

THE SHERIDAN EXPRESSWAY STUDY

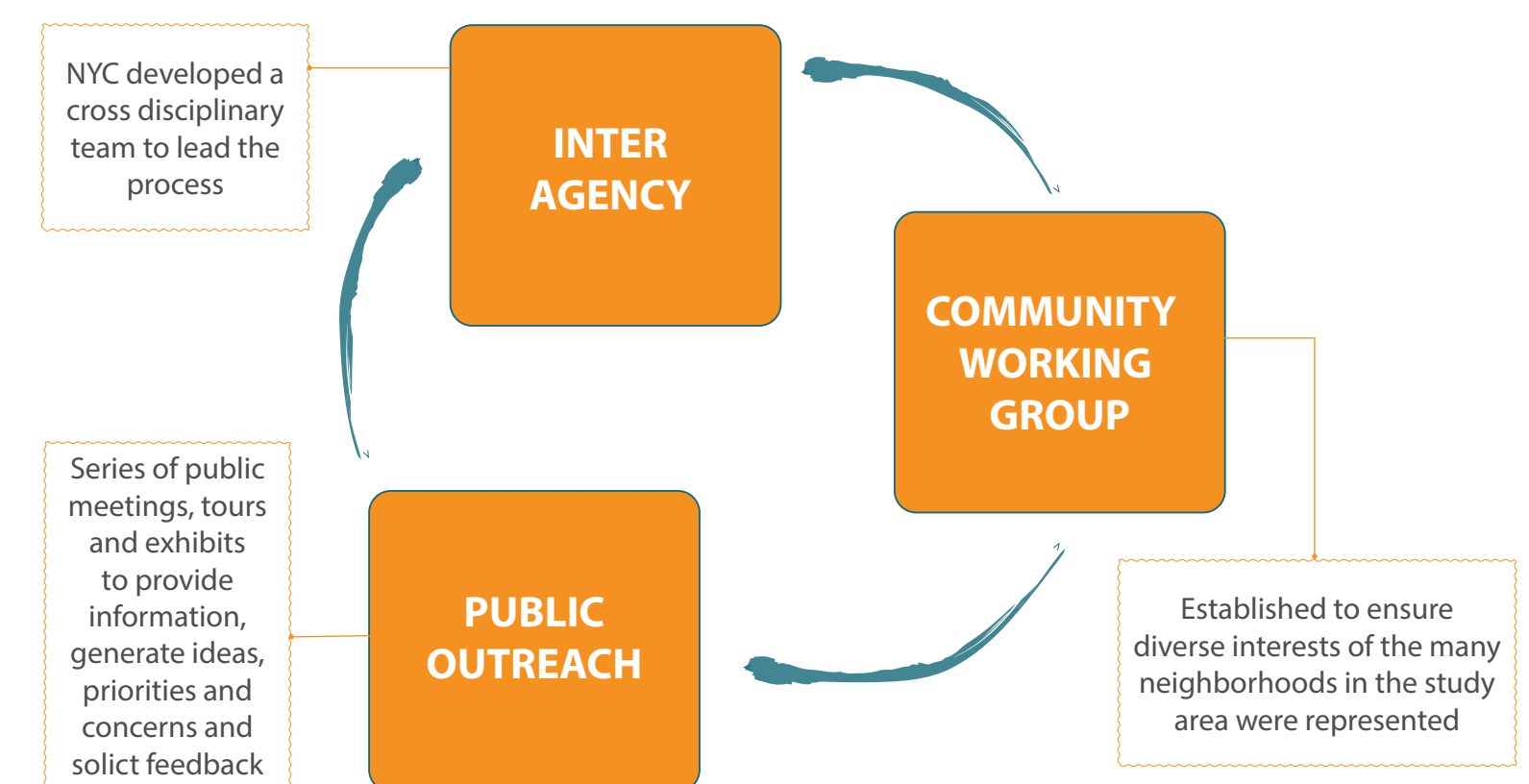
Community Process



The future of the Bruckner and Sheridan Expressways has been the focus of debate and discussion at the local level for over a decade. In 2010 the City was awarded a \$1.5 million planning grant by US Dept. of Transportation (USDOT). The City study, known as the **Sheridan Expressway-Hunts Point Land Use and Transportation Study**, included an **intensive interdisciplinary examination** of the neighborhoods and infrastructure surrounding the Sheridan Expressway, along with the expressway itself. The planning process led by the City Study team **brought together the land use and transportation needs and priorities of the City, local**

residents, the business community and the broader region in an effort to find solutions that worked across stakeholder groups.

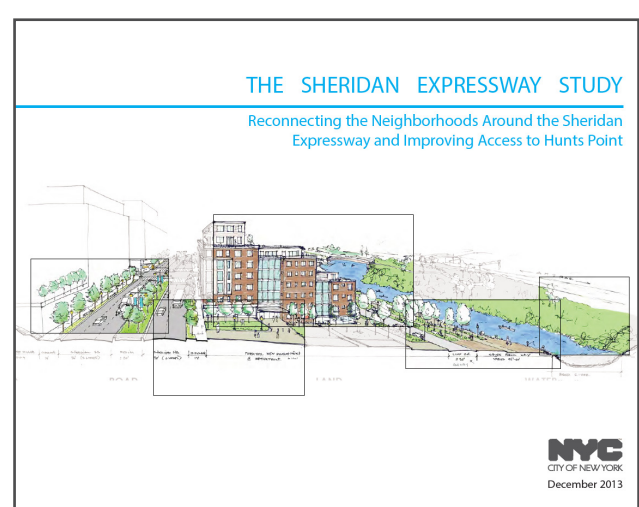
A **Community Working Group (CWG)** was established to ensure that the **diverse interests of the many neighborhoods** in the large study area were represented in the process. The City also held a series of **public meetings** to provide information and solicit feedback on ideas, priorities and concerns.



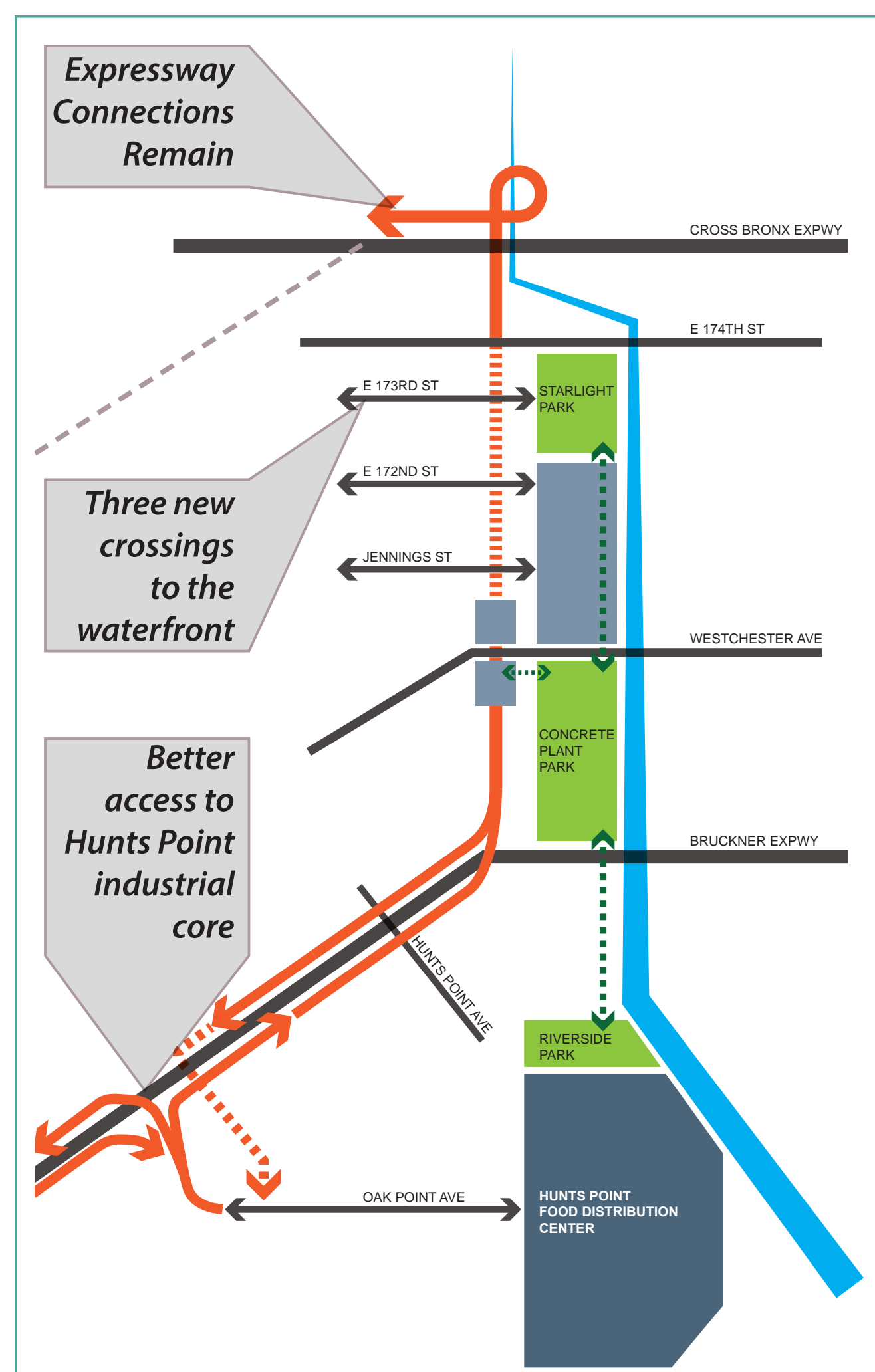
Goals and recommendations

The planning process resulted in many **goals and recommendations**, including:

- The **construction of ramps** directly into Hunts Point
- Addition of **crosswalks** at E. 173rd, E. 172nd, and Jennings Street to allow pedestrians to cross the Sheridan;
- Targeted **safety improvements** at dangerous intersections.
- Land use recommendations** including rezoning to encourage a mix of uses along the waterfront, and focusing growth and job opportunities along transit rich corridors.



To download the **full report** visit the DCP website at: www.nyc.gov/sehp



Diagrammatic overview of recommended improvements for the Sheridan Expressway

GOALS

Connectivity and Access

- EFFICIENT LOCAL AND REGIONAL TRANSPORTATION NETWORK
- ACCESSIBLE PARKS AND WATERFRONT
- IMPROVED TRANSIT ACCESS
- WALKABLE STREETS



Sustainability and Environmental Health

- IMPROVE THE HEALTH OF THE BRONX RIVER
- CLIMATE CHANGE AND RESILIENCY
- HEALTH AND WELL-BEING
- BROWNFIELDS



Neighborhood Vitality

- LEVERAGE COMMUNITY ASSETS
- COMPLETE NEIGHBORHOODS
- QUALITY DESIGN AND DEVELOPMENT



What is happening today?

In **March 2017**, Governor Cuomo announced a **budget commitment of \$700 million** to address multiple issues related to the Sheridan-Bruckner interchange. This funding is expected to improve the surrounding transportation network and create direct truck access to the Hunts Point peninsula.

The project calls for **direct access to the Hunts Point Peninsula** and the **conversion of the Sheridan Expressway to a boulevard with three crosswalks**.

NYS Department of Transportation's (NYSDOT) is approaching implementation of the Sheridan Boulevard separate from the construction of ramps for direct Hunts Point access.

The **Arthur Sheridan Enhancement Project** seeks to convert the portion of the Sheridan Expressway that is at street level into a boulevard to **increase access to the Bronx Riverfront and adjacent parks**, discourage trucks from using the Sheridan and reconnect the street grid.

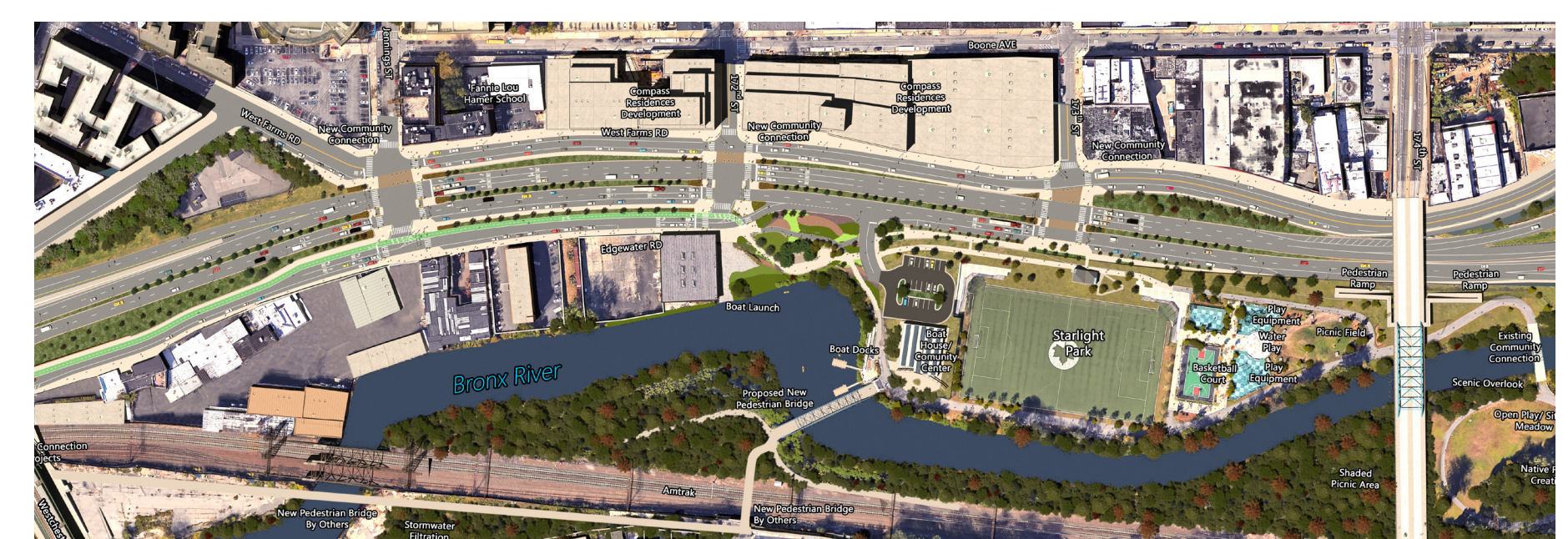
Where are we now?

In 2017 New York State Department of Transportation (NYSDOT) held four meetings regarding the Sheridan Boulevard and construction of ramps in Hunts Point.

NYSDOT held **design meetings** for the boulevard on June 25, 2017 and October 18, 2017.

Regarding the ramps portion of the project - NYSDOT held **two scoping meetings** on July 24, 2017 and September 18, 2017.

NYSDOT released the **project scoping report** in January 2018 for the construction of ramps in Hunts Point. Public meetings are planned for **June 20th and June 27th** regarding the DEIS (Draft Environmental Impact Statement).





SOUTHERN BOULEVARD NEIGHBORHOOD STUDY



WHAT'S PLANNED FOR THE SHERIDAN BOULEVARD? A NEW YORK STATE DEPT. OF TRANSPORTATION PROJECT



Aerial Rendering of Sheridan

Arthur Sheridan Enhancement Project

The Sheridan Expressway is an at-grade interstate roadway and is viewed as a barrier preventing access to the parks and the Bronx River. The Sheridan Project of the New York State Department of Transportation would **address the need for improved pedestrian accommodations** between the neighborhoods to the west and the parklands to the east of the expressway and the current incompatibility of the corridor with current and future adjacent land uses. This is to be achieved by the construction of **three new signalized pedestrian crossings**. The proposed work includes signalized intersections, new wide planted median, pedestrian crosswalks, new street lighting and traffic signals, drainage, pavement striping and landscaping. A **new pedestrian bridge** will also be constructed in the nearby Starlight Park.

Rendering of Sheridan at Jennings Street



Rendering of Sheridan Pedestrian Bridge



Rendering of Sheridan at 173rd Street



Rendering of Sheridan at 172nd Street

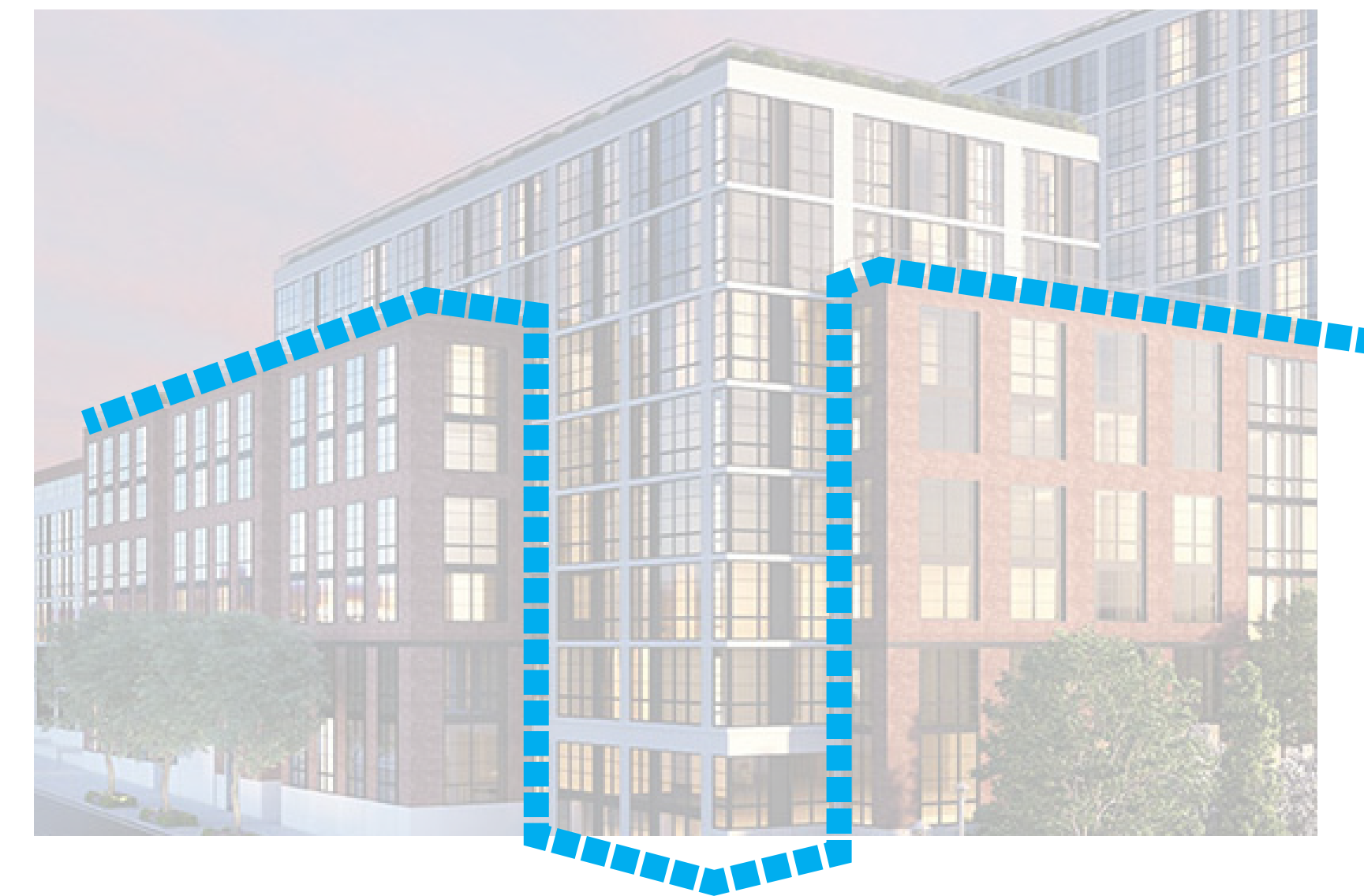
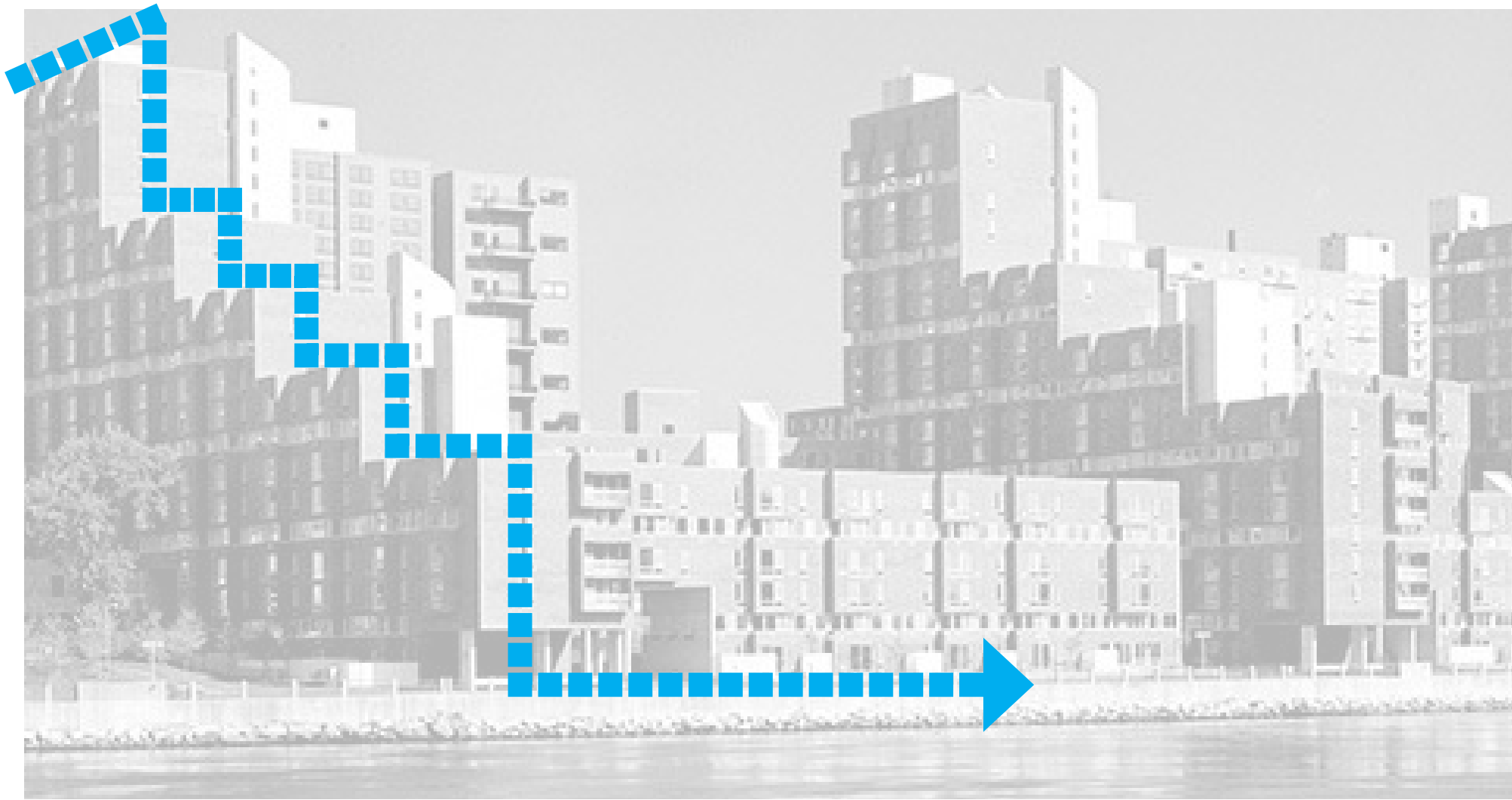
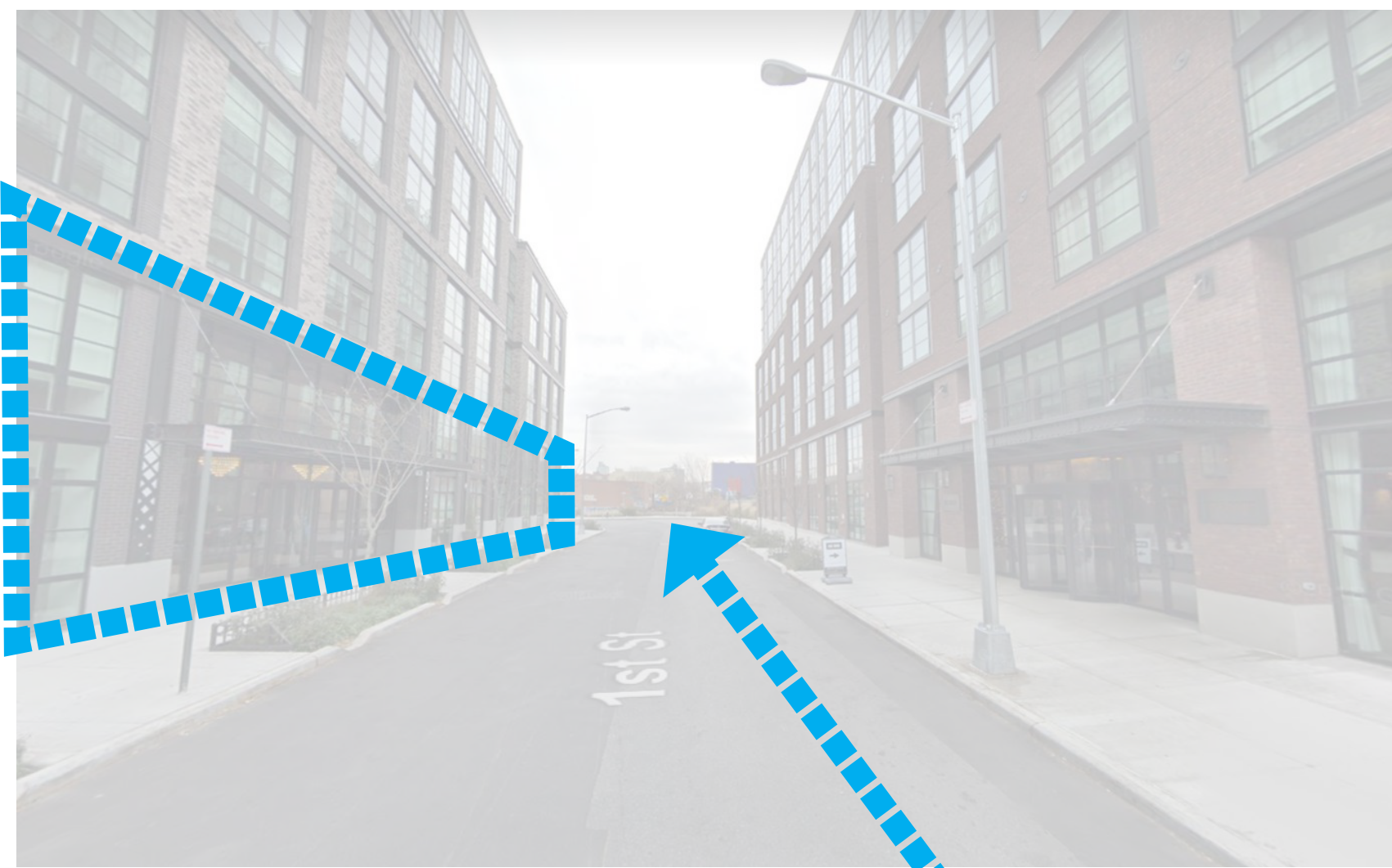


URBAN DESIGN PRINCIPLES

Planning For Bronx River Access on Privately-Owned Lots

BRONX WATERFRONT URBAN DESIGN PRINCIPLES

How to shape buildings in a way that respects the existing context



A waterfront that feels welcoming and accessible to all

Development should have a human scale and step down towards the water

Encourage building height variety and articulation

The shared urban design principles for this area should encourage people to access the riverfront as a great destination, making sure it feels safe, active and lively – all of this while being respectful of the particular character of the Bronx River. Through the extensive community engagement process that has

been realized to date, we think that development along these private parcels should feel welcoming to the neighboring communities, abide to high quality architecture standards, and take into consideration the scale and natural beauty of the Bronx River.

WHERE THESE PRINCIPLES CAME FROM

2013 SHERIDAN HUNTS POINT TRANSPORTATION STUDY



Illustrative section showing development, ground floor amenities, and waterfront access



View from the intersection of the Sheridan and Jennings St



View towards the waterfront from 172nd St



View showing the shore public walkway along the Bronx Waterfront

2013 Sheridan Huntspoint Transportation Study - community led process that recommended a zoning strategy that encourages a mix of uses along the Bronx River and facilitates physical improvements to the waterfront.

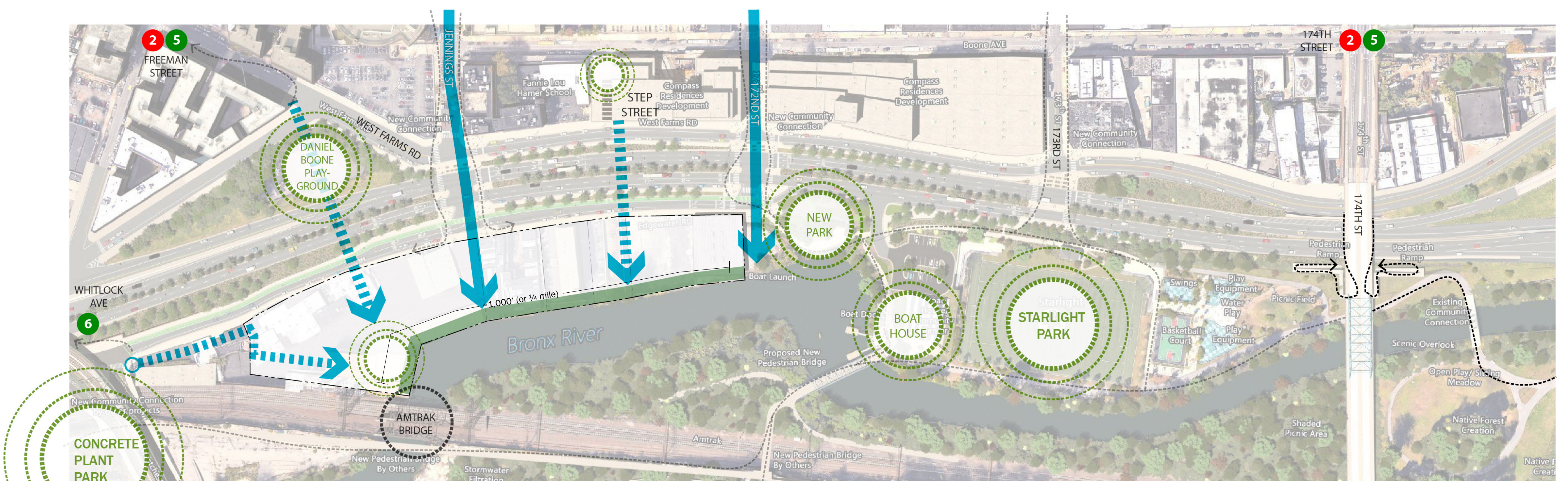
It should also support a diversity of housing options and types that accommodate different family sizes and are affordable to residents across the economic spectrum.

WATERFRONT ACCESS OPPORTUNITIES

Planning For Bronx River Access on Privately-Owned Lots

WATERFRONT ACCESS FRAMEWORK

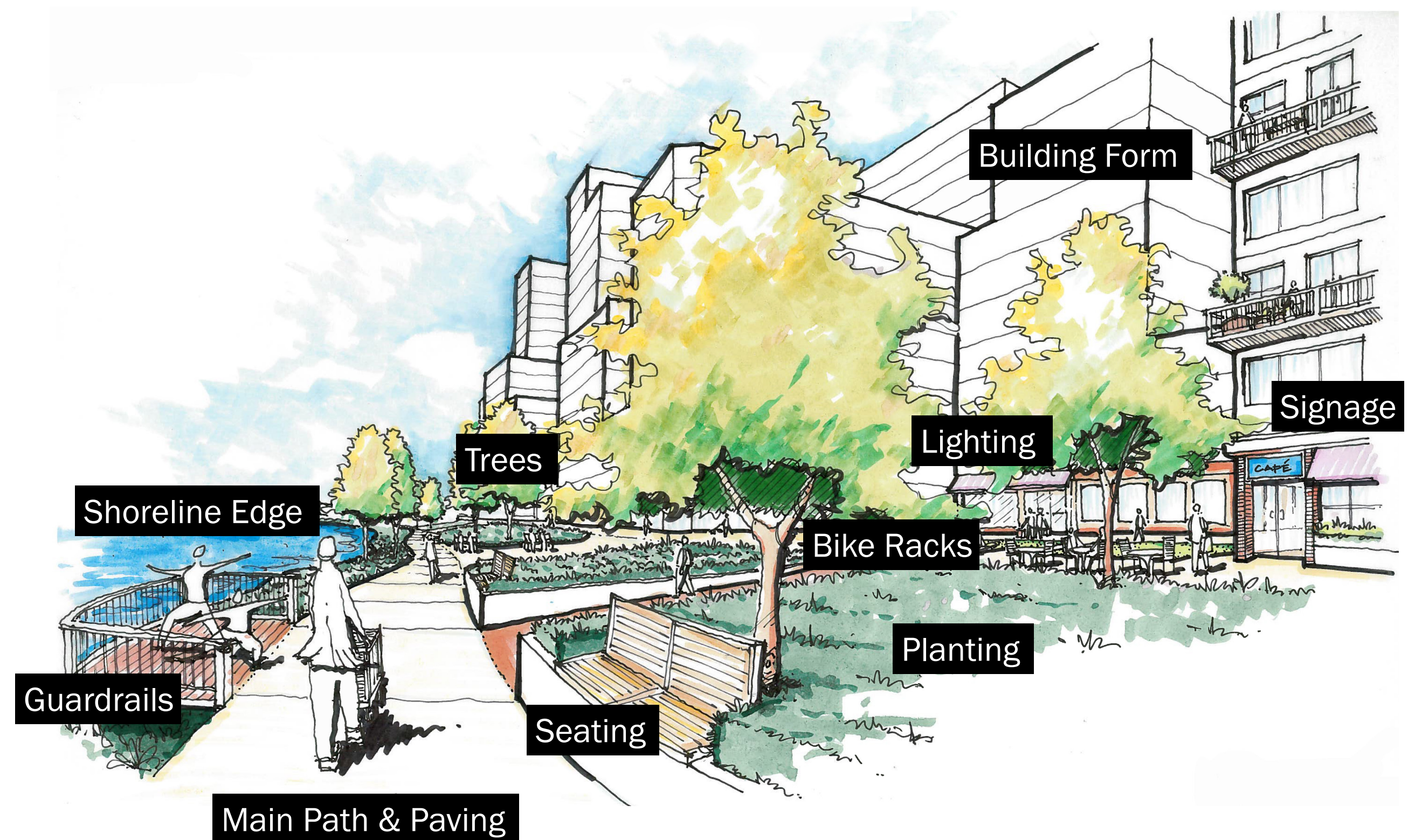
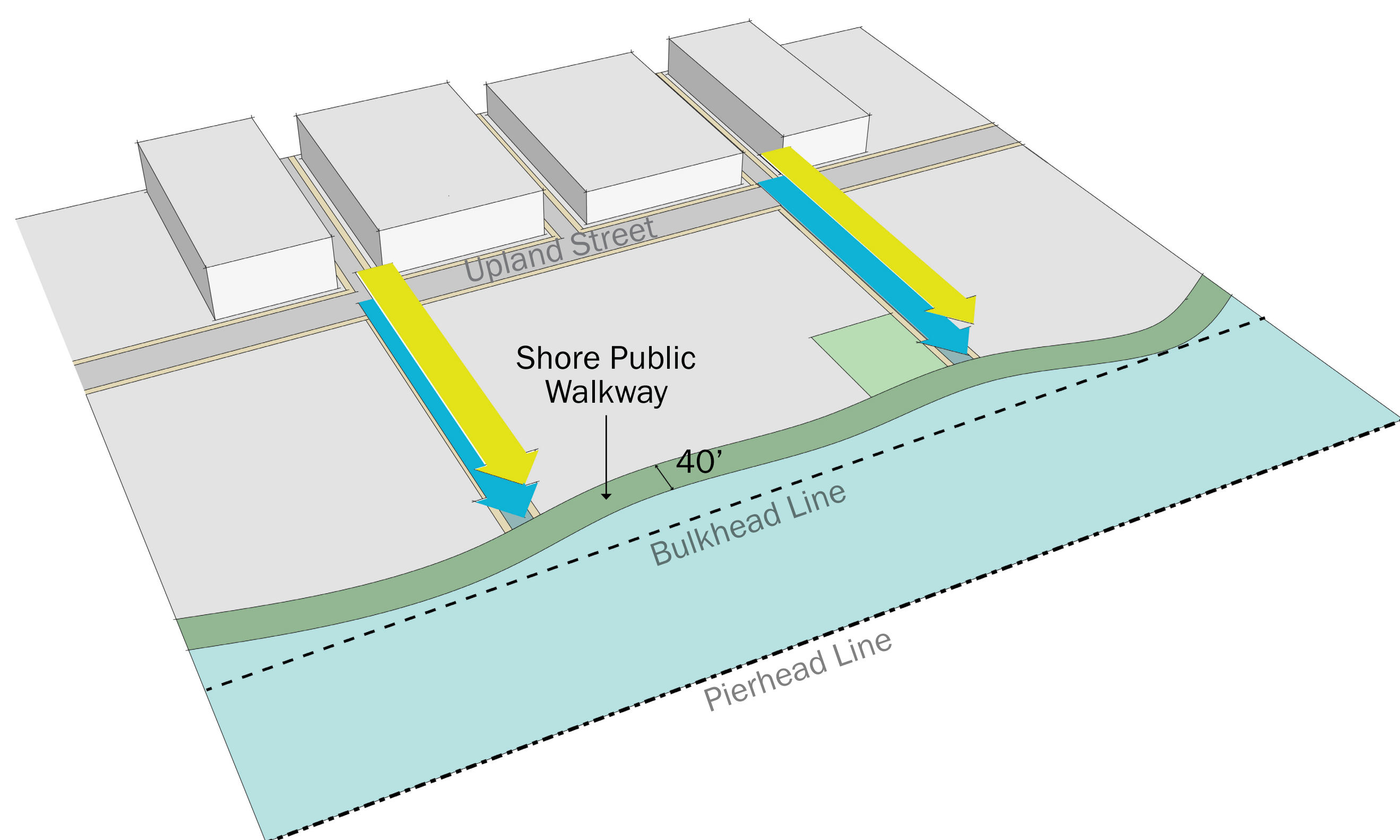
Existing Open Spaces & Template for Future Waterfront Connection



The Bronx River is lined with fantastic public parks; two of those being Concrete Plant and Starlight Park. While both are utilized as destinations for local residents, wouldn't it be great if they were better connected to each other and the upland neighborhoods? The privately owned lots between E. 172nd

Street and the Amtrak Bridge present an opportunity to make this a reality of the future. If redeveloped with primarily commercial or residential uses the new developments will be required to provide public access. Building form and public access can be further shaped by forming a Waterfront Access Plan.

HIGHLIGHTS OF A WATERFRONT ACCESS PLAN

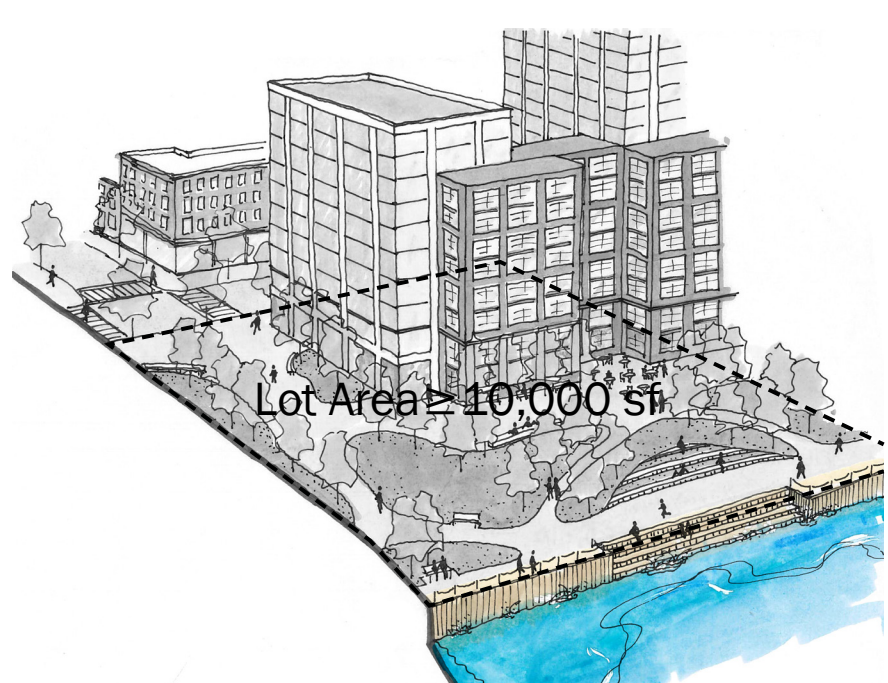


Waterfront Public Access Elements

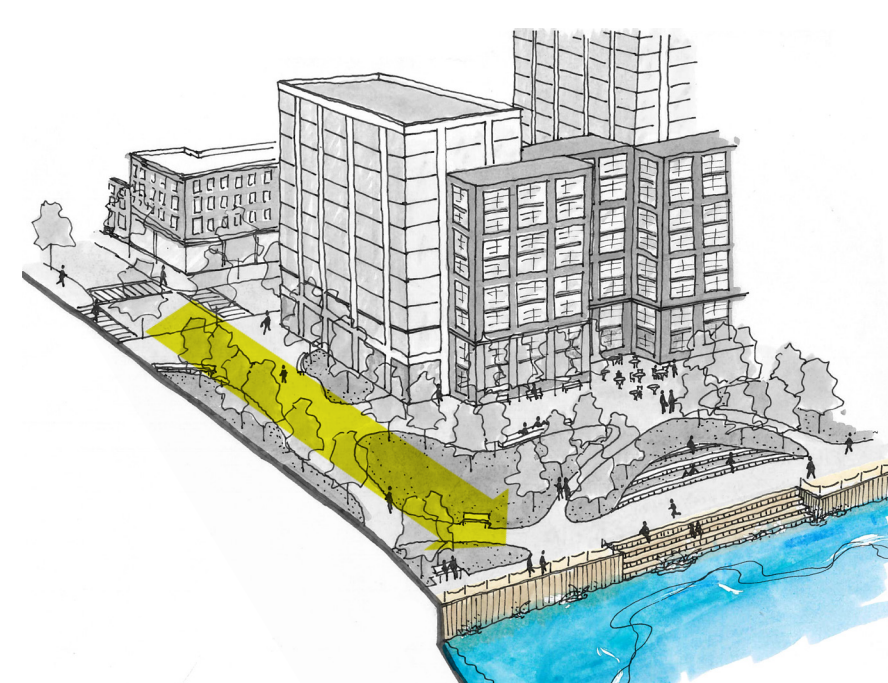
A Waterfront Access Plan (WAP) is a specific plan, set forth in the Zoning Resolution, that tailors public access requirements and waterfront bulk regulations to the specific conditions of a particular waterfront area. Waterfront zoning addresses the form, size and location of new development, and designates the areas where waterfront public access should be located.

Design Standards

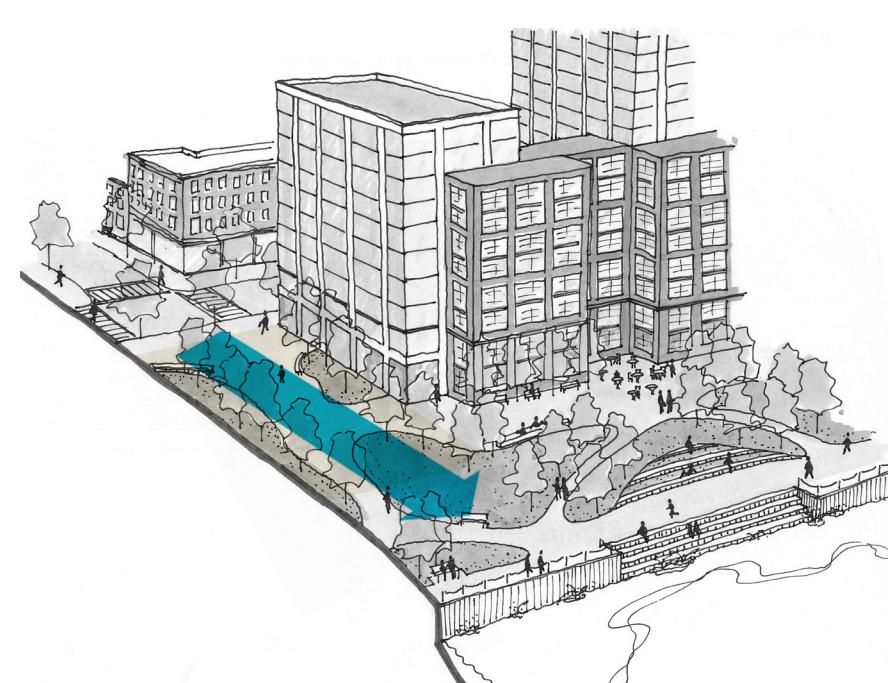
Waterfront Access Plans also have the ability to control the amount and quality of design elements that makeup the public space. The features in the above illustration list many of the items that are required to comply with standards set forth in the Zoning Resolution. As you move to the boards labeled 'Character of the Riverfront,' please provide your input to help us shape the WAP standards.



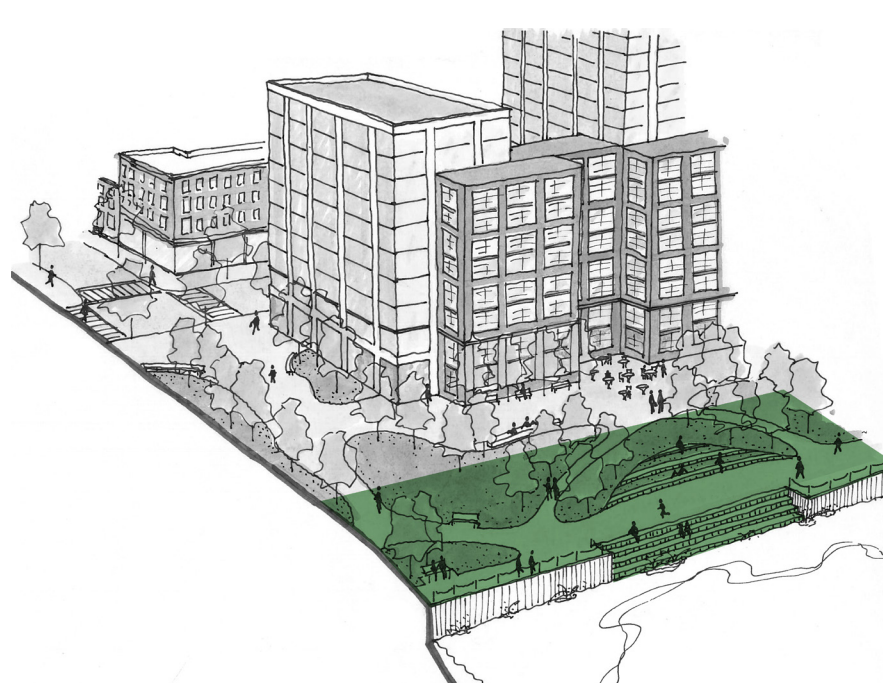
Public access requirements are based on a combination of permitted land use and actual development



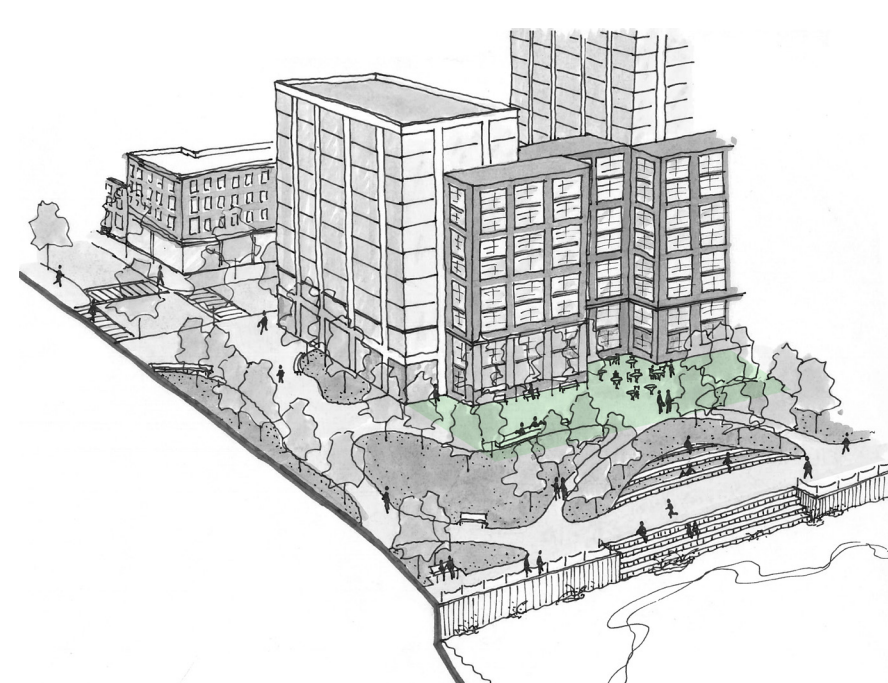
Visual Corridors: Open areas that provide an unobstructed view from upland streets to the water



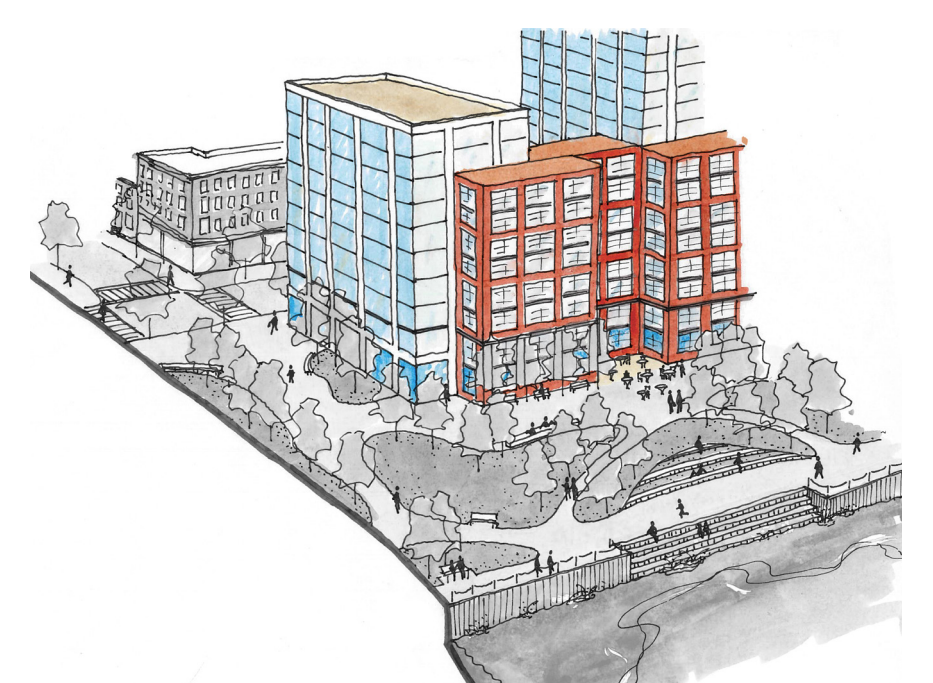
Upland Connections: Pedestrian walkways providing access to the shore public walkway



Shore Public Walkway: Linear public access area running alongside the shoreline or water edge



Supplement Public Access Area: Additional public space to fulfill open space requirements on certain large sites



Waterfront Bulk Regulations: Special building form controls for developments along the waterfront

VISION FOR THE WATERFRONT

Planning For Bronx River Access on Privately-Owned Lots

PLACE A STICKER BELOW YOUR PREFERRED OPTION

What do you want to see on the waterfront side of the Sheridan?

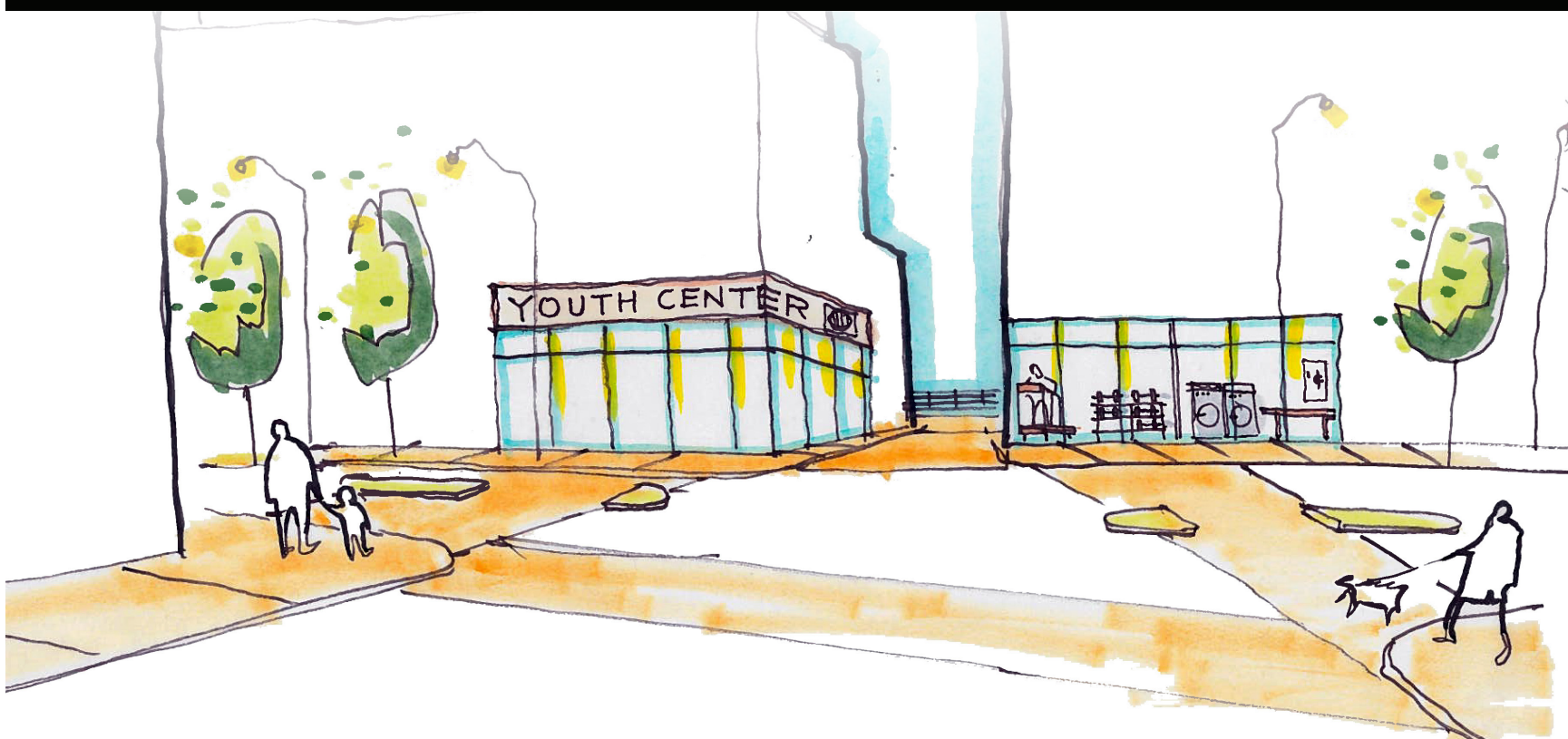
Neighborhood Serving Retail



View towards the waterfront from Jennings St

(PLACE STICKERS HERE)

Community Facility or Residential Amenity Space



View towards the waterfront from Jennings St

(PLACE STICKERS HERE)

Large Retail Use



View towards the waterfront from Jennings St

(PLACE STICKERS HERE)

Residential Units and Lobby



View towards the waterfront from Jennings St

(PLACE STICKERS HERE)

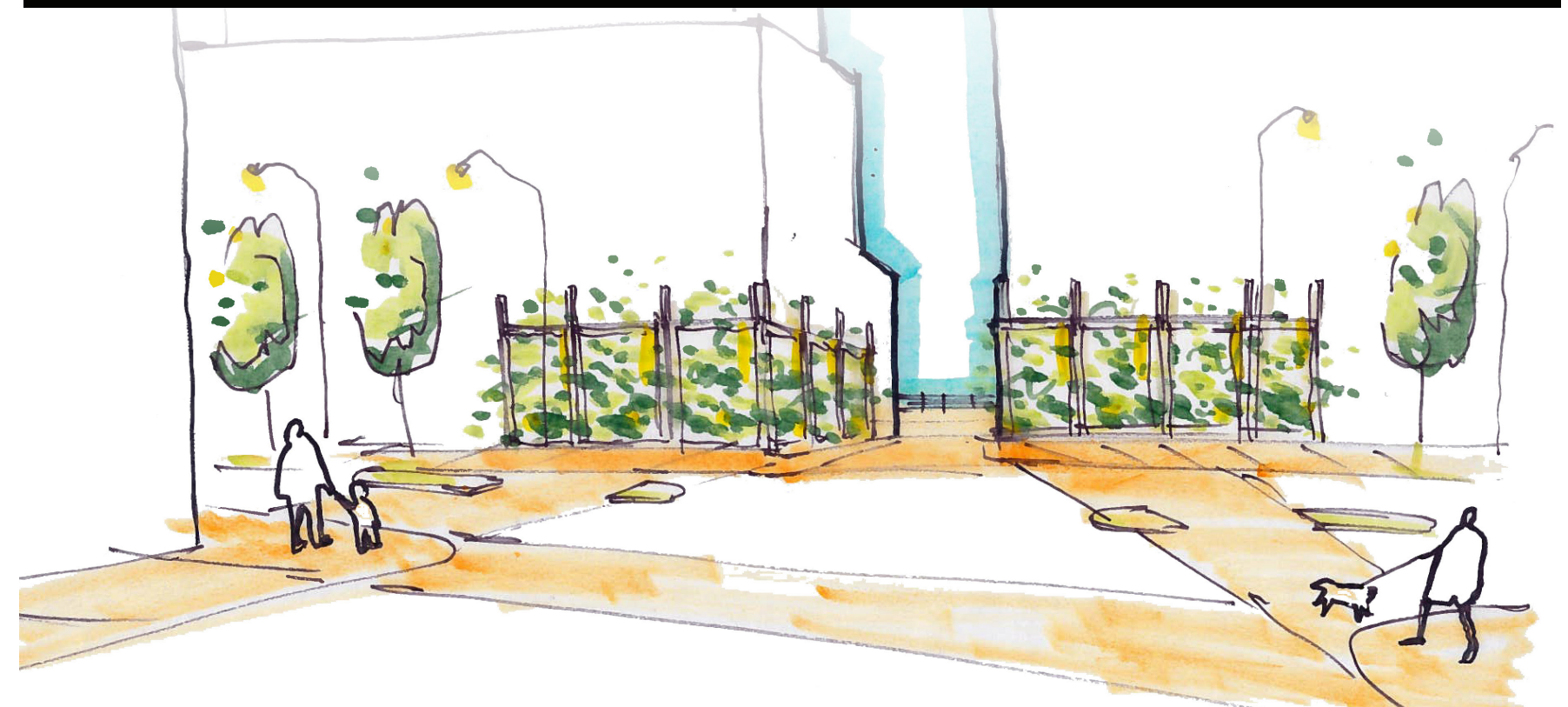
Screened Parking with Artwork or Fence



View towards the waterfront from Jennings St

(PLACE STICKERS HERE)

Screened Parking with Planting



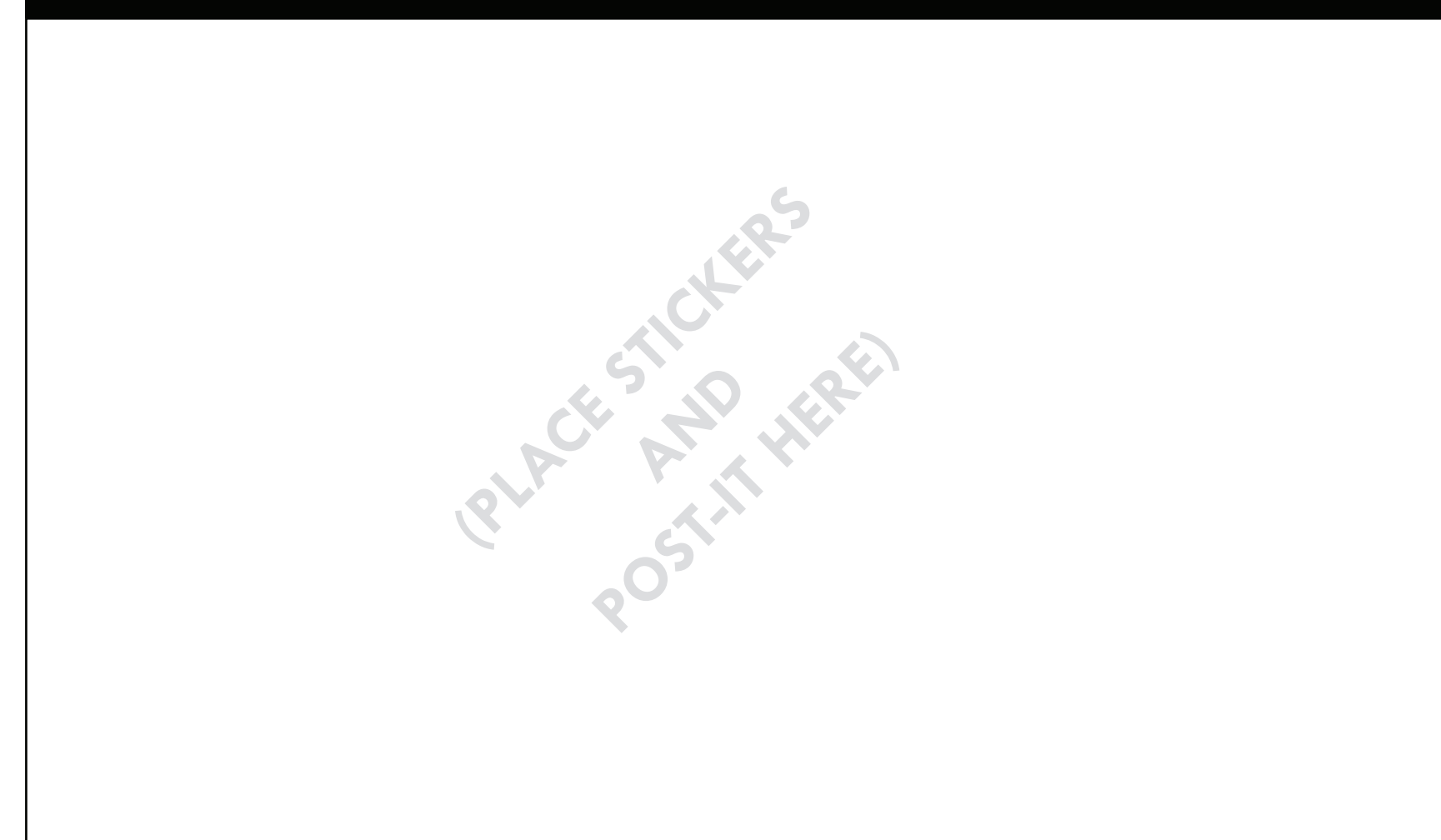
View towards the waterfront from Jennings St

(PLACE STICKERS HERE)

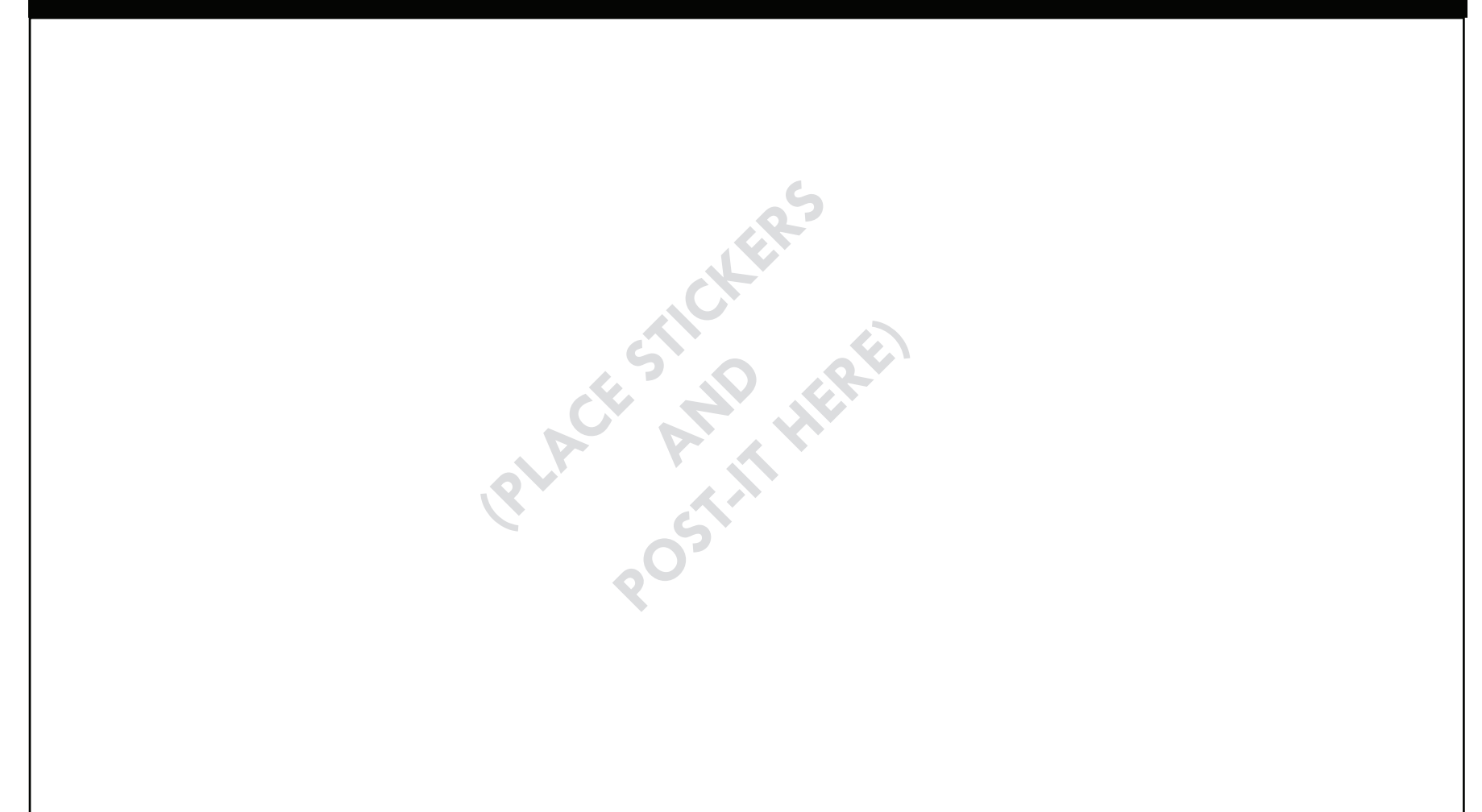
PLACE A STICKER ON YOUR PREFERRED OPTION & TELL US WHAT IT MEANS TO

Beyond an opportunity for affordable housing and connections to open space, what is your vision for the Bronx Waterfront?

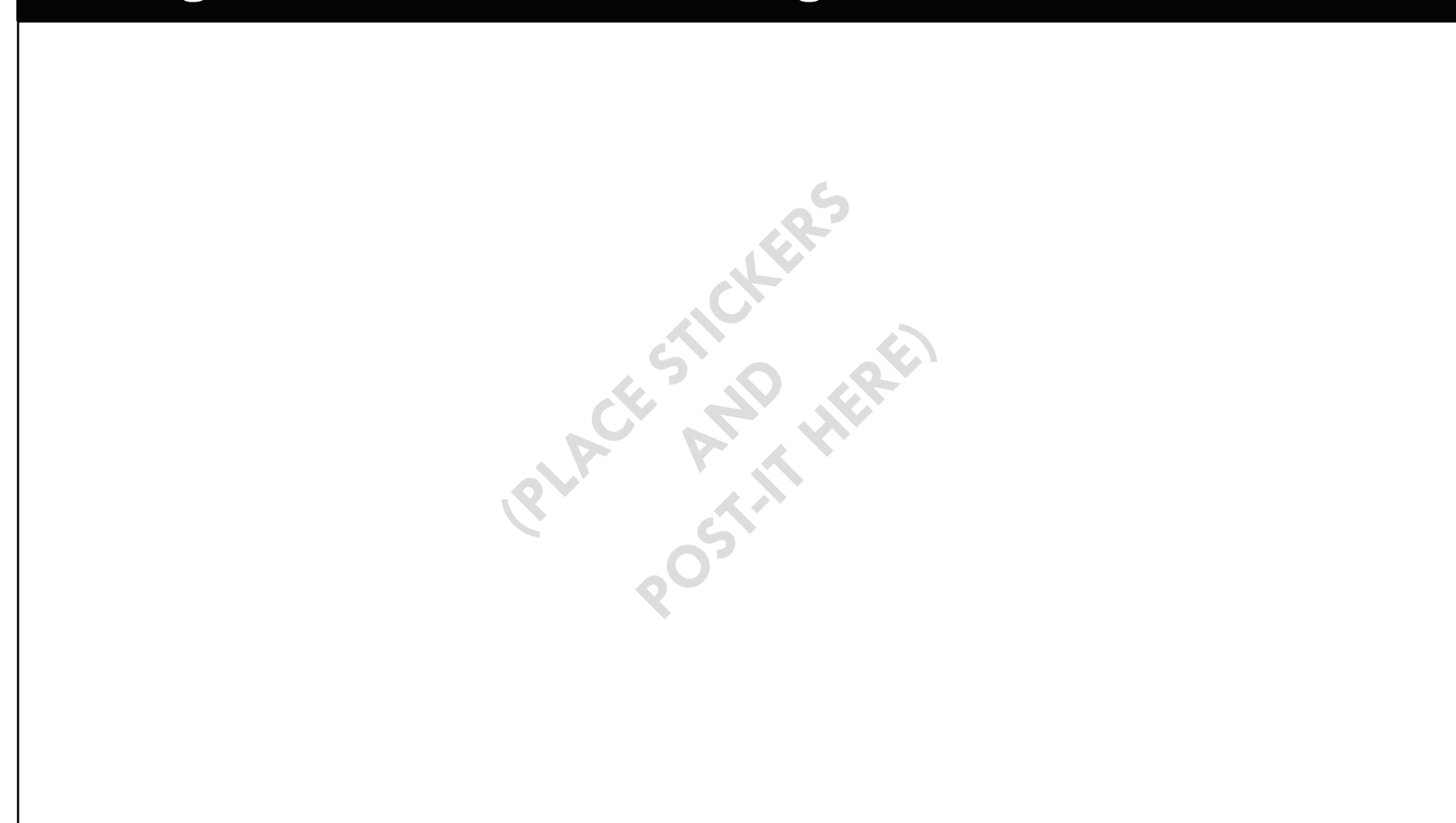
It's a Bronx Destination / Regional



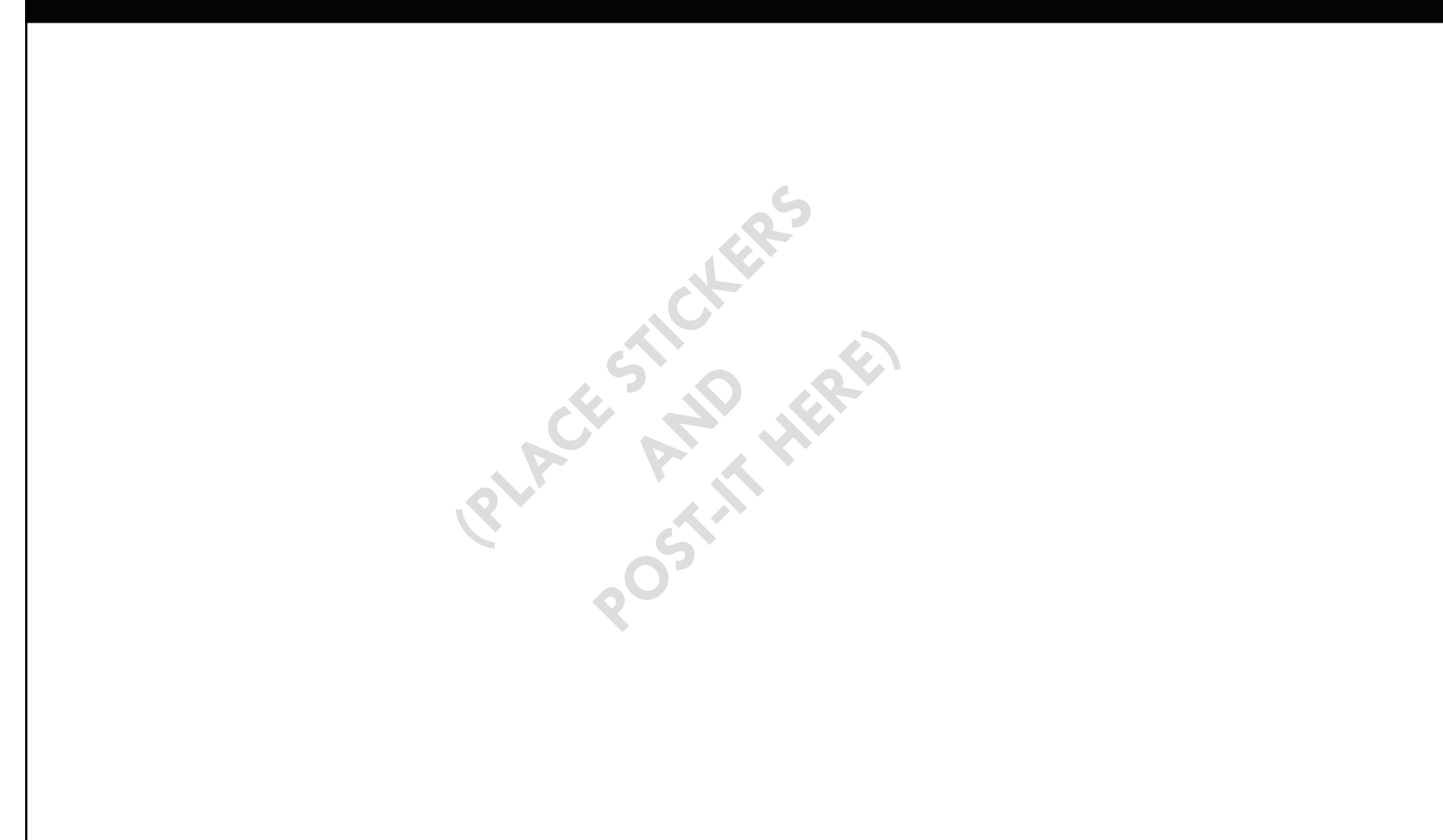
It's a Jobs Center & Makers' Space



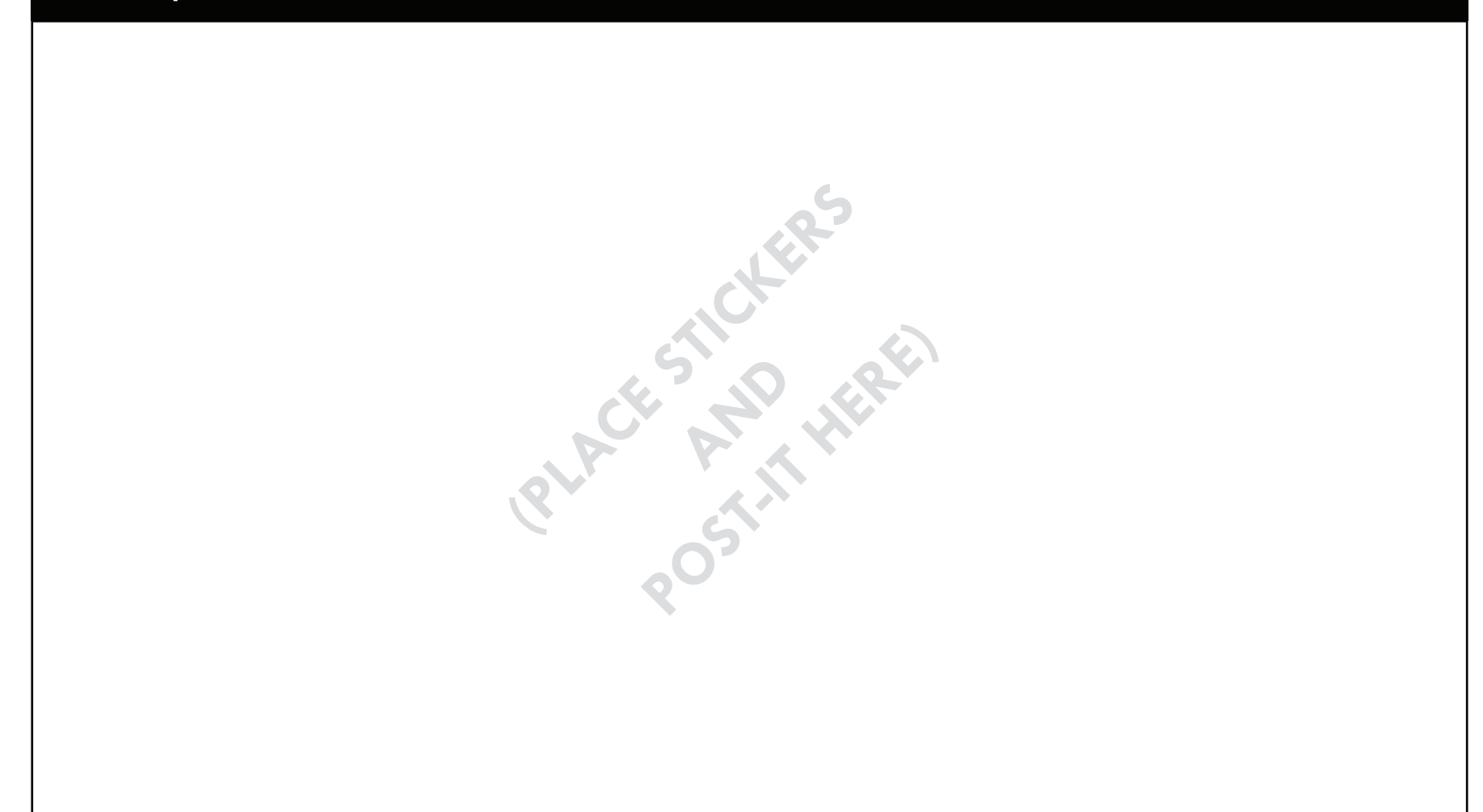
It's Neighborhood and Local Serving



It's a Cultural Center



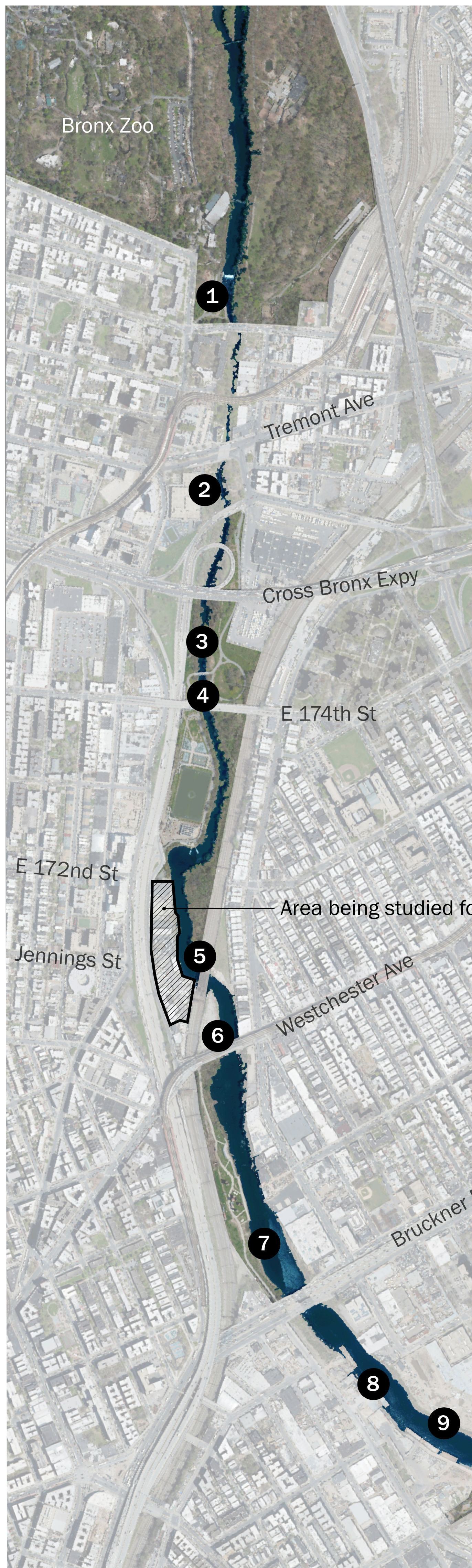
It's a place for Entertainment



BRONX RIVER CHARACTER

Planning For Bronx River Access on Privately-Owned Lots

VARIETY OF RIVERBANK CONDITIONS ALONG THE BRONX RIVER



CHARACTER OF THE WATERFRONT (1)

Planning For Bronx River Access on Privately-Owned Lots

CURRENT CONDITIONS

Shoreline Edge Conditions



Concrete Plant Park



Starlight Park

Starlight & Concrete Plant Park present unique opportunities to get close to or directly access the river

Seating

Benches with backs



Concrete Plant Park

Benches without backs



Starlight Park

Custom furniture



Concrete Plant Park

Shaded Seating



Concrete Plant Park

PLACE A STICKER BELOW YOUR PREFERRED OPTION

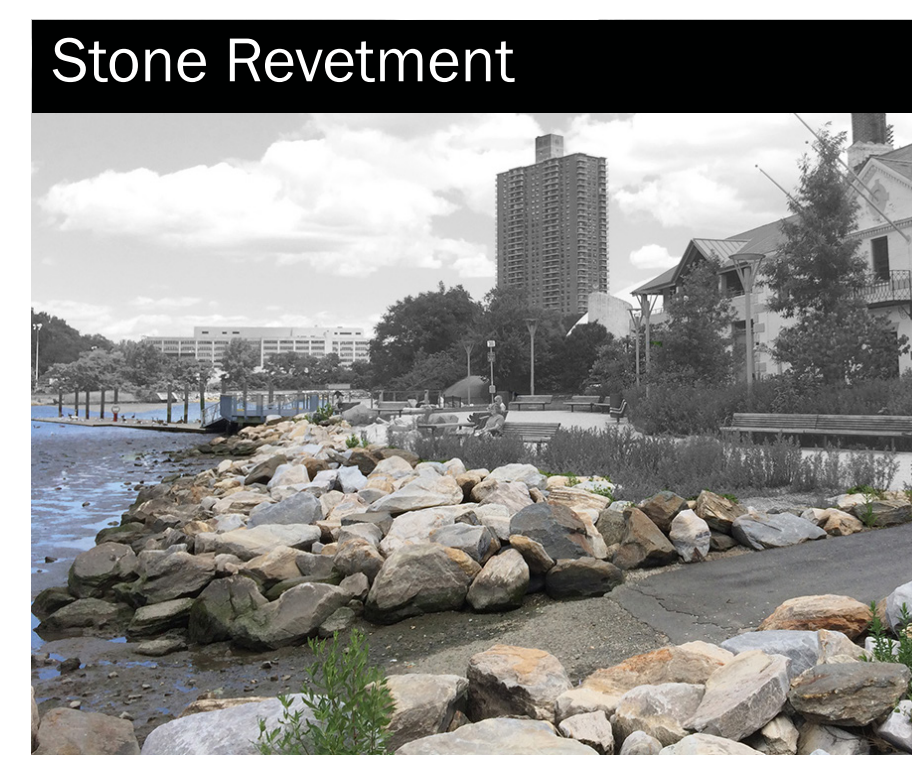
What types of shorelines should be encouraged?



Saw Mill Creek - Yonkers, NY



Newtown Creek Nature Walk - Greenpoint, Brooklyn

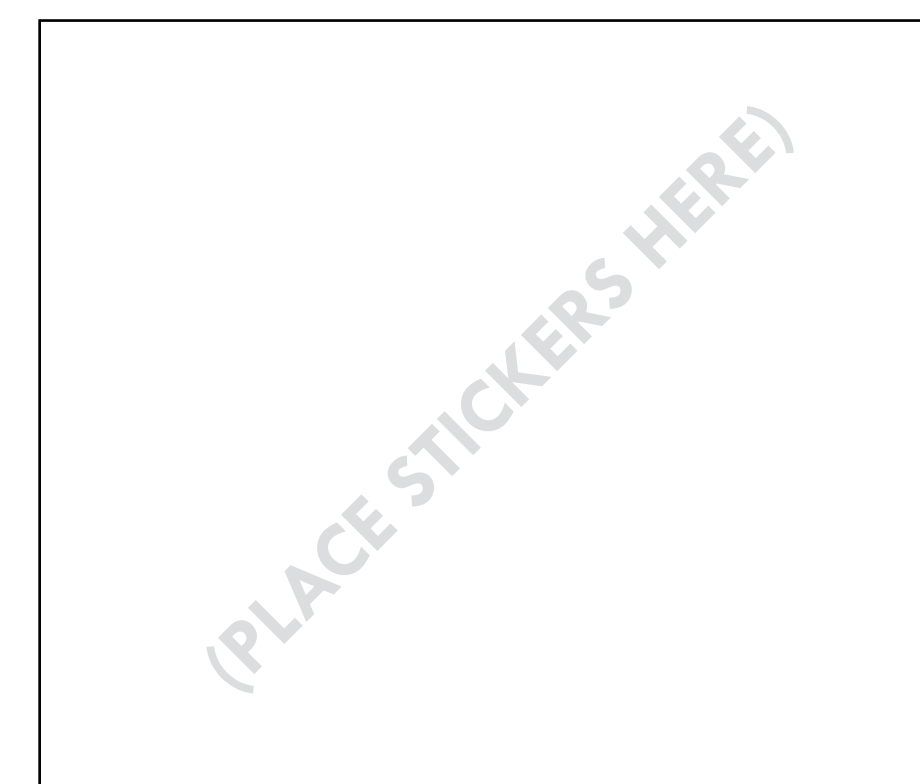


Muscota Marsh - Inwood, Manhattan



Starlight Park

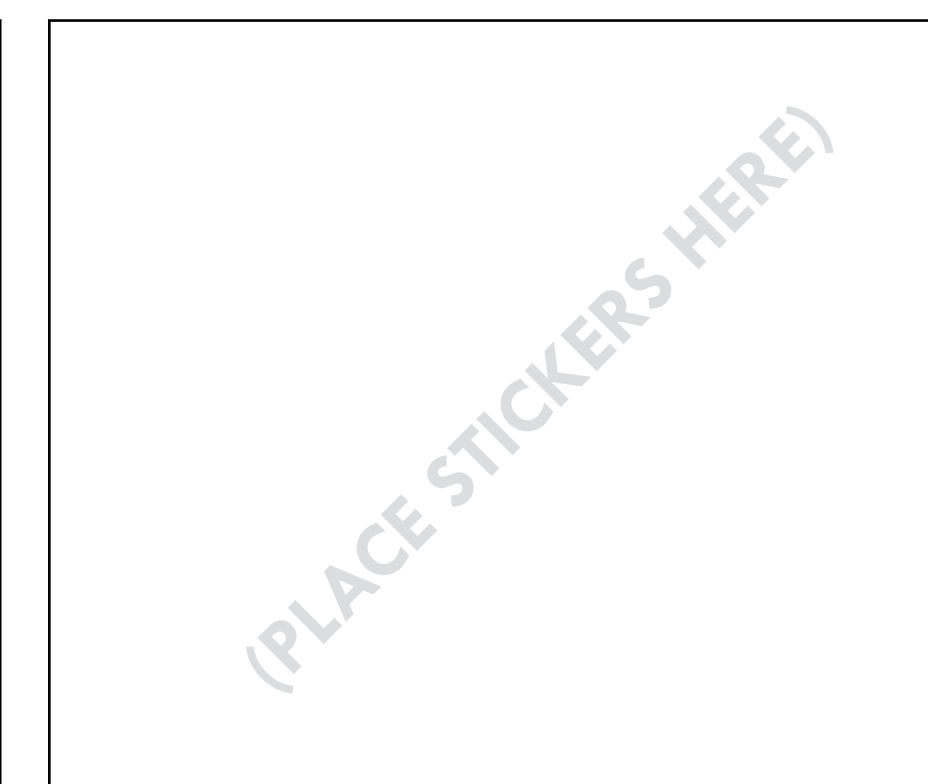
I like to live on the edge!



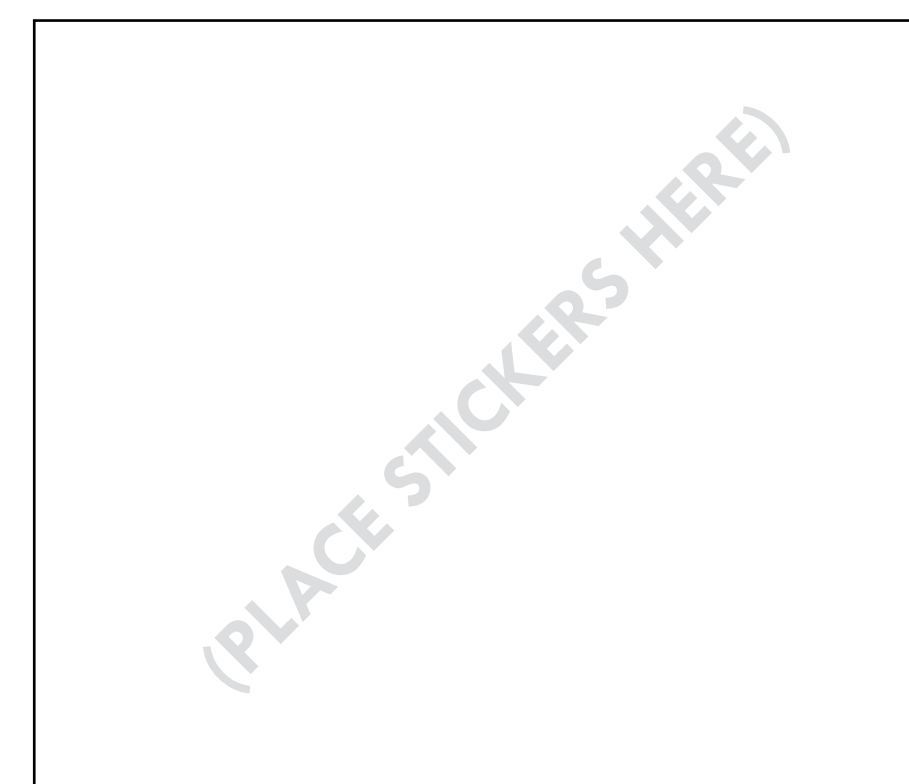
Let me go touch the water!



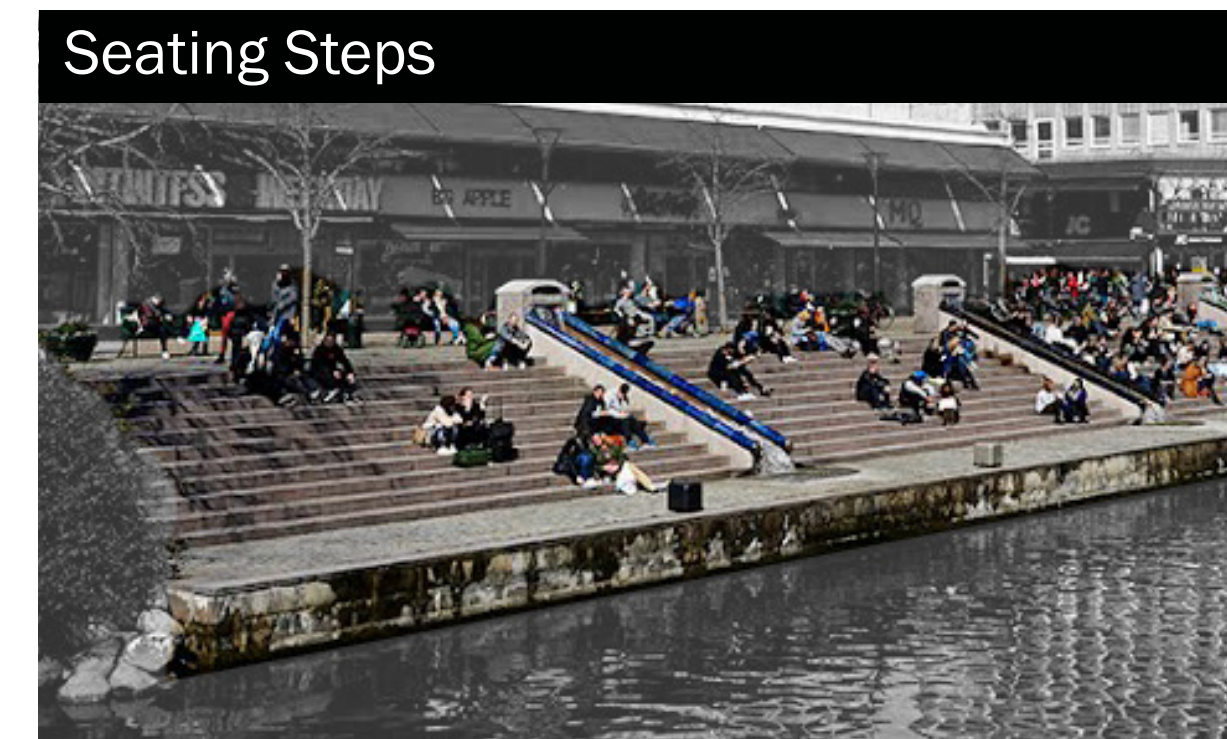
Keep me protected, but close.



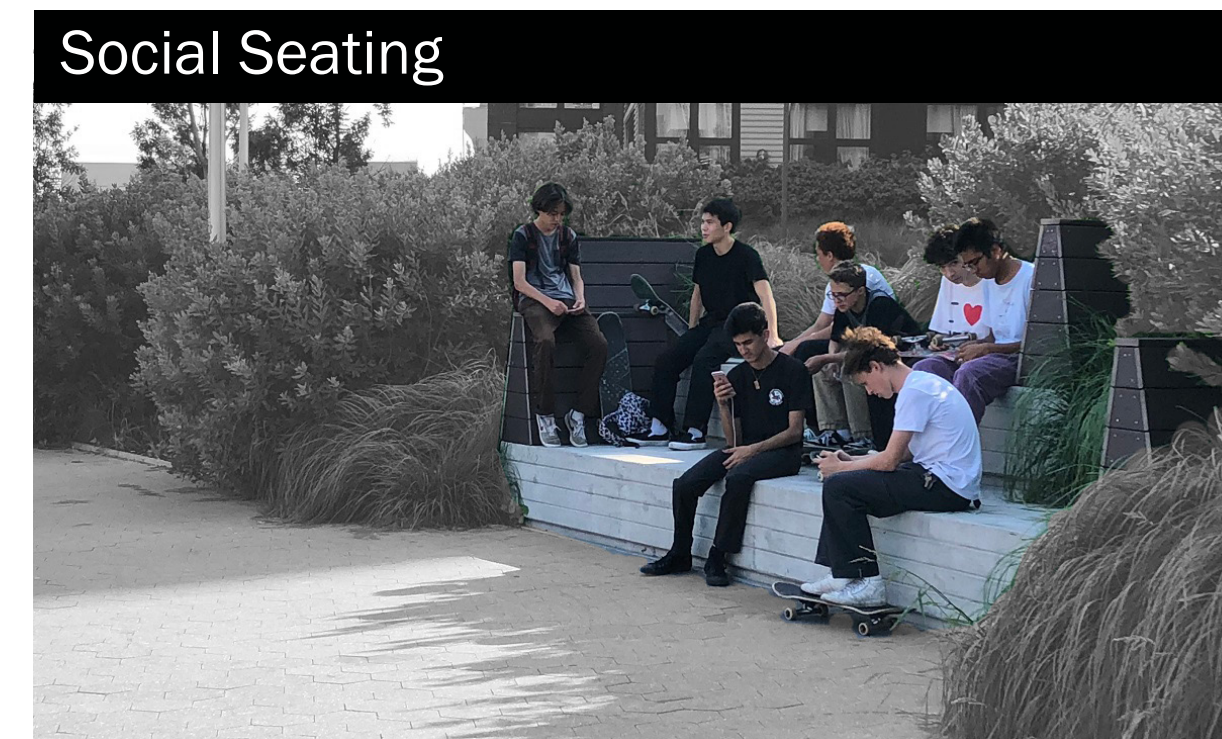
It's okay to look at, but I like to maintain my distance.



What additional types of seating are most needed?



Sodra Vallgatan - Malmö, Sweden



365 Bond - Gowanus, Brooklyn



33rd Street Temporary Plaza - Midtown, Manhattan

Somewhere to watch a show or an act.



A place to meet friends!



Options for all ages and abilities.



Battery Park City Esplanade - Battery Park City, Manhattan



The Edge - Williamsburg, Brooklyn



Ikea - Red Hook, Brooklyn

Only the shade for me!



Something you can climb or lounge on!



Let's lay down for a nap.



CHARACTER OF THE WATERFRONT (2)

Planning For Bronx River Access on Privately-Owned Lots

PLACE A STICKER BELOW YOUR PREFERRED OPTION

How should future waterfront esplanades address flood risk?



Give me a boost, I want to feel like I'm above the water.

(PLACE STICKERS HERE)



Sometimes I want to feel close to the water and sometimes I don't.

(PLACE STICKERS HERE)



The wider the path feels, the better I feel.

(PLACE STICKERS HERE)



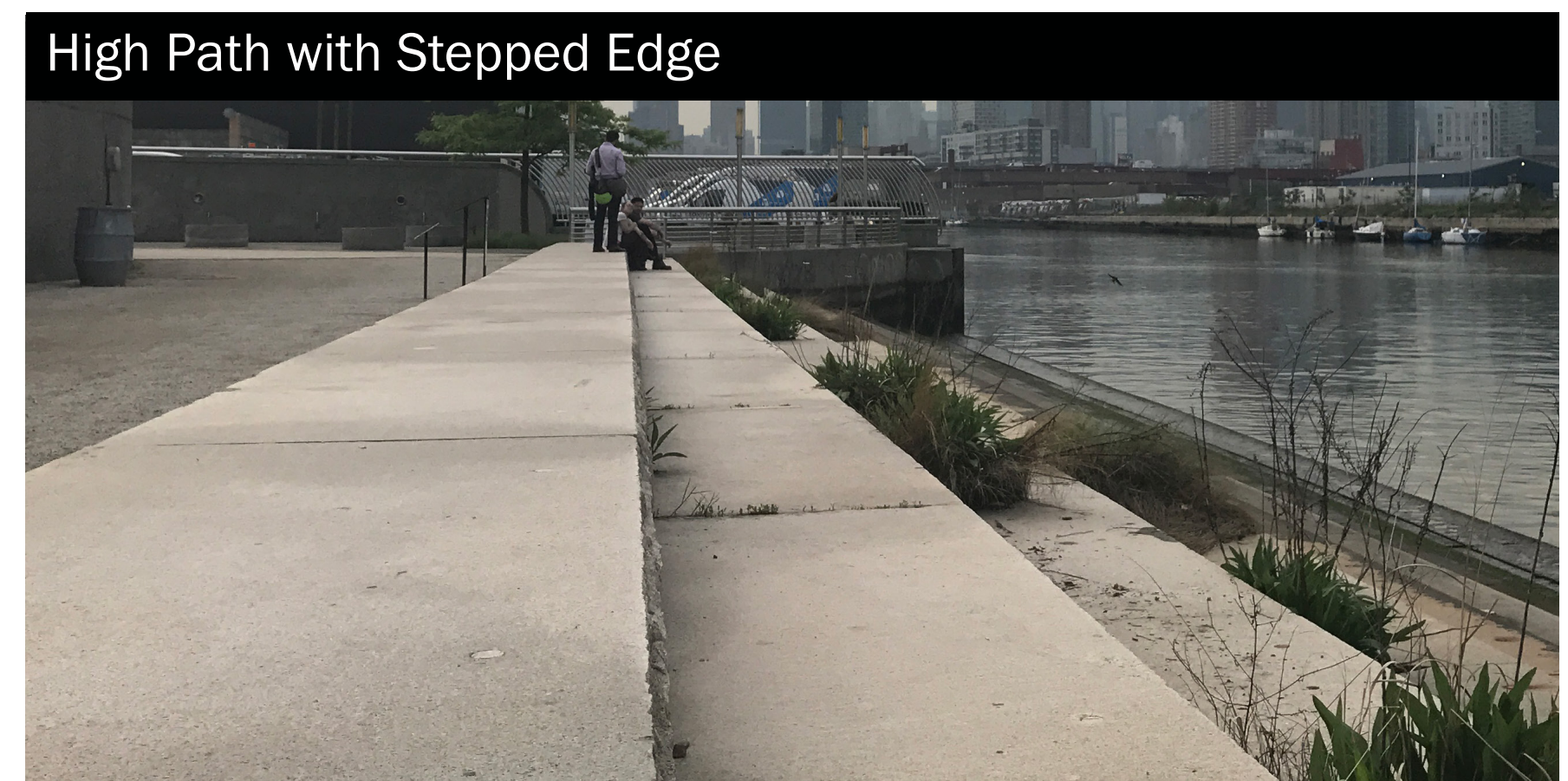
People attract more people, which make me feel much safer.

(PLACE STICKERS HERE)



More nature less path, please!

(PLACE STICKERS HERE)



This way some can touch the edge while others pass by.

(PLACE STICKERS HERE)

What kind of building uses should support activity on future waterfront esplanades?



Green and calm is my jam.

(PLACE STICKERS HERE)



"Eyes on the waterfront" = safety!

(PLACE STICKERS HERE)



Let the kids run loose.

(PLACE STICKERS HERE)



There should be another reason to go.

(PLACE STICKERS HERE)



Coffee + river-view = my weekend

(PLACE STICKERS HERE)