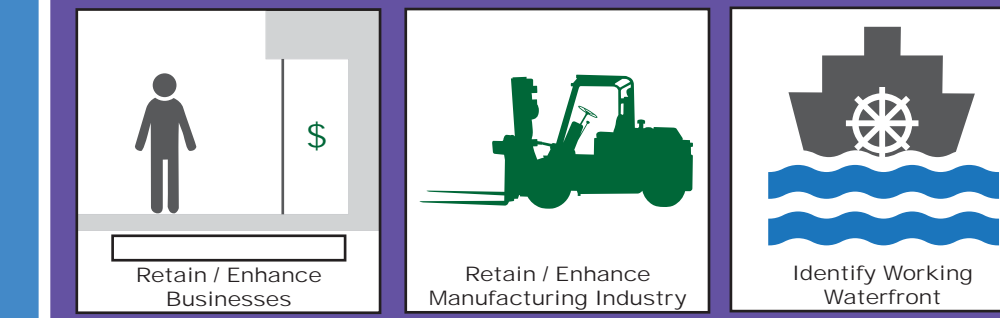


### Economic Development

#### I. Support/protect job sector



#### II. Retain/enhance local businesses

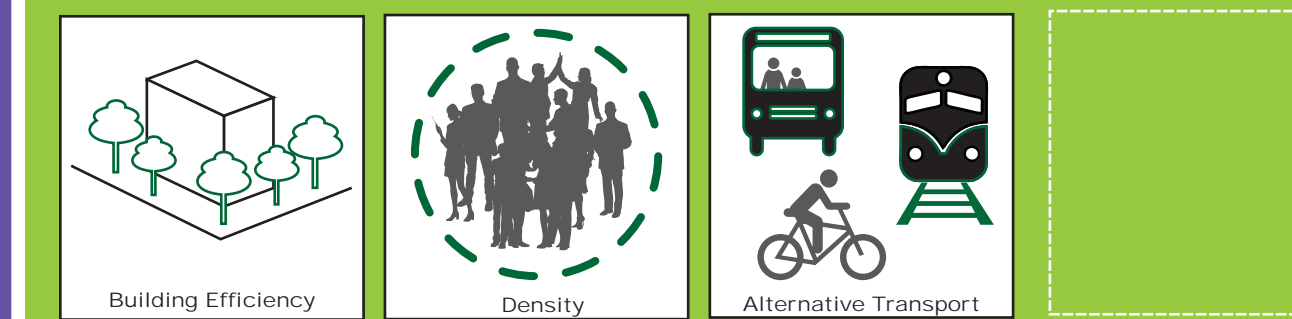


#### III. Promote food related businesses

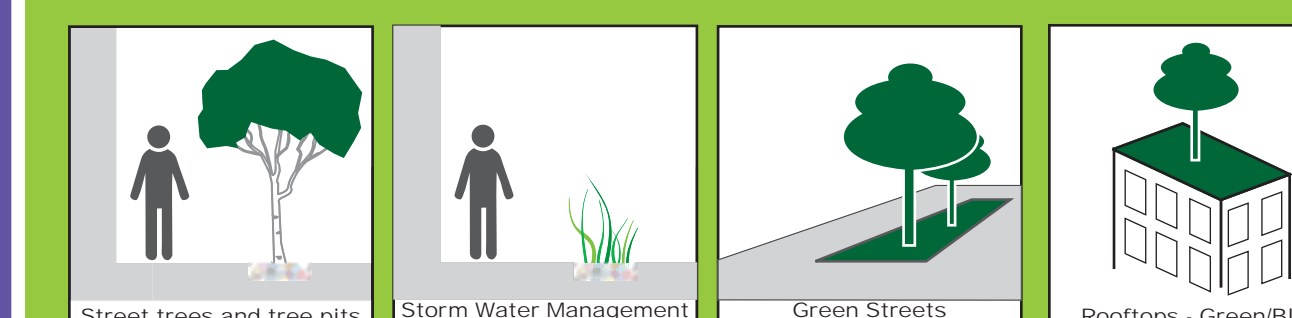


### Sustainability

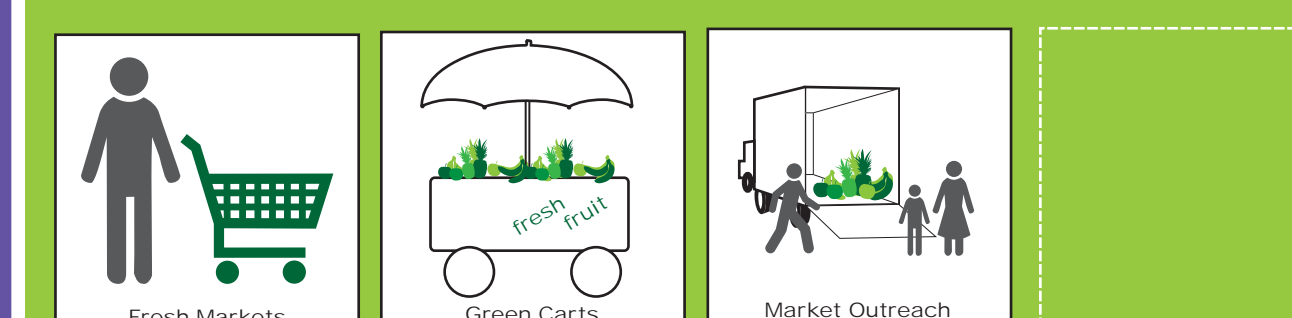
#### I. Promote green development practices



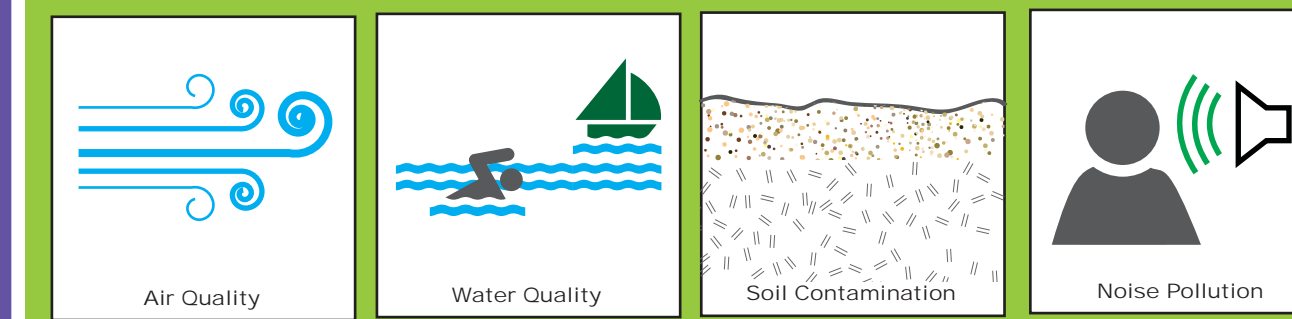
#### II. Implement green infrastructure



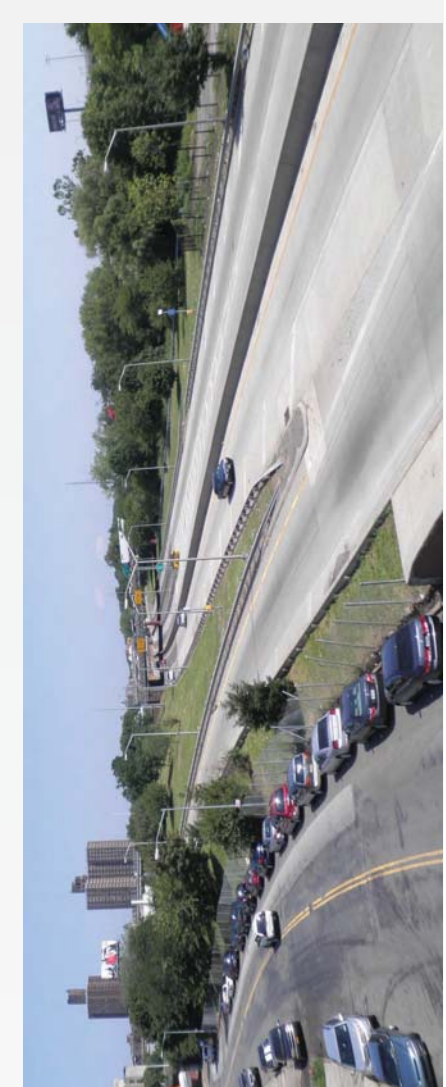
#### III. Access to healthy foods



#### IV. Environmental health

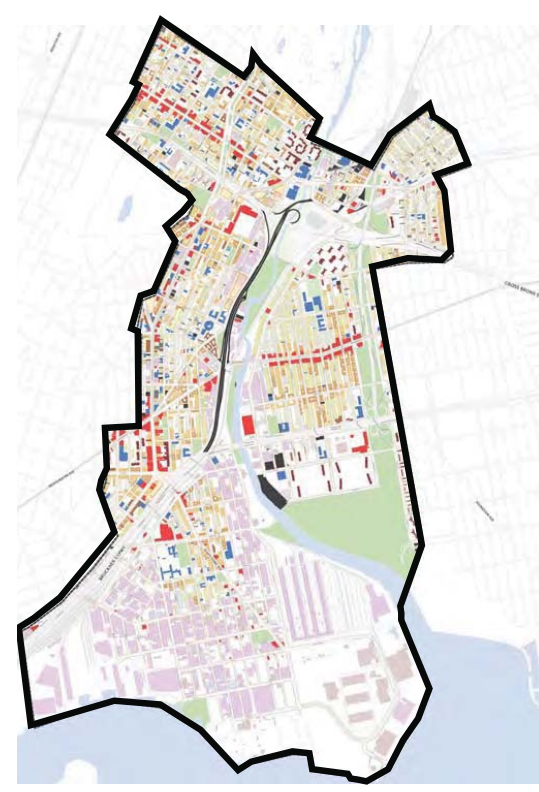


SHERIDAN EXPRESSWAY - HUNTS POINT LAND USE AND TRANSPORTATION STUDY  
SEHP  
NYC PLANNING  
DEPARTMENT OF CITY PLANNING CITY OF NEW YORK



NYC PLANNING  
DEPARTMENT OF CITY PLANNING CITY OF NEW YORK

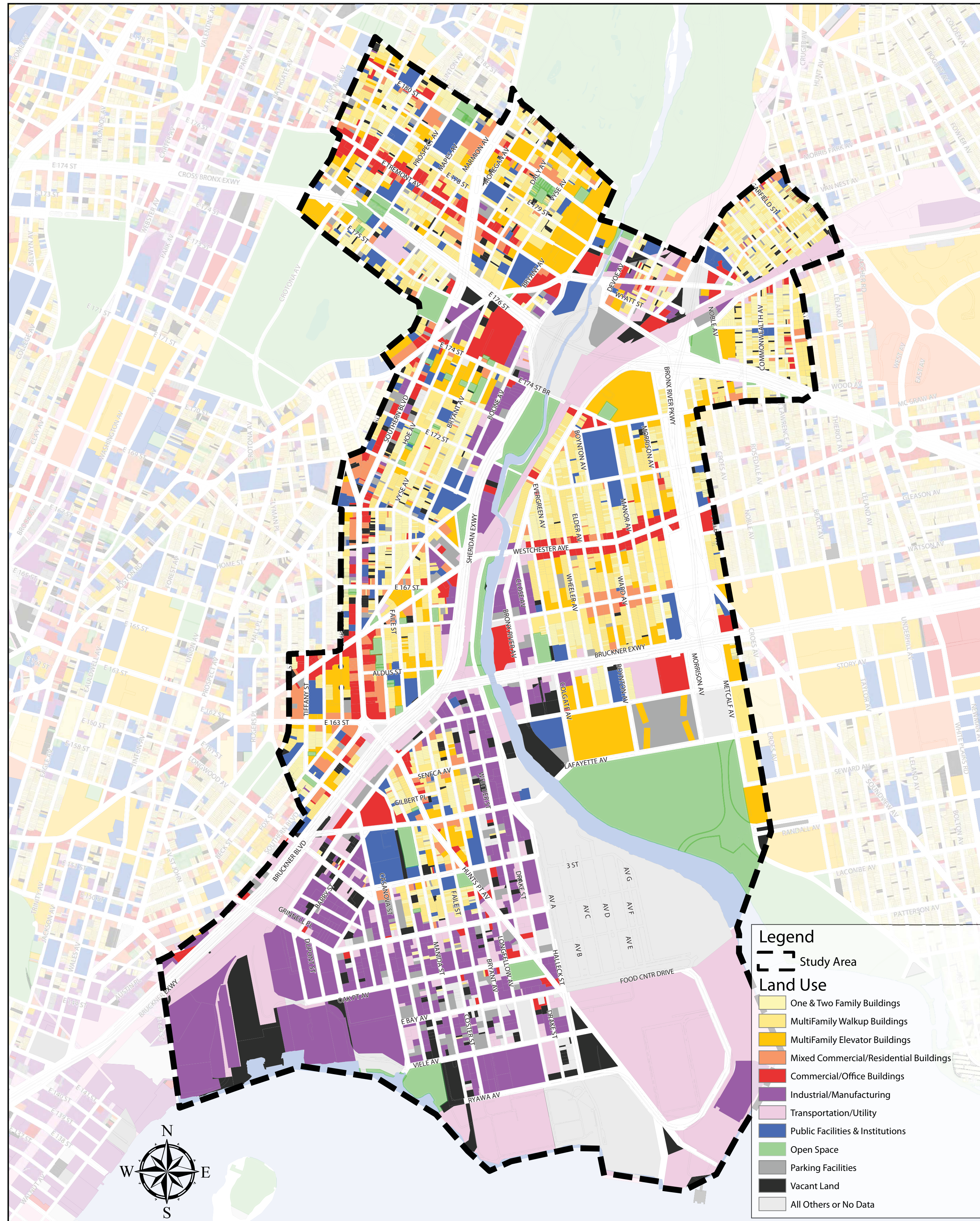




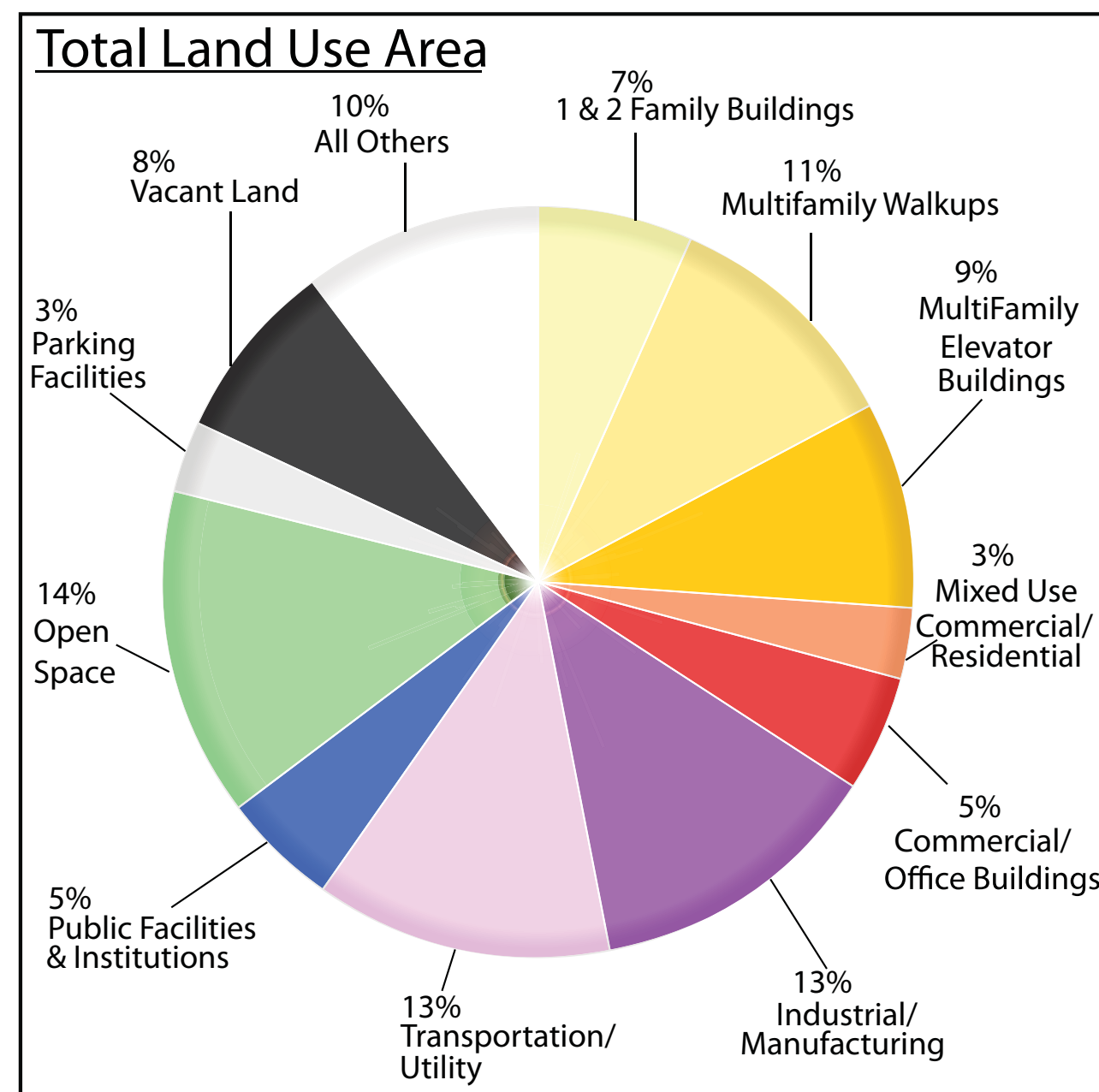
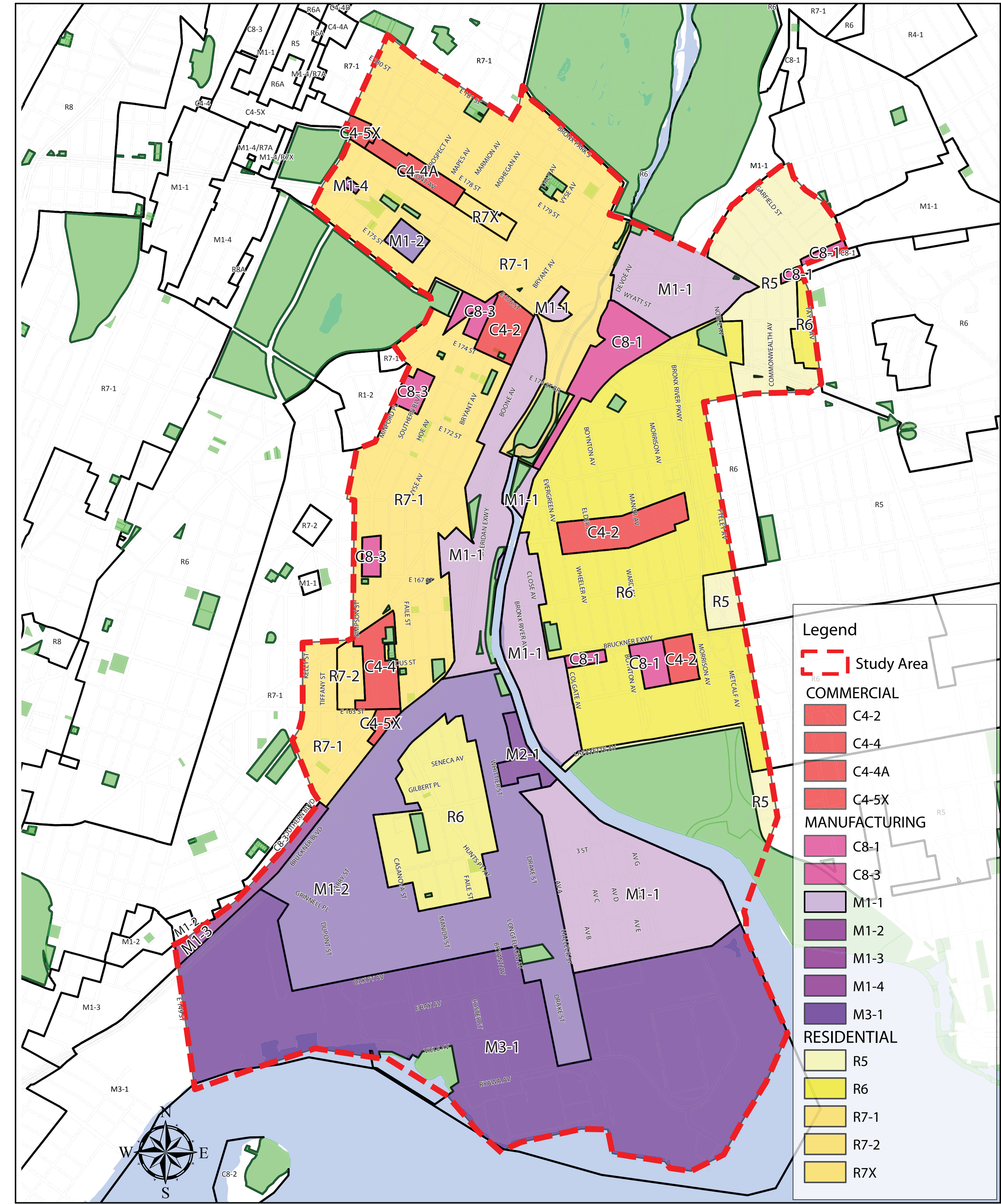
# LAND USE



## Land Use



## Zoning



A broad mix of uses is represented including residential, institutional, commercial, manufacturing, recreation, and transportation. The predominant land use varies within the study area with some areas primarily lower-density residential and others multi-family developments interspersed with corridors of commercial uses. Manufacturing/transportation uses dominate the southern portion up through the spine of the study area.

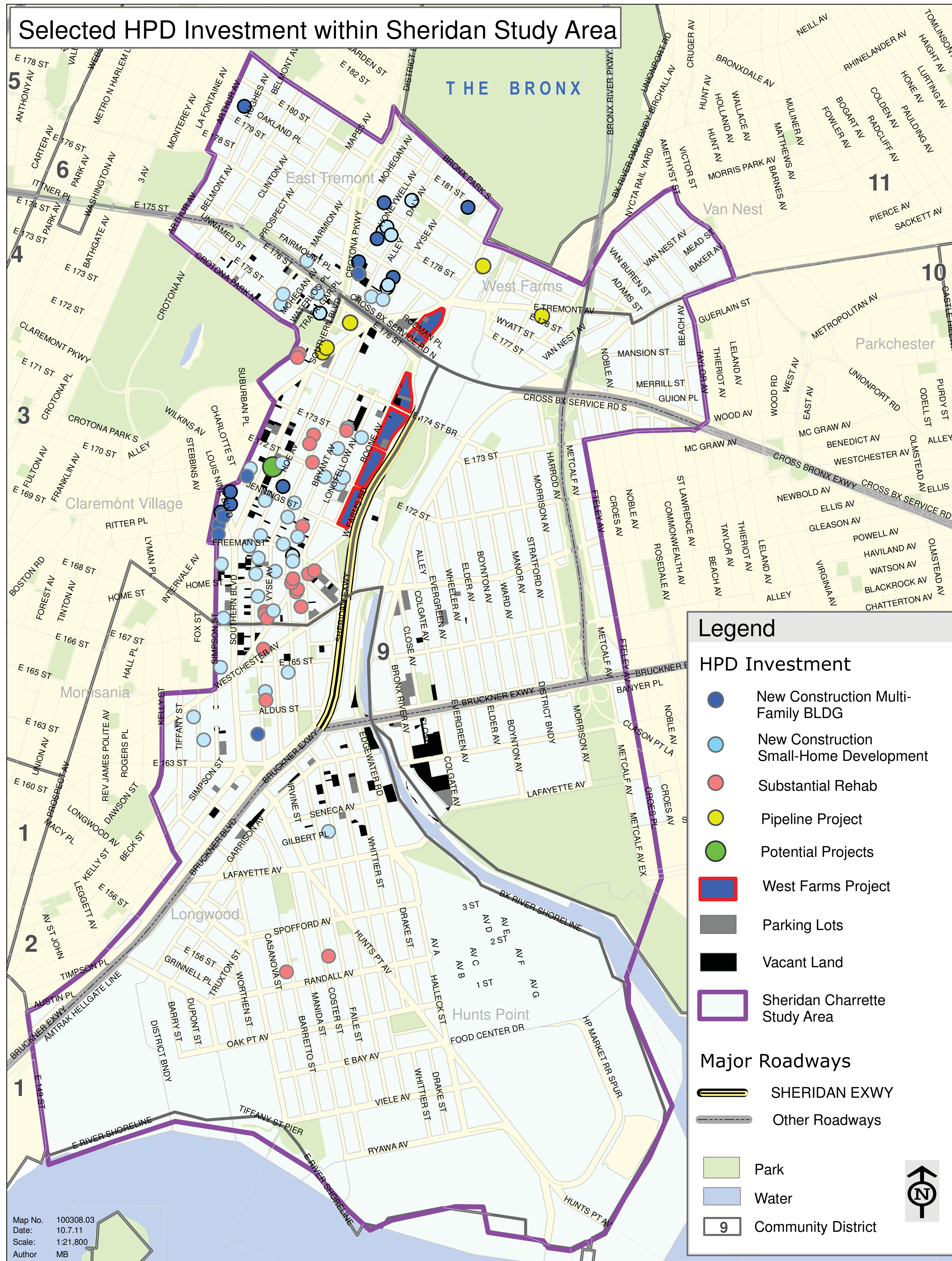
Despite making up nearly 65% of the the lots in the study area, lower-density residential and multi-family buildings comprise 26% of the land area. Conversely, manufacturing/transportation uses comprise roughly 9% of the total lots while covering a quarter of the study area. Surface parking and vacant lots are scattered throughout the area and comprise a tenth of the study area.

While open spaces comprise 14% of the total land area many of these recreational resources are difficult to access and many distant from the heart of the residential community.



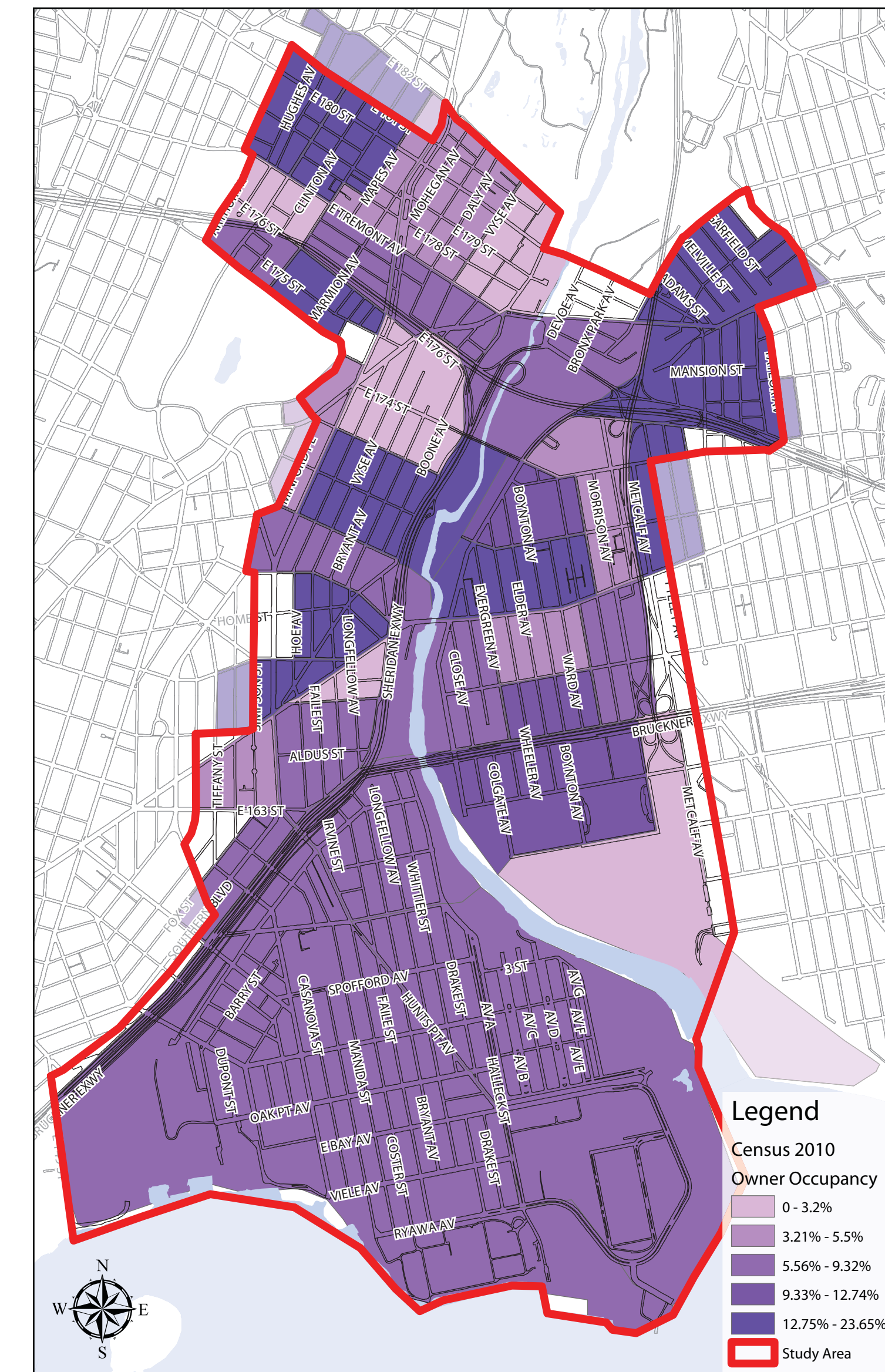


# What's happening?



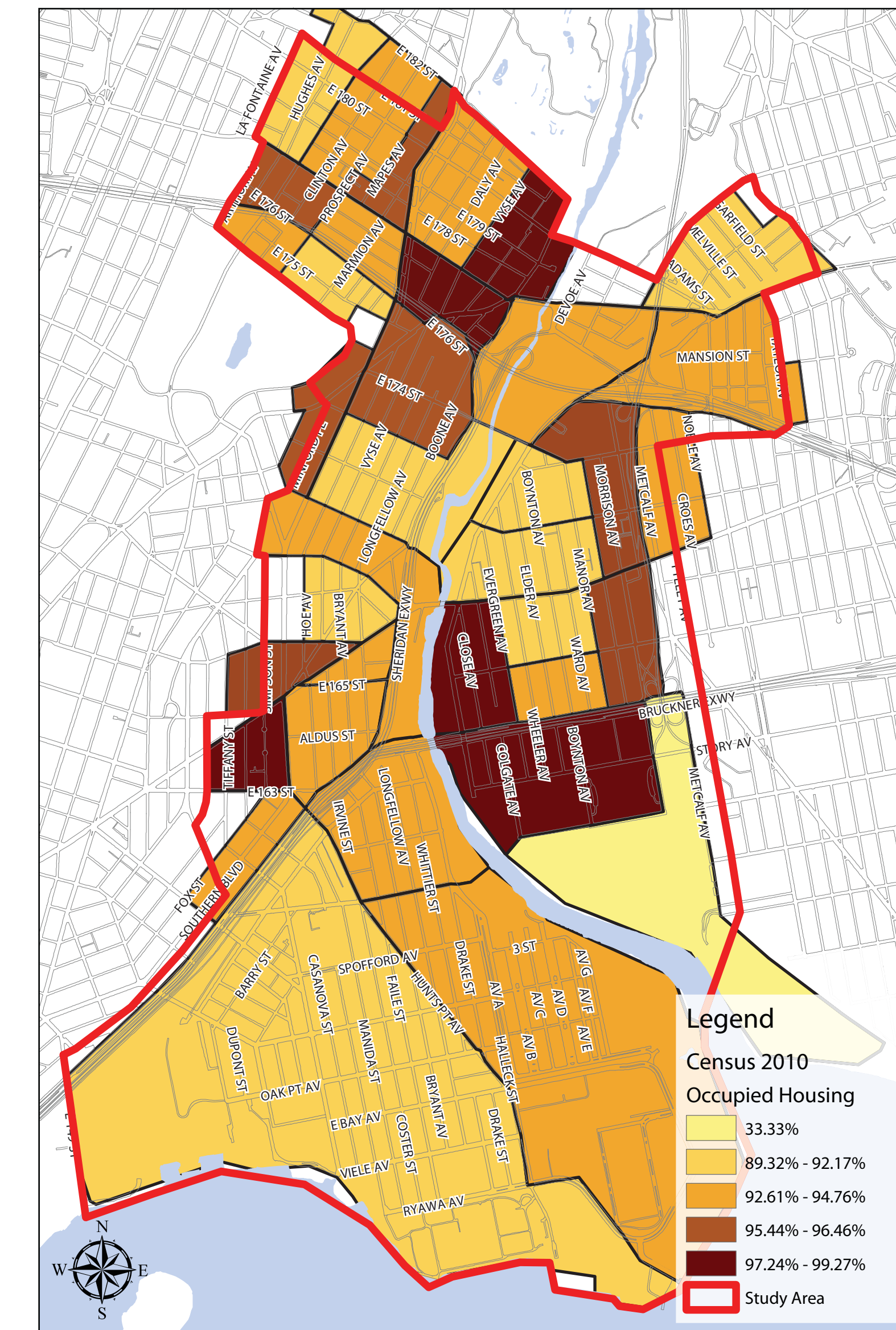
New, forthcoming, and potential Dept of Housing, Preservation and Development (HPD) investments have been clustered west of the Sheridan Expressway, around transportation hubs.

# Housing ownership

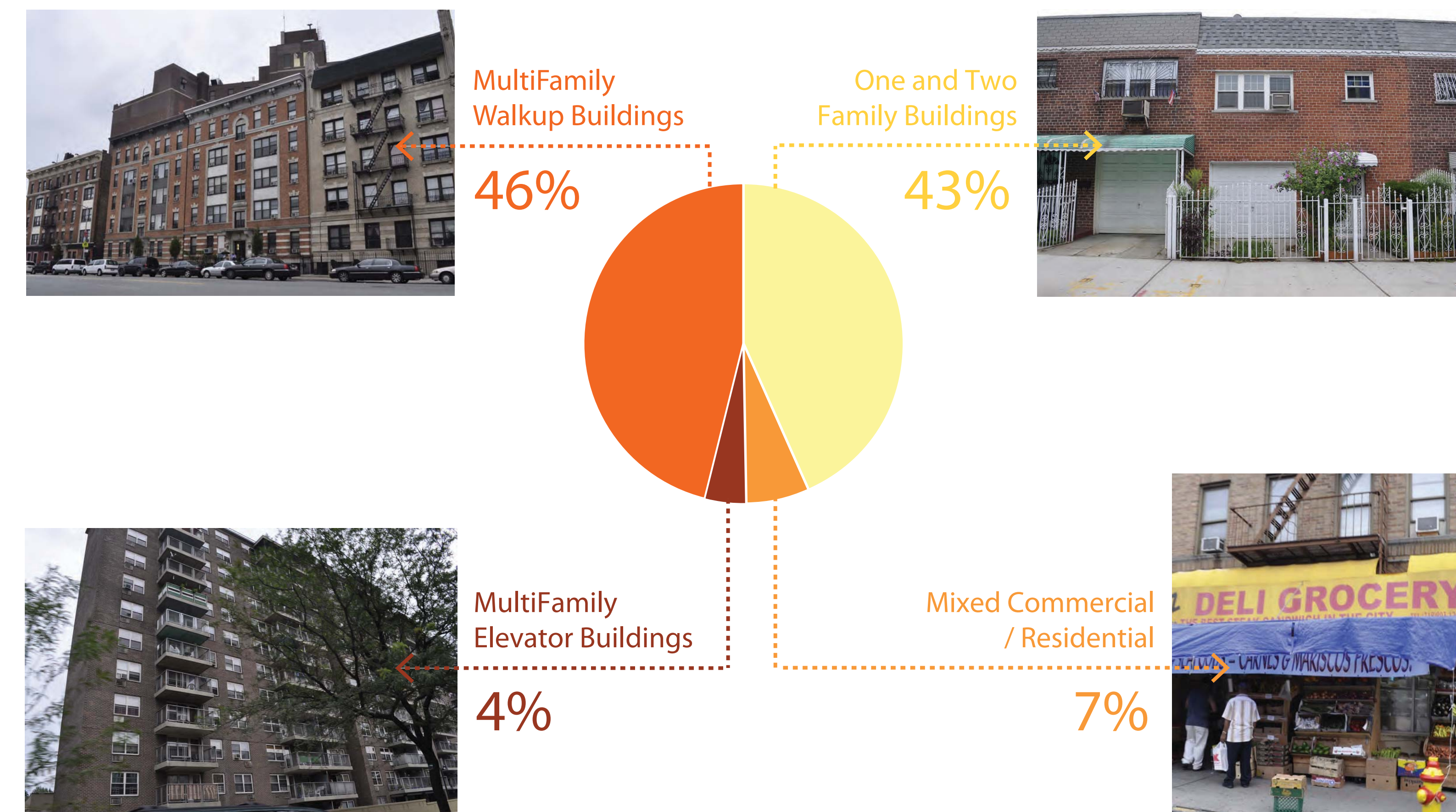


Housing in the study area is primarily composed of one and two family homes and multifamily walkup buildings. The areas directly surrounding the Sheridan Expressway have higher vacancy rates, ranging from 4-11% unoccupied housing units. Owner occupied rates are low throughout the study area, especially in areas with high concentrations of multifamily buildings.

# Housing occupancy



# Housing Typology



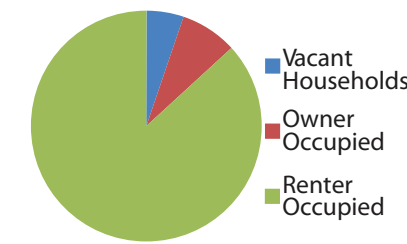
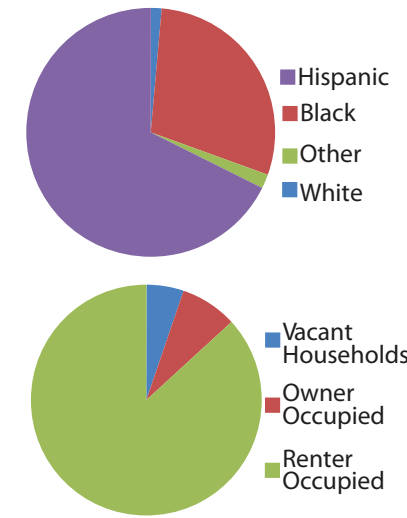


# Sheridan Study Area Demographics

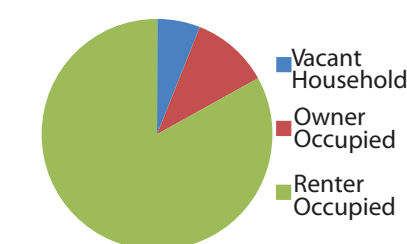
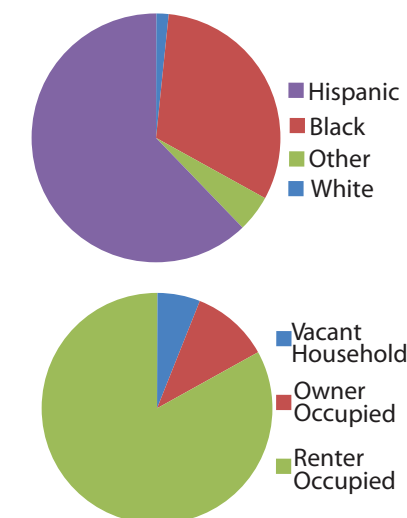
# Comparison with NYC



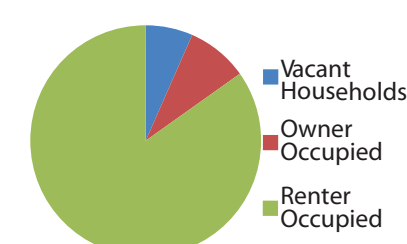
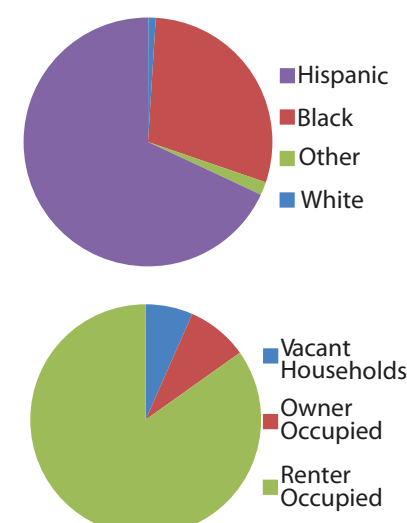
Population Within Study Area: 39,388



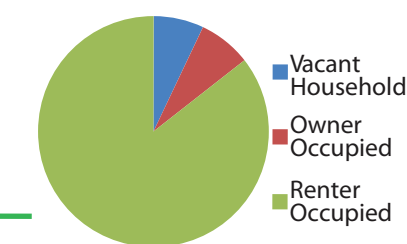
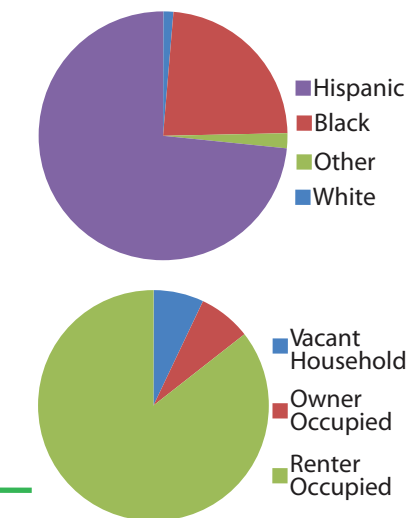
Population Within Study Area: 47,709



Population Within Study Area: 18,207



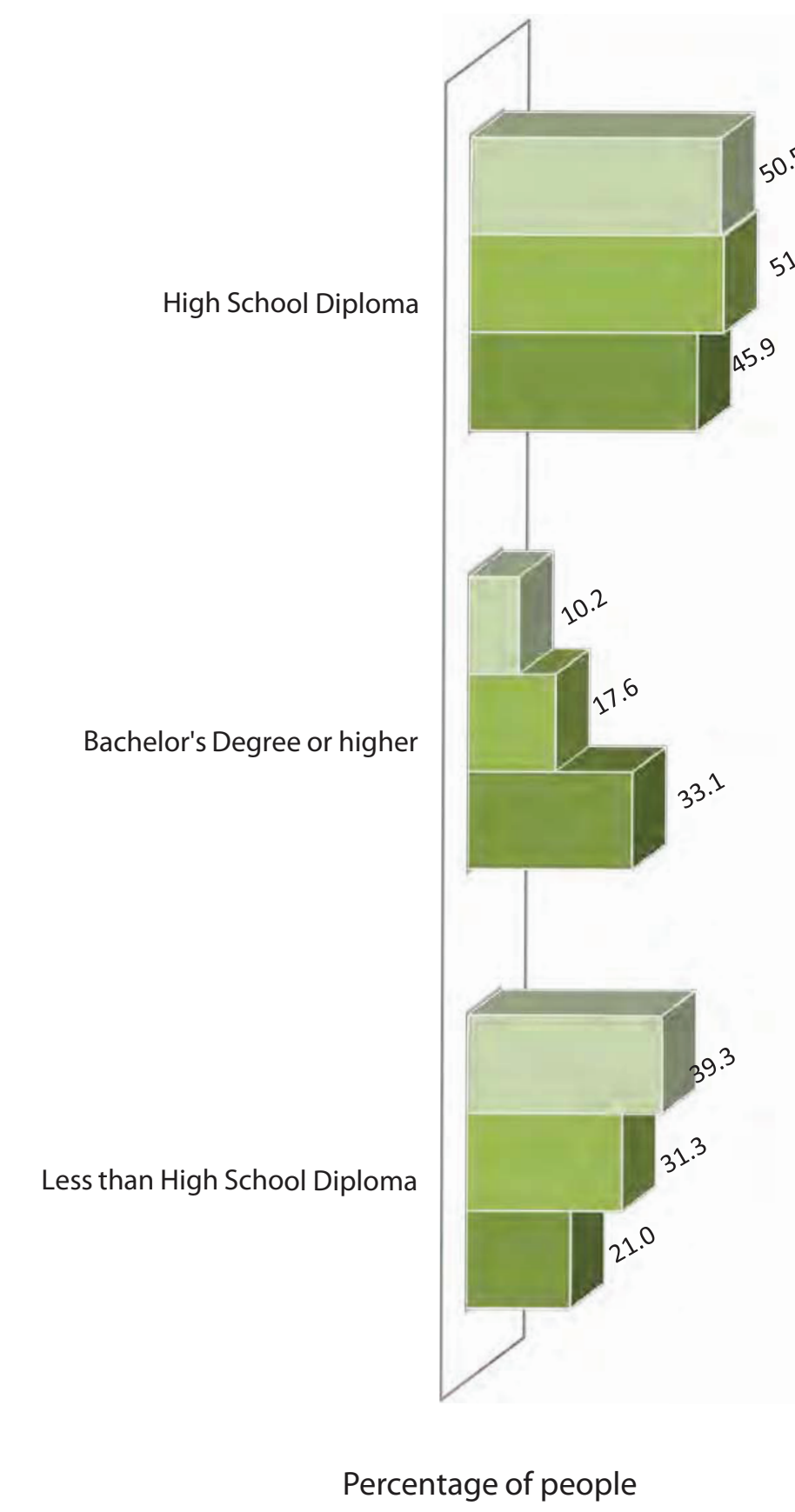
Population Within Study Area: 25,040



- Bathgate, Belmont, Bronx Park South, East Tremont, West Farms
- Bronx River, Castle Hill, Clason Point, Harding Park, Parkchester, Soundview, Soundview-Bruckner, Unionport
- Claremont, Crotona Park East, Melrose, Morissania
- Melrose, Mott Haven, Point Morris
- Census Tracts in Study Area

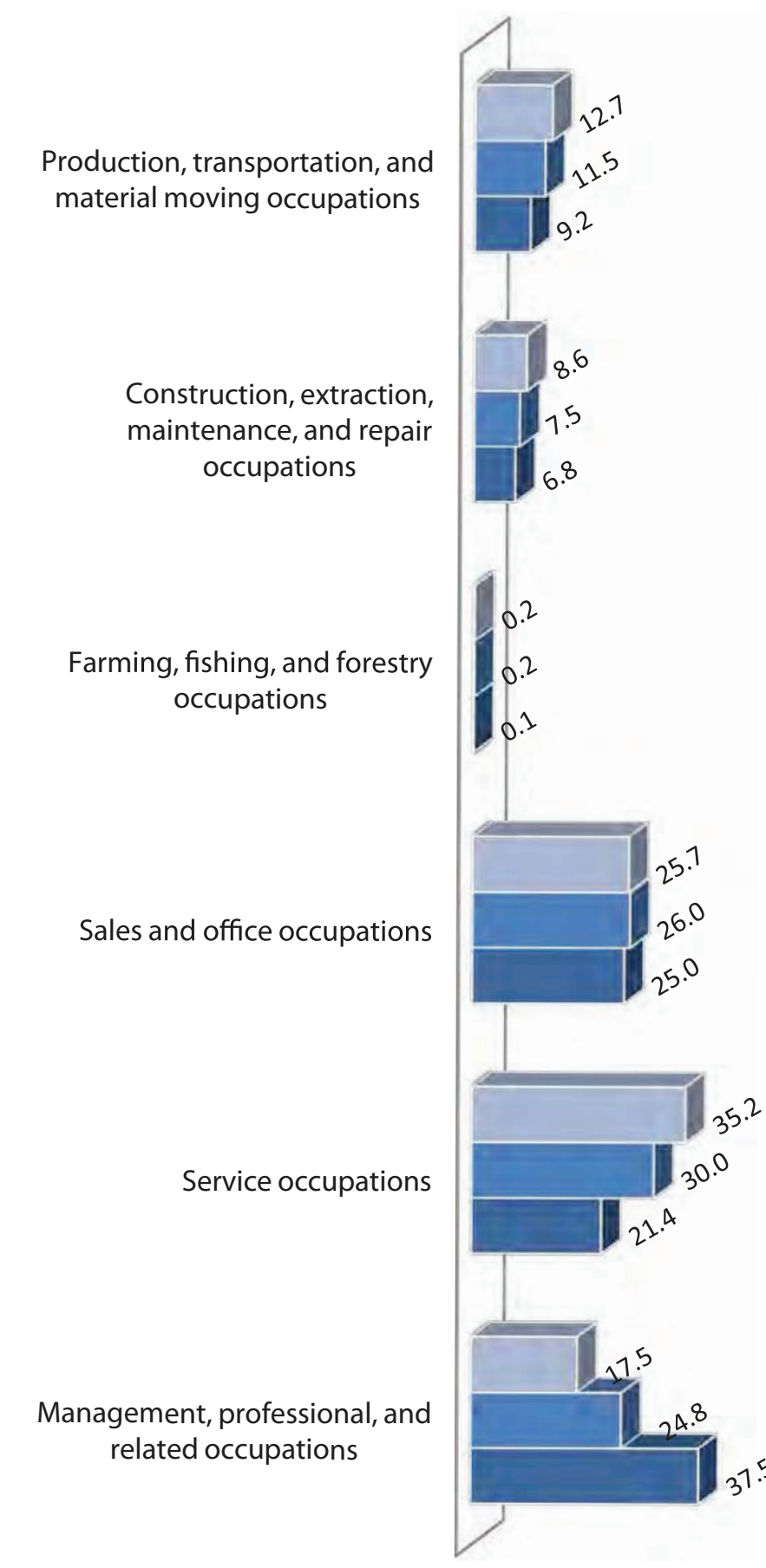
## Educational Attainment

Legend: Sheridan Study Area (light green), The Bronx (medium green), New York (dark green)



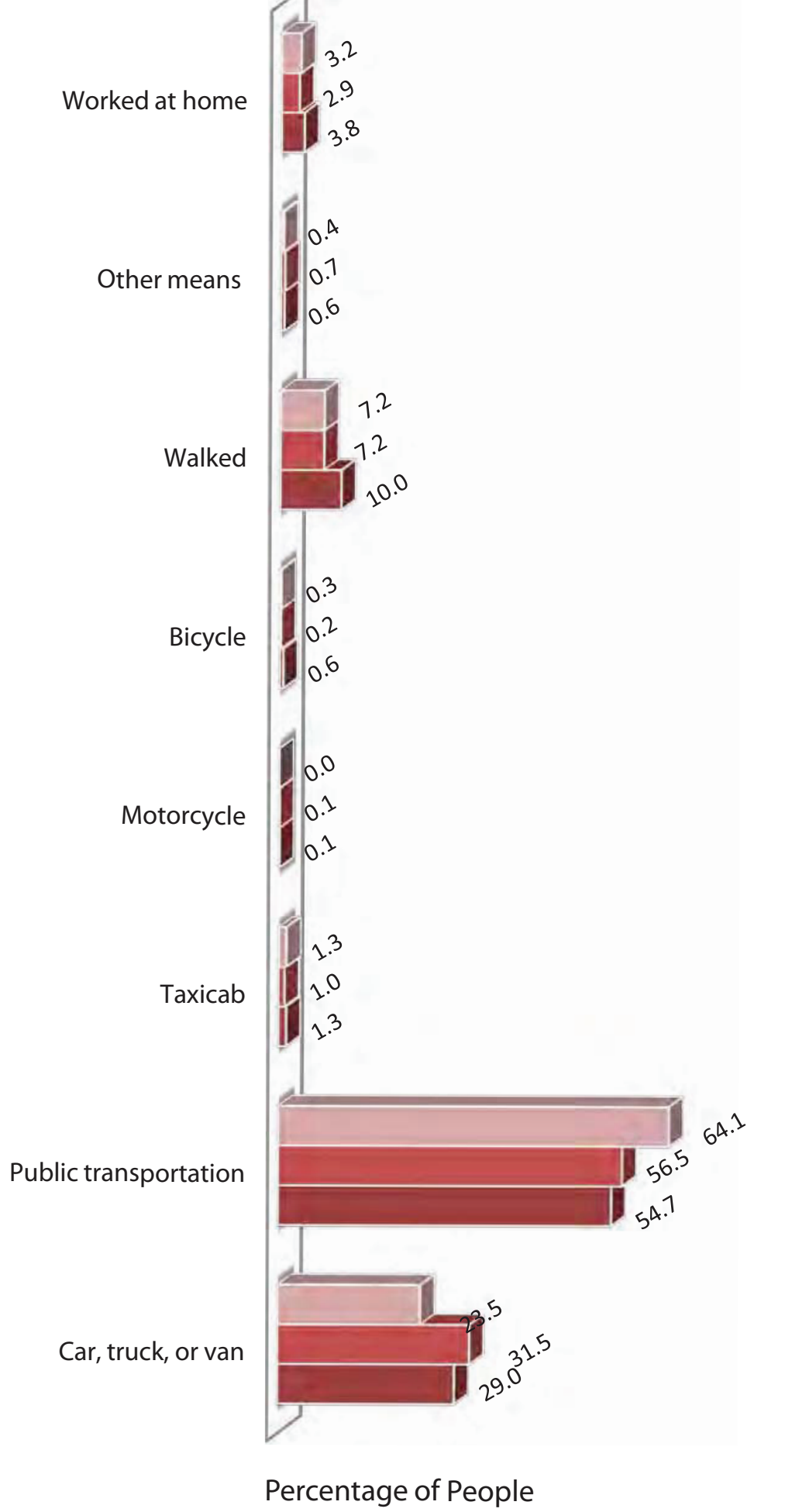
## What do people do?

Legend: Sheridan Study Area (light blue), The Bronx (medium blue), New York City (dark blue)



## How do people get to work?

Legend: Sheridan Study Area (light red), The Bronx (medium red), New York City (dark red)



# SHERIDAN EXPRESSWAY - HUNTS POINT LAND USE AND TRANSPORTATION STUDY EMPLOYMENT

# Hunts Point Market Snapshot



- FDC Structures
- Hunts Point Residential Area
- Food Distribution Area
- Industrial Business Zone

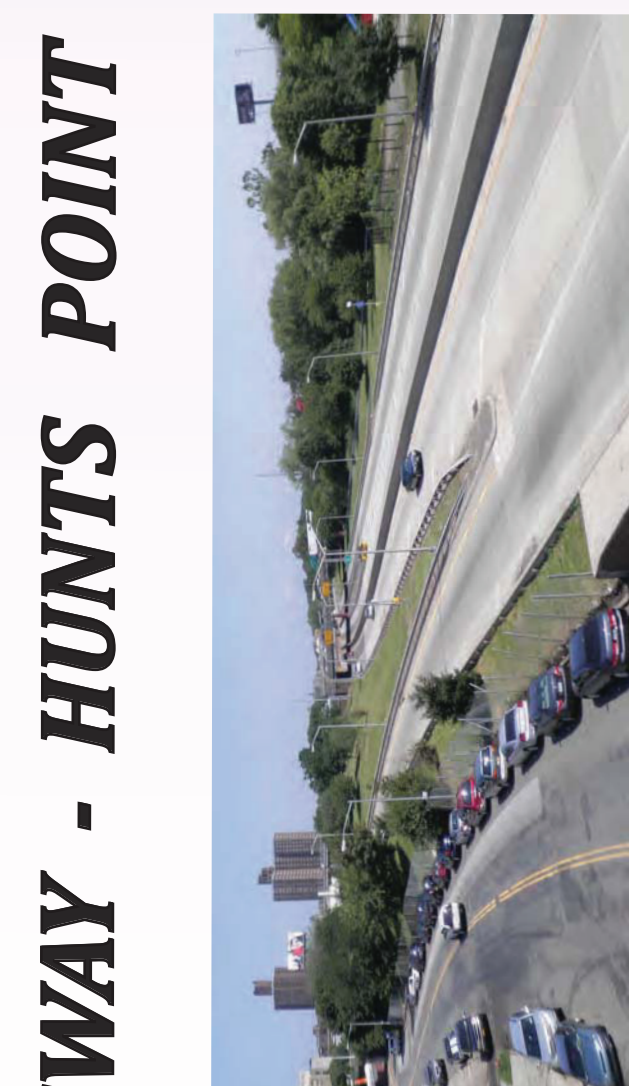
## Hunts Point Industrial Business Zone

Primary Sector	Change from 2000 to 2008		Firms		Employees	
	#	%	#	%	#	%
Accommodation & Food Services	11	137.5	200	532.2		
Admin. & Waste Mgmt. & Remediat'n Svcs.	4	22.2	-17	-4.9		
Construction	7	21.2	-90	-6.2		
Educational Services	2	x	115	x		
Finance & Insurance	2	66.7	28	115.9		
Manufacturing	17	34.7	-63	-3.1		
Other Services (except Public Admin.)	11	33.3	76	18.7		
Professional, Scientific & Technical Services	0	0.0	102	867.2		
Real Estate & Rental & Leasing	9	81.8	47	27.5		
Retail Trade	19	50.0	643	66.6		
Transportation & Warehousing	10	25.6	759	144.2		
Wholesale Trade	20	11.2	-340	-6.7		
Suppressed or Unclassified	3	42.9	-107	-52.7		
<b>Industrial</b>	<b>70</b>	<b>20.8</b>	<b>199</b>	<b>2.0</b>		
<b>Non-Industrial</b>	<b>45</b>	<b>53.6</b>	<b>1152</b>	<b>73.2</b>		
<b>Hunts Point Total</b>	<b>115</b>	<b>27.3</b>	<b>1351</b>	<b>12.0</b>		

Hunts Point Peninsula is the largest industrial business zone (IBZ) in the Bronx. IBZ's are designated and protected industrial areas throughout NYC where the City expanded assistance services to industrial firms in partnership with local development groups. Within the Hunts Point's 715 acres there are 536 businesses that employ 12,657 people, and these numbers only continue to grow. Between 2004 and 2009 there was a 27% increase in the business in Hunts Point as compared to a 9% increase citywide. Similarly, employment during this time increased 8% in Hunts Point and only 4% citywide. Hunts Point also boasts an average annual wage in its food sector of \$60,740; Citywide the average annual wage is \$41,630.

Hunts Point is home to one of the largest food distribution centers in the world. It occupies 329 acres, over one third of the Hunts Point Peninsula. The food distribution center houses over 115 firms and provides 10,000 jobs, and over 50% of the 2,000 daily truck trips through Hunts Point arrive at the produce, meat, and fish markets.

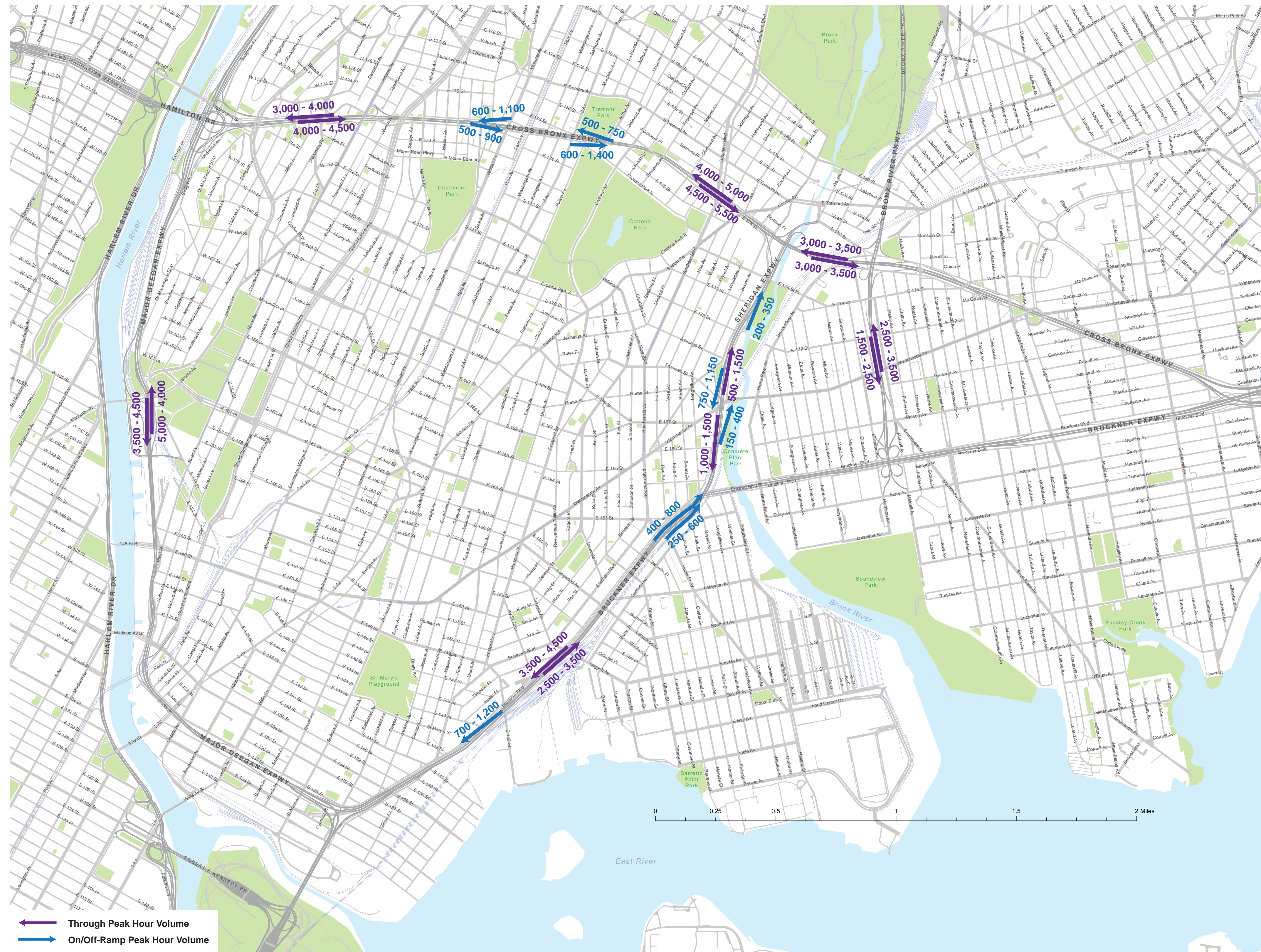
There are approximately 30 acres of vacant sites for new food related businesses, allowing for the Hunts Point Market to continue its steady growth. In addition to creating new business, the produce and fish markets are studying ways of redevelopment and expansion.







## Existing Traffic Issues in the Transportation Network



The area surrounding the Sheridan Expressway is well served by a dense transportation network. The Sheridan Expressway, the Cross Bronx Expressway and the Bruckner Expressway all run through the study area, providing access not only within the Bronx, but to the region at large. Amtrak, the regional rail line, crosses the area near Westchester Avenue. MetroNorth passes through the study area. The potential for new MN stations at Parkchester and Hunts Point is being studied. Additionally, the neighborhood has the 2, 5, and 6 subway lines. Each of the lines connects to Grand Central Terminal on the east side of Manhattan. There are several bus routes that traverse the study area – the Bx19 was one of the borough’s busiest bus routes in 2010.

Even with a robust transit network, however, the area surrounding the Sheridan Expressway is frequently congested. The Sheridan Expressway (I-895) connects the Cross Bronx Expressway (I-95) with Bruckner Expressway (I-278), beginning at 177th St and ending with a merge with the Bruckner Expressway. At only 1.25 miles, The Sheridan has complicated intersections and few interchanges, the most difficult being the Bruckner Expressway merge. Often bottlenecked, this interchange narrows from 3 to 2 lanes, worsening congestion along the entire route. As a result, this congestion diverts traffic onto local streets.

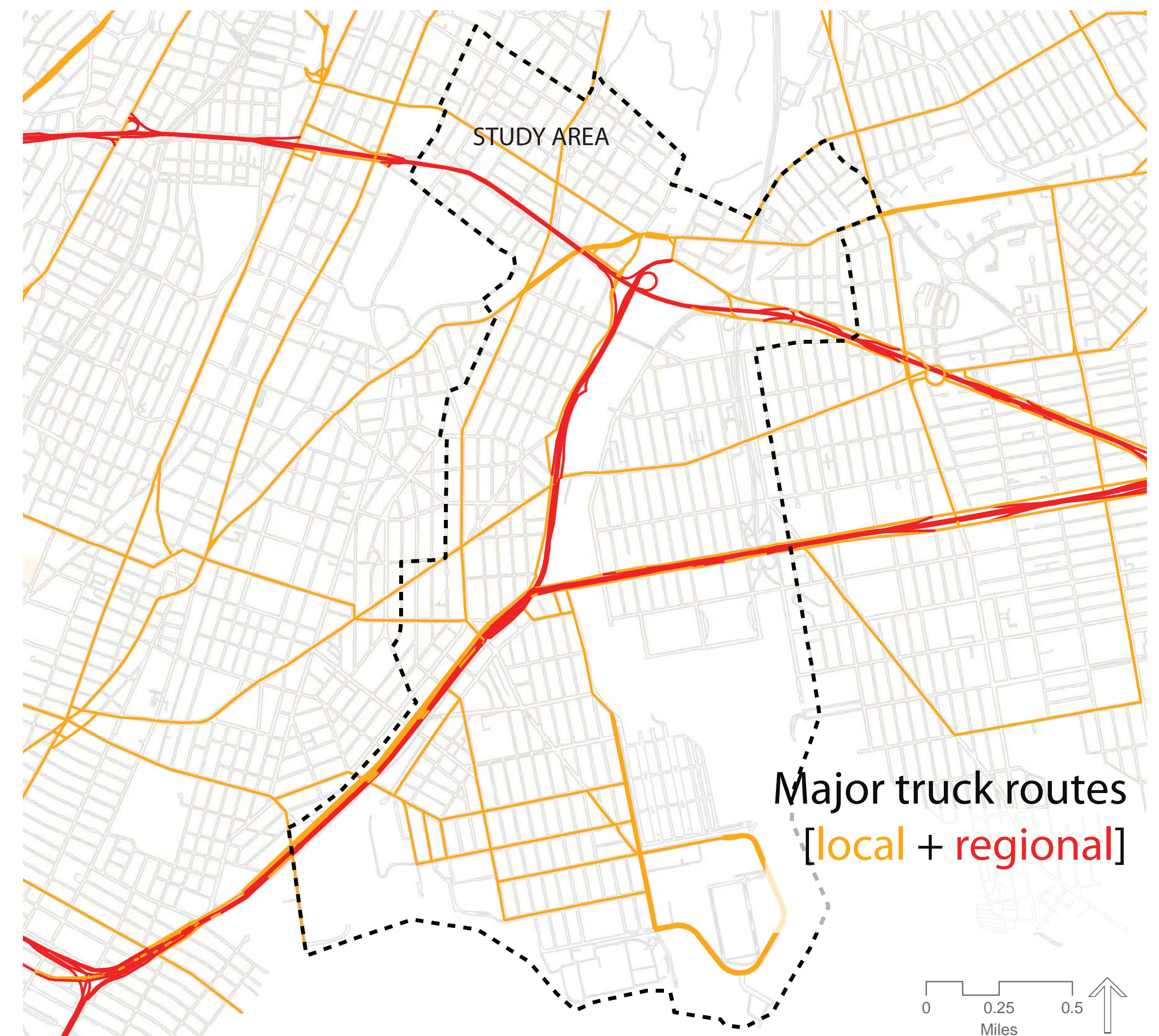
Much of the traffic in the study area consists of trucks moving the Hunts Point Markets. Hunts Point is a major economic focal point of not only for the Bronx, but for the New York City region and draws hundreds of trucks daily. The proposal to construct new on and off ramps at Oak Point Avenue would allow trucks coming from the George Washington Bridge or the RFK Bridge to access the Hunts Point Peninsula directly from the Bruckner Expressway.

A principle goal of the study is to improve the road network’s efficiency and reliability. With more efficient network infrastructure, there will be reduced congestion and time delays, and improved vehicle and pedestrian safety.

## Subway Lines



## Truck Routes







# Pedestrian + Bike Network



In addition to public transit and cars, many Bronx residents get around by walking or cycling. There are striped bicycle lanes running north-south along Longfellow Avenue, Bryant Avenue, and Southern Boulevard and east-west on East 174th Street. Also, although a significant amount of travel is done by public transit, many of those trips begin and end with walking or biking. Therefore, there are many opportunities for pedestrians to come in contact with the considerable amount of traffic esent in the South Bronx. Paired with poor infrastructure and insufficient snage, this combination of residents and traffic poses areat safety threat to everyone in the area.

There are several intersections along the Sheridan Expressway that cause a lot of confusion for all users – specifically one at Westchester Avenue and Whitlock Avenue, and one at Hunts Point Avenue and Bruckner Blvd. At both intersections, people entering and exiting the subway stations are forced to dodge vehicles while crossing a roadway four to six lanes wide. These intersections' converging lanes, high trafficolume, and scarce signage leads to car accidents and severe congestion.

Several upcoming improvement projects will significantly enhance the pedestrian and cyclist experience in the South Bronx. Expected to begin construction in 2012, the Bronx River Greenway project will create 8.5 miles of new green streets that will have traffic calminand pedestrian safety measures. The project will also integrate bicycle and pedestrian pathways along the Bronx River. In order accomplish these tasks, this project requires the roadway reconstruction of a number of intersections, including East 177th Street at the Sheridan Expressway, East 177th Street, Devoe Avenue at East Tremont Avenue, West Farms Road, Boston Road at East Tremont Avenue. Other improvements are being made at Southern Boulevard & Crames Square. This complex, fie-legged intersection can be confusing to both pedestrians and drivers. To help prevent accidents, reduce congestion and improve safety, the DOT will shorten crosswalks and add landscaped islands to the intersection.

The Sheridan Expressway Hunts Point study intends to identify opportunities to improve pedestrian safety through road refinements, better signage and other traffic calming strategies. These and other measures will support pedestrians and cyclists in the transportation network, and improve the safety of all users of the Sheridan Expressway and its surrounding area.

**SHERIDAN EXPRESSWAY - HUNTS POINT LAND USE AND TRANSPORTATION STUDY**  
**PEDESTRIAN + BIKE**

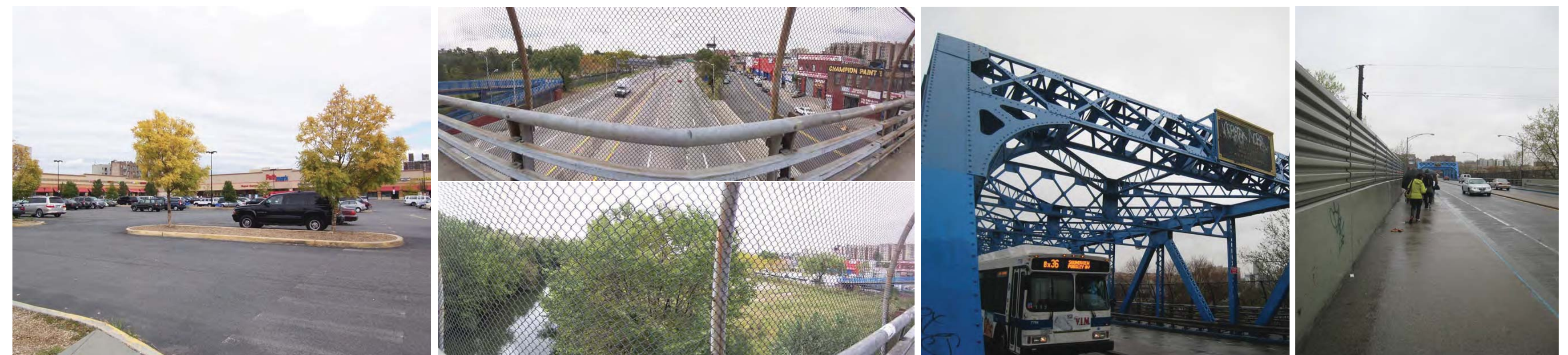


# Pedestrian Experience

**1** WEST FARMS SQ, TREMONT AVE + DEVOE AVE, 177th St, SHERIDAN ENTRY/EXIT



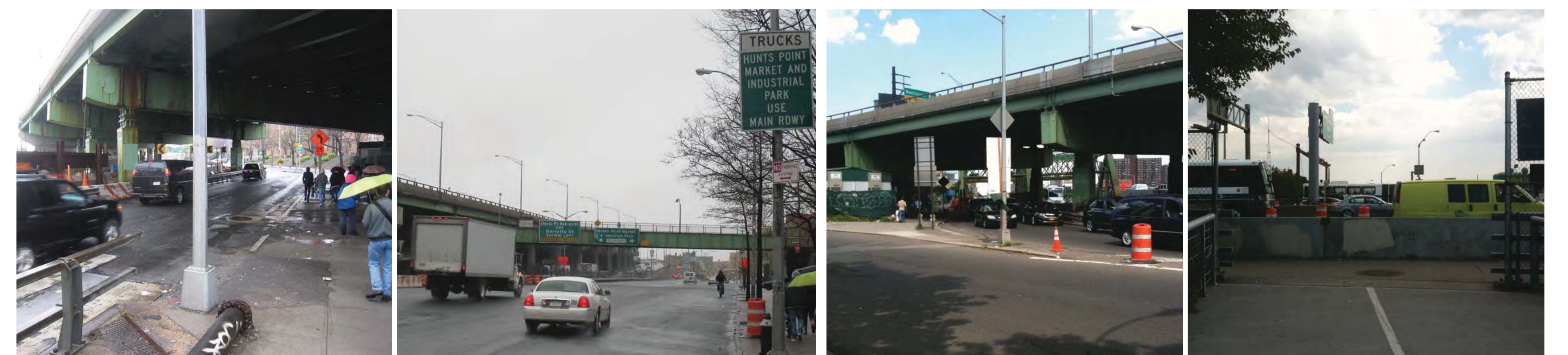
**2** 174th St



**3** WESTCHESTER AVE + WHITLOCK AVE



**4** BRUCKNER SHERIDAN INTERCHANGE





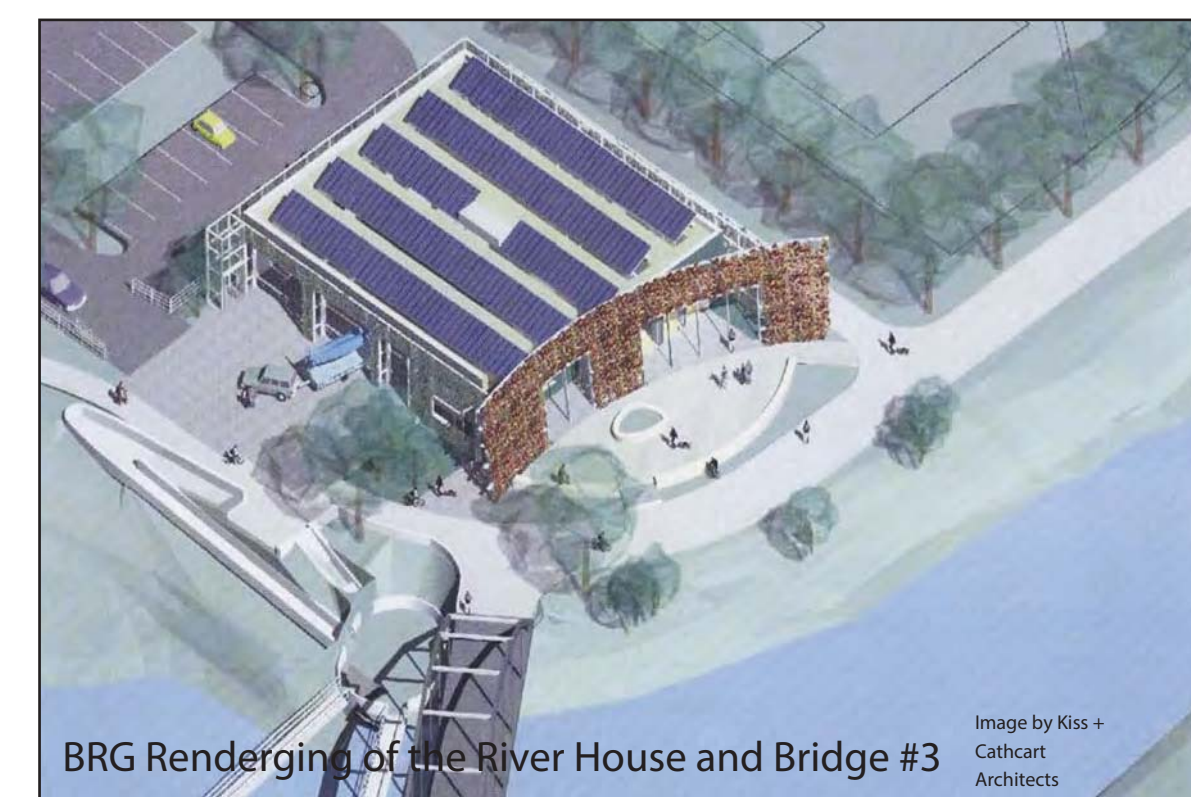
# Open Space



# What is happening today?

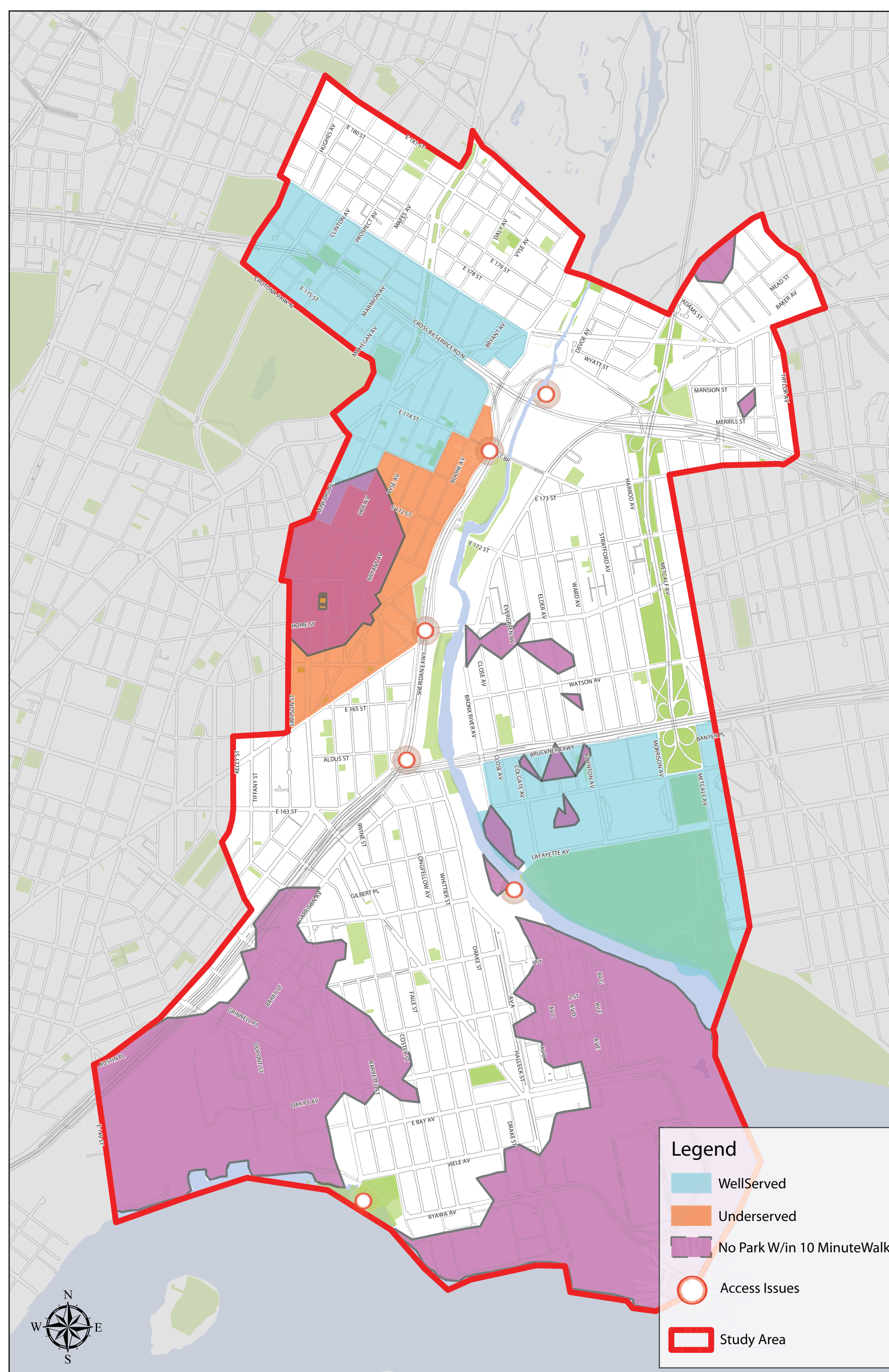


Concrete Park Plant from the Bronx River



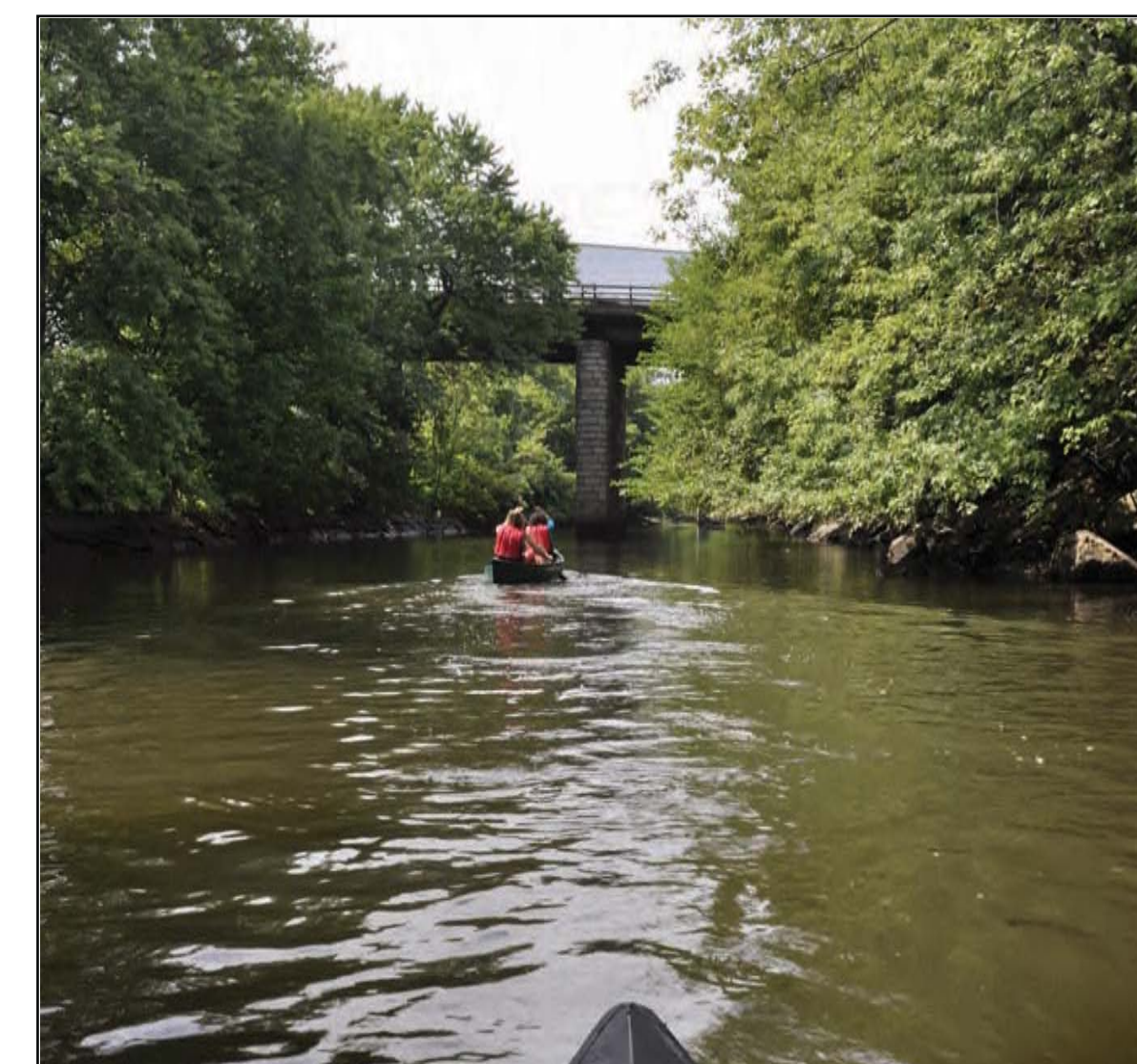
Starlight Park

# Access to Parks



Open space is defined as publicly or privately owned active and/or passive land that is publicly accessible.

Despite the recent and forthcoming additions of Starlight Park and Concrete Plant Park, most of the neighborhoods within the study area lack an adequate amount of total park space and/or access to what is readily available.



Canoeing on the Bronx River



Vacant land north of Soundview





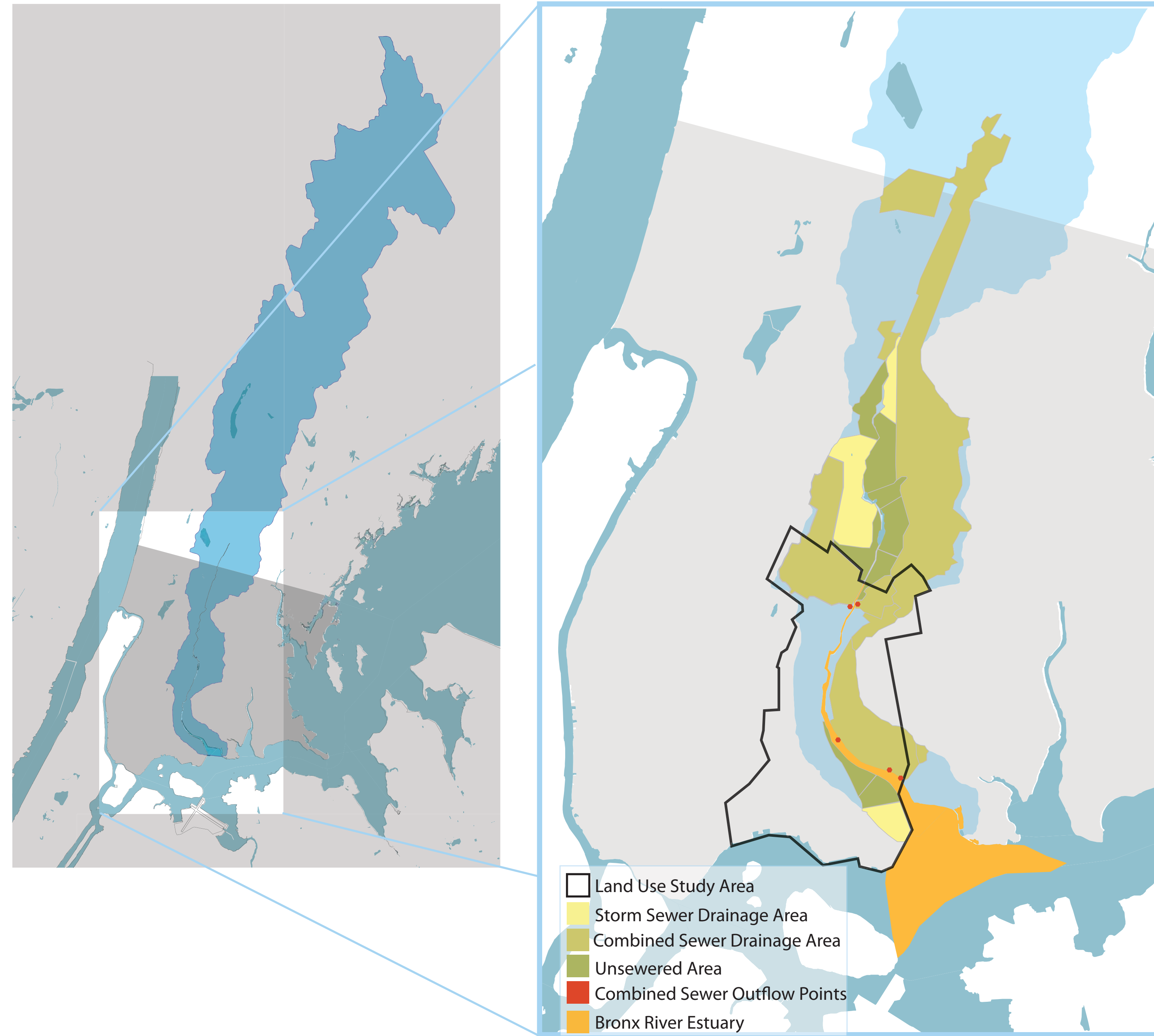


## Bronx River Watershed

All of the area of land that drains to one common water source defines a **watershed**. The Bronx River watershed extends northward to include areas of Westchester County.



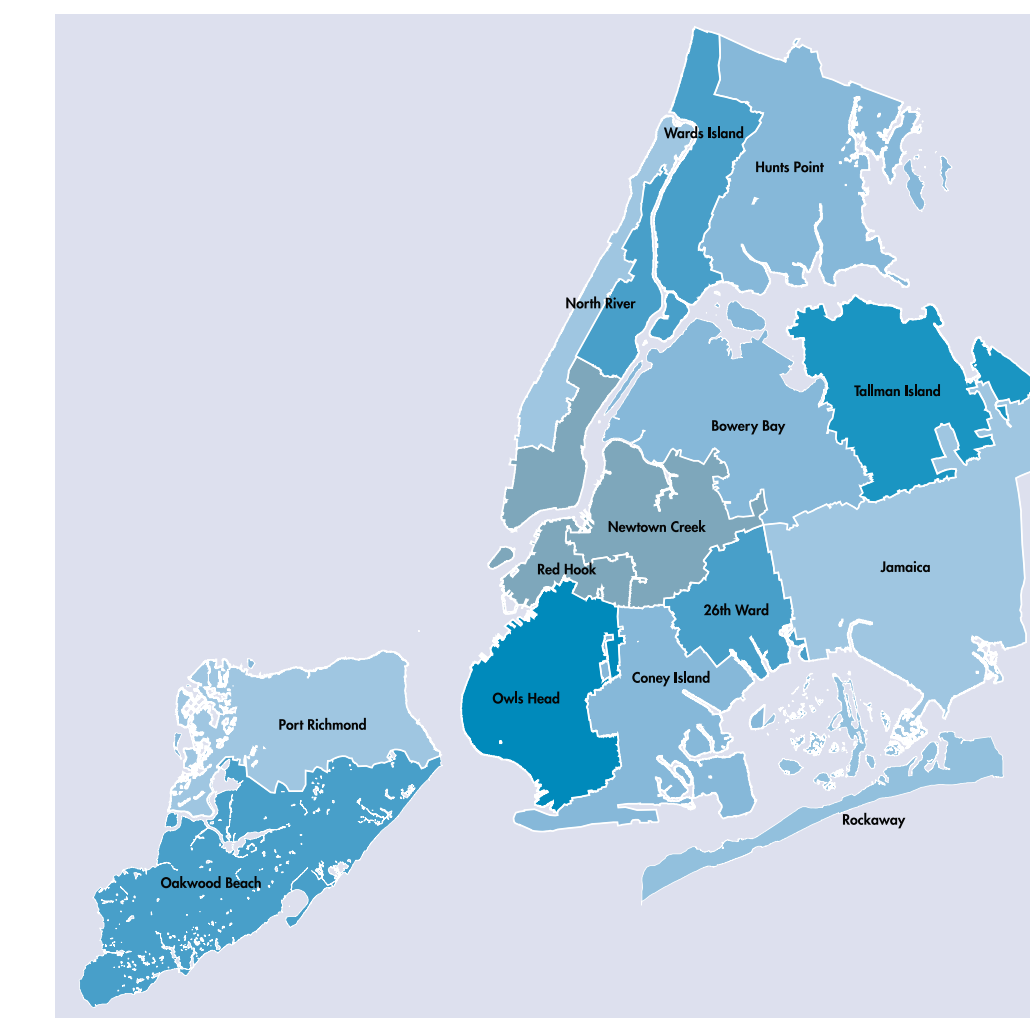
The Bronx River is the only fresh water river in New York City. The study area includes the estuary section of the river, the portion that empties into the East River. An estuary is a partly enclosed body of water where salt and freshwater meet and mix.



Total Watershed Drainage Area: **4,160 acres**

Combined Sewer Contributory Area: **2, 842 acres**

## Sewer-sheds



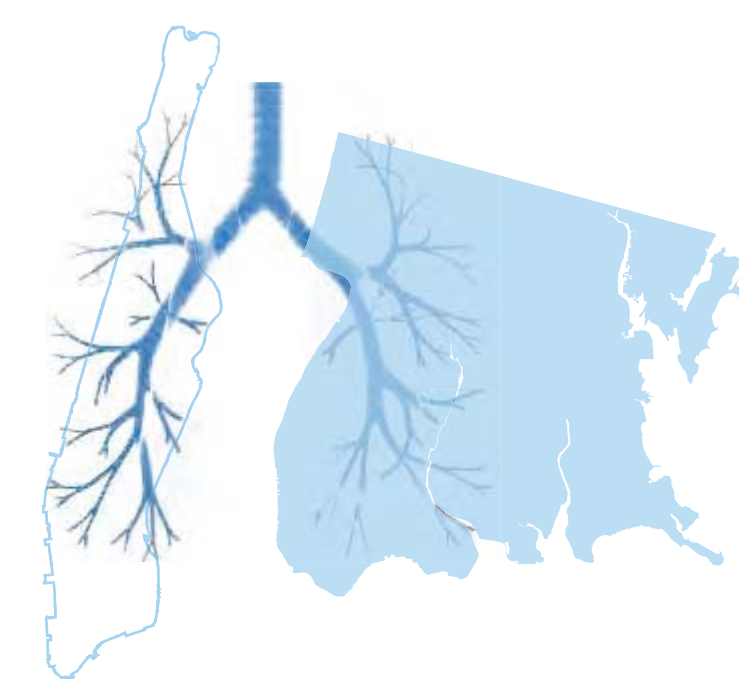
The area where rainfall is conveyed by sewer to a common outlet is called a **sewershed**. Gravity drains New York City's wastewater to 14 treatment plants. Wastewater from the Bronx is treated at the Hunts Point and Wards Island treatment plants.



A combined sewer system collects both sanitary sewage and stormwater runoff in one pipe system. During storm events, any flow that exceeds the amount a treatment plant is capable of handling is diverted to a combined sewer outflow (CSO). The five CSOs located in the study area account for over 99% of the storm and CSO overflow discharged into the Bronx River. 88% of all floatables found in the receiving waters of the New York Harbor Complex originates from sewer system discharge. Each overflow event drives pollutants including human and animal waste into the river. These discharges increase fecal coliform levels and inhibit many active uses of the Bronx River.

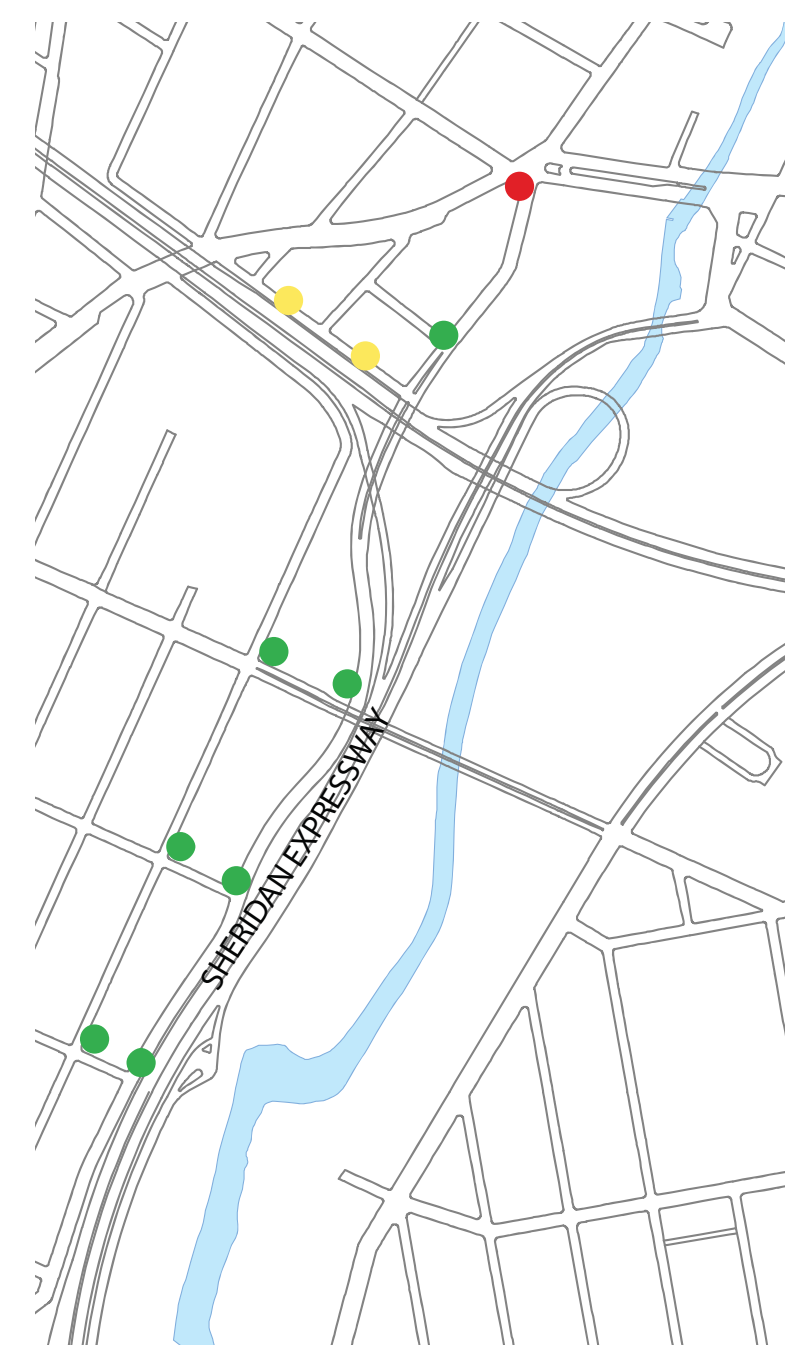
## Health and Air Quality

Air quality analysis conducted as a part of the recent Crotona Park East rezoning found inhalable particulate matter at levels close to or above the national ambient air quality standard. (NYSDEC Ambient Air Quality Standards) Particulate matter refers to a broad range of fine liquid or solid particles that become airborne. These airborne particulates are primarily generated by fuel oil combustion and vehicular traffic.



In the Crotona Park East/West Farms neighborhood twice as many children are hospitalized with asthma than in New York City. In 2007 181.9 per 10,000 residents in this area were hospitalized for respiratory related ailments compared with 79.8 per 10,000 residents in New York City.

## Noise

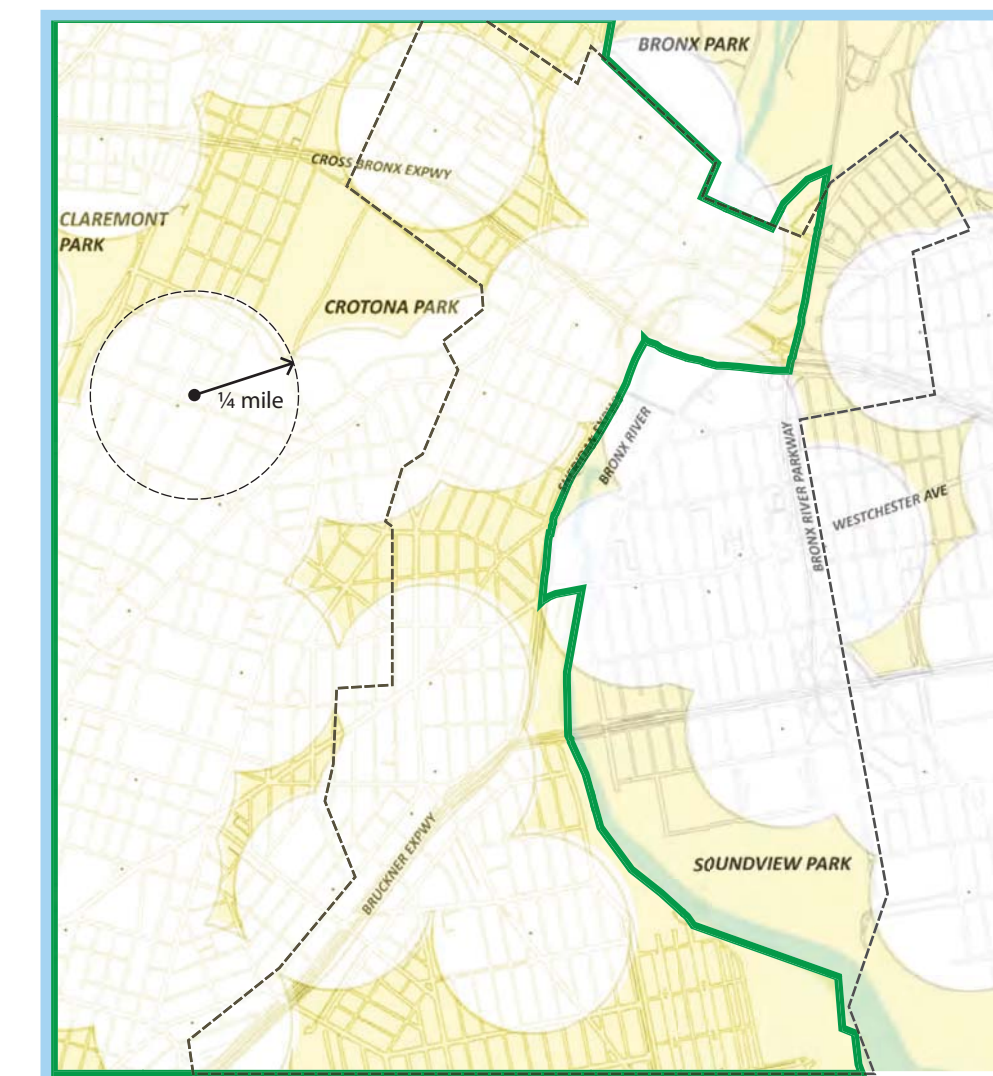


■ Rail Noise Monitoring Locations  
■ Highway Noise Monitoring Locations  
■ Traffic Noise Monitoring Locations

In the recent study for Crotona Park East/West Farms Rezoning project several locations surrounding the Sheridan were monitored for noise levels.

Within the rezoning project's study area mobile sources were determined to cause noise levels ranging from marginally unacceptable, 70dBA, to clearly unacceptable, >80dB. According to the Environmental Protection Agency, a desirable level of outdoor noise is 55dB. Examples of this noise range are the sound of an electric toothbrush or the buzz of workers in a large office.

## Food access



□ FRESH Program Boundary  
 Study Area  
 Food Deserts

Several pockets within the study area lack convenient access to food stores. Several pockets within the study area lack convenient access to food stores. A food desert area is defined as being more than ¼ mile from the nearest food store where fresh produce is available. Much of the western portion of the SEHP study area falls within a FRESH incentive program area. FRESH program areas have both a lack of access to grocery stores and supermarkets and populations with the highest levels of diet related diseases.

