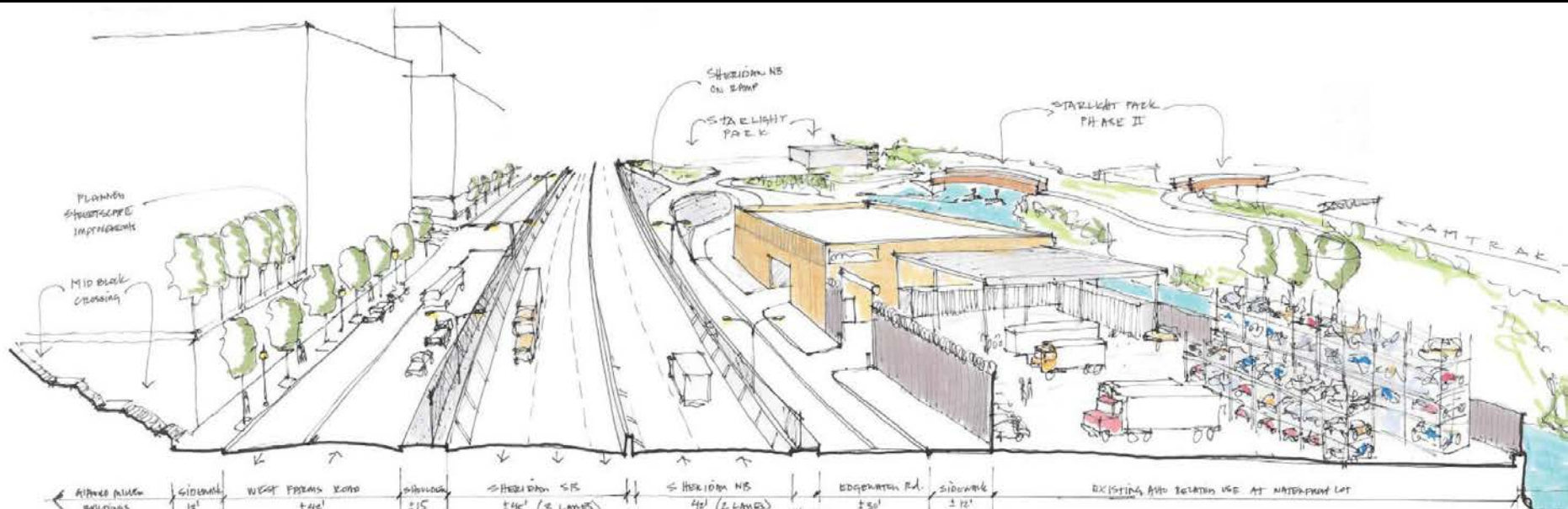


SHERIDAN EXPRESSWAY-HUNTS POINT LAND USE AND TRANSPORTATION STUDY

May 21st, 2013



MEETING AGENDA

1. STUDY GOALS AND PROCESS

2. OVERVIEW OF TRANSPORTATION SCENARIOS

3. SUMMARY OF ANALYSIS

- Land Use
- Jobs
- Sustainability
- Traffic and Emissions

4. SUMMARY OF FINDINGS

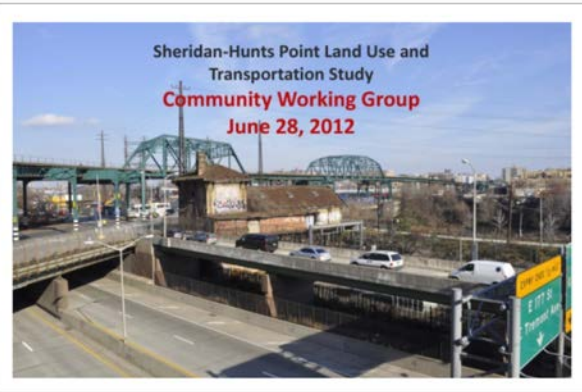
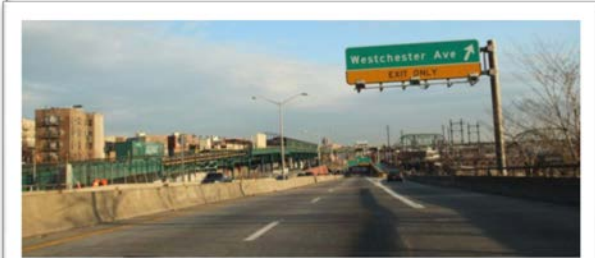
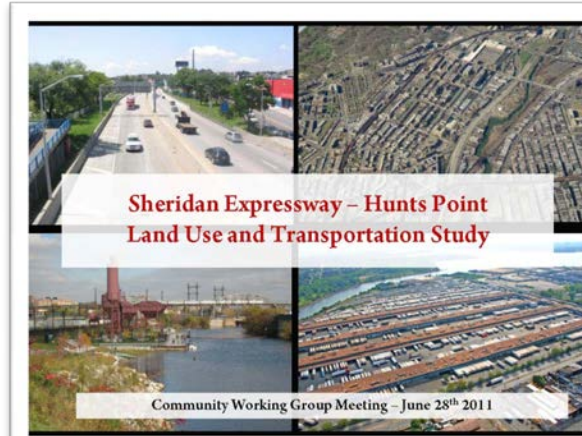
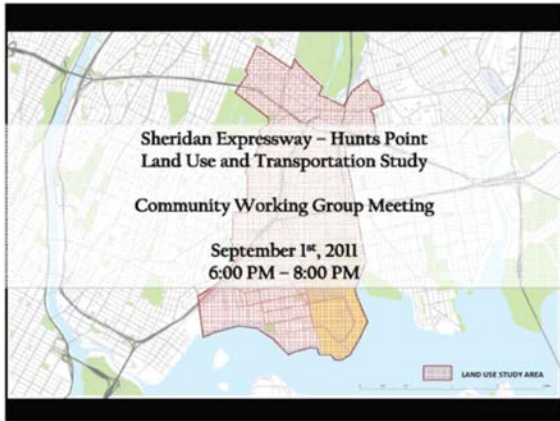
5. NEXT STEPS

STUDY GOALS & PROCESS

- Engagement
- Process
- Framework

PUBLIC ENGAGEMENT

www.nyc.gov/sehp



PUBLIC ENGAGEMENT

SHERIDAN EXPRESSWAY - HUNTS POINT LAND USE AND TRANSPORTATION STUDY



PUBLIC WORKSHOP OCTOBER 15TH, 2011



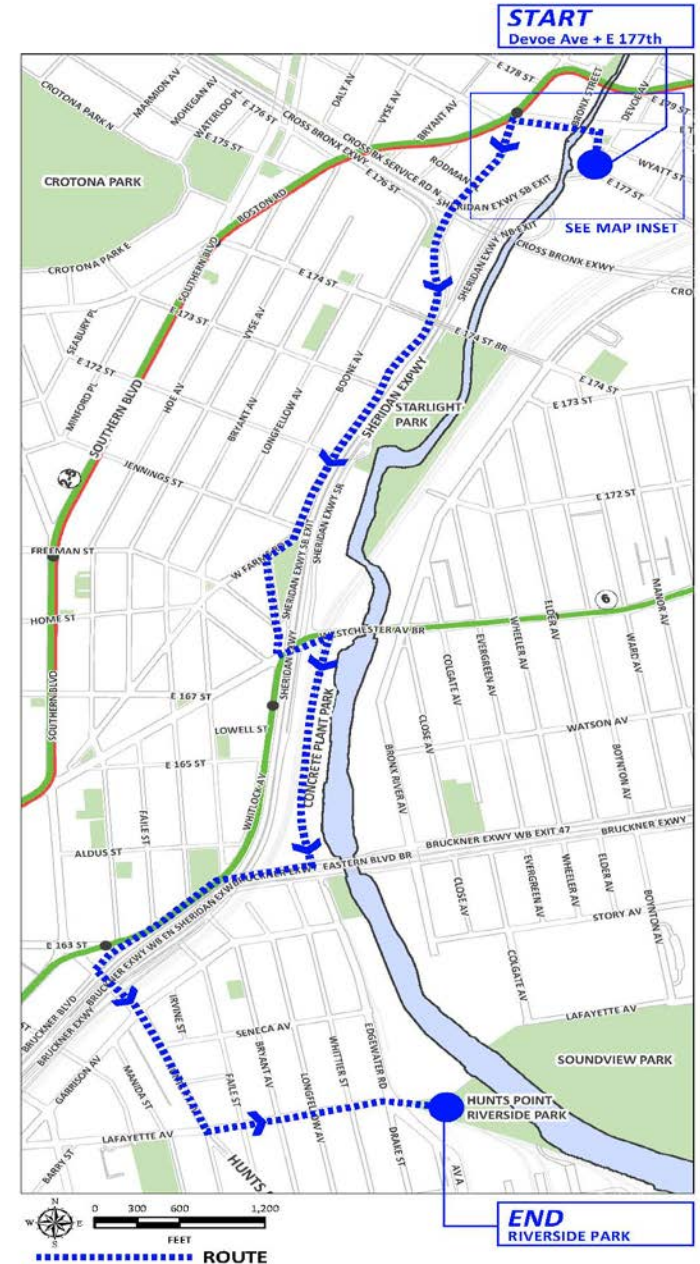
Bronx River Flotilla May 11, 2013



SHERIDAN - HUNTS POINT TOUR ROUTE

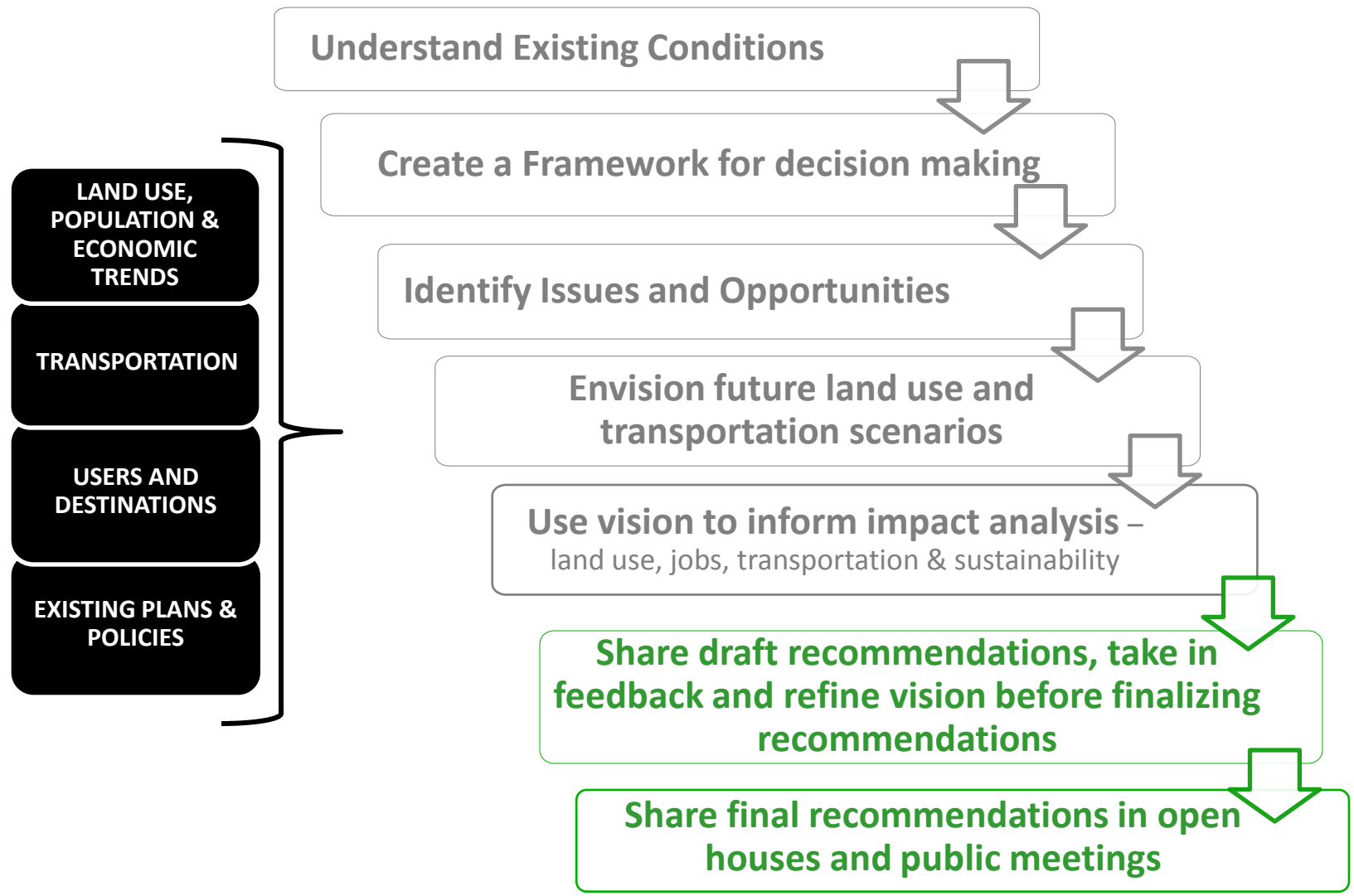
DEPARTMENT OF CITY PLANNING

JULY 28th + August 20th 2011





PLANNING AND ANALYSIS PROCESS



GOALS AND PRIORITIES

SEHP Study Goals

- Improve access to the Hunts Point food distribution center
- Increase environmental sustainability and livability in the study area
- Use research, analysis and community input to make sound policy decisions
- Build consensus around a set of recommendations that will meet these goals

Local Priorities

- Additional open space and improved access
- Improve pedestrian safety and enhanced transit options
- Additional schools and other community services
- Decrease impact of highway infrastructure on surrounding neighborhoods
- Mitigate environmental impacts of new development
- Increase efficiency in highway network

City Strategy

- PlaNYC
- DOT Sustainable Streets
- Hunts Point Vision Plan
- Vision 2020 – Comprehensive Waterfront Plan
- DEP Green Infrastructure Plan
- Active Living by Design



PLANNING FRAMEWORK

The shared goals expressed by the Community Working Group and information gathered from the field were used to develop a framework that guided decision making as scenarios were developed.

CONNECTIVITY AND MOBILITY

- Improve pedestrian safety and mobility
- Create connections between neighborhoods and to important destinations
- Improve truck access to Hunts Point

WATERFRONT AND OPEN SPACE ACCESS

- Protect the Bronx River
- Increase access to the River and its waterfront
- Improve pedestrian access to existing and new open spaces

JOB AND ECONOMIC DEVELOPMENT

- Support/protect existing job center
- Provide certainty to the local business community
- Improve public transit access and options

ENVIRONMENTAL SUSTAINABILITY

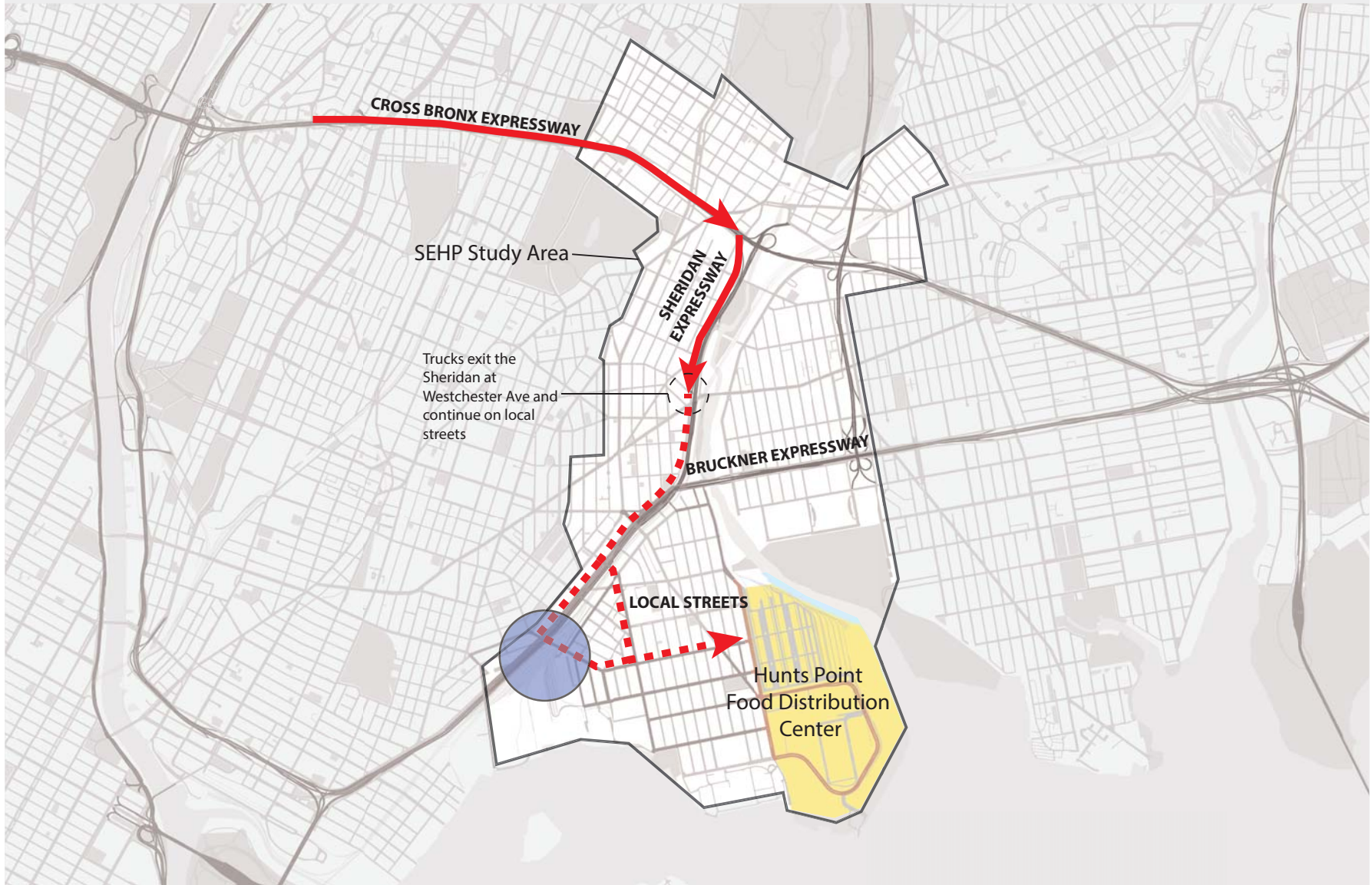
- Implement green infrastructure
- Increase healthy food options
- Improve environmental health

HOUSING AND INFRASTRUCTURE

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

TRANSPORTATION SCENARIOS

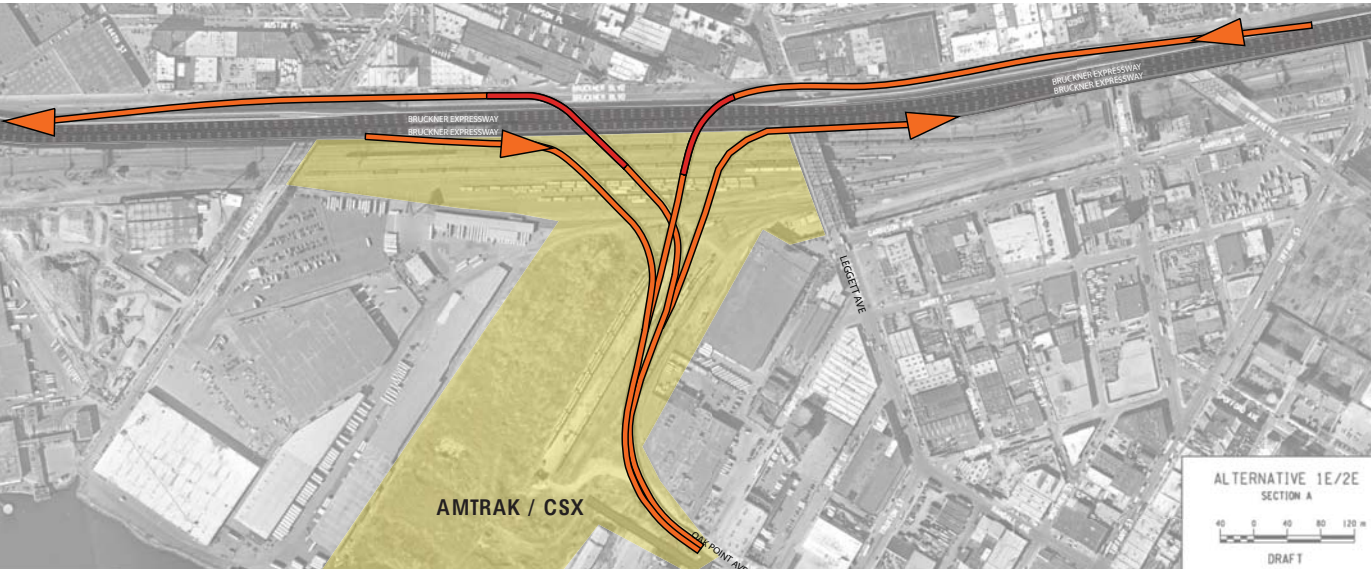
South Bronx Transportation Network + SEHP Study Area



● Oak Point Ramp Area

■ ■ ■ ■ Truck Route on Local Streets

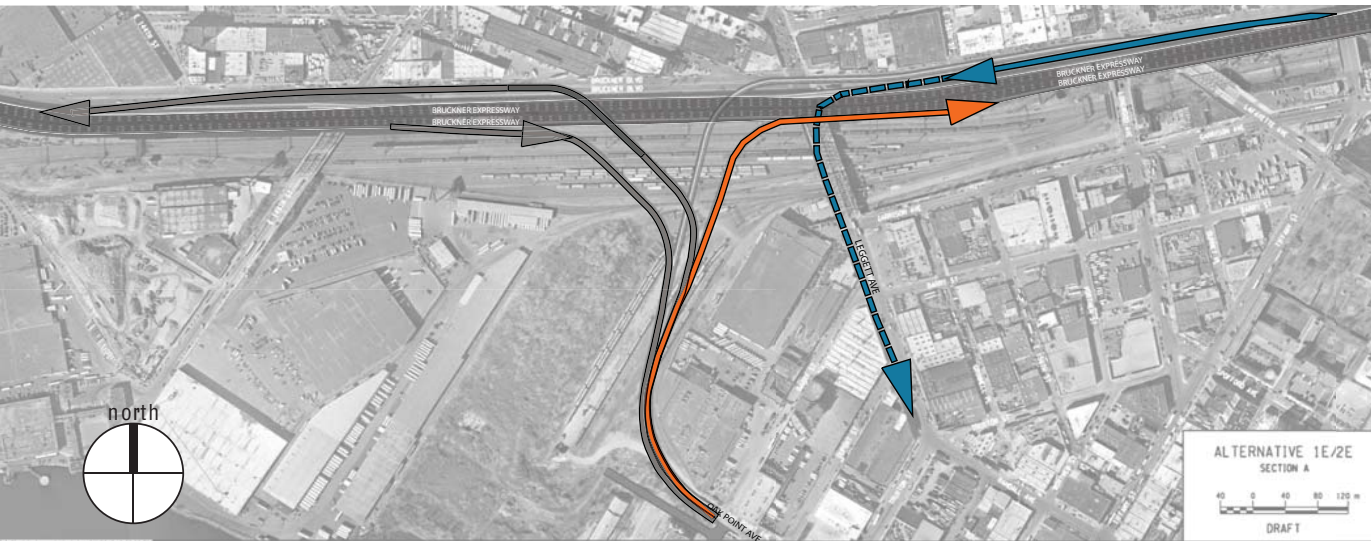
Improved access to Hunts Point



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

Oak Point Ramps

- On/Off ramps going **east** and **west** on the Bruckner Expressway
- Ramp design requires approx **9,000** linear feet of roadway
- Design requires acquisition of private property and potential realignment of rail lines

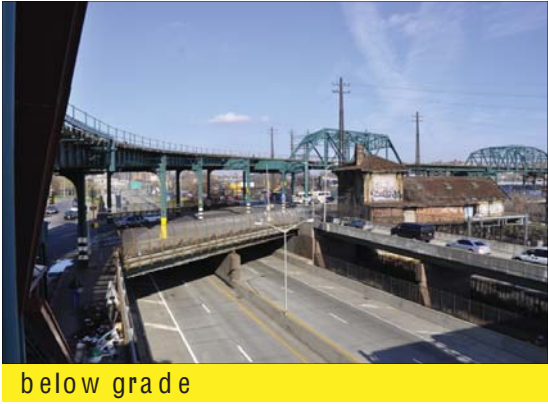
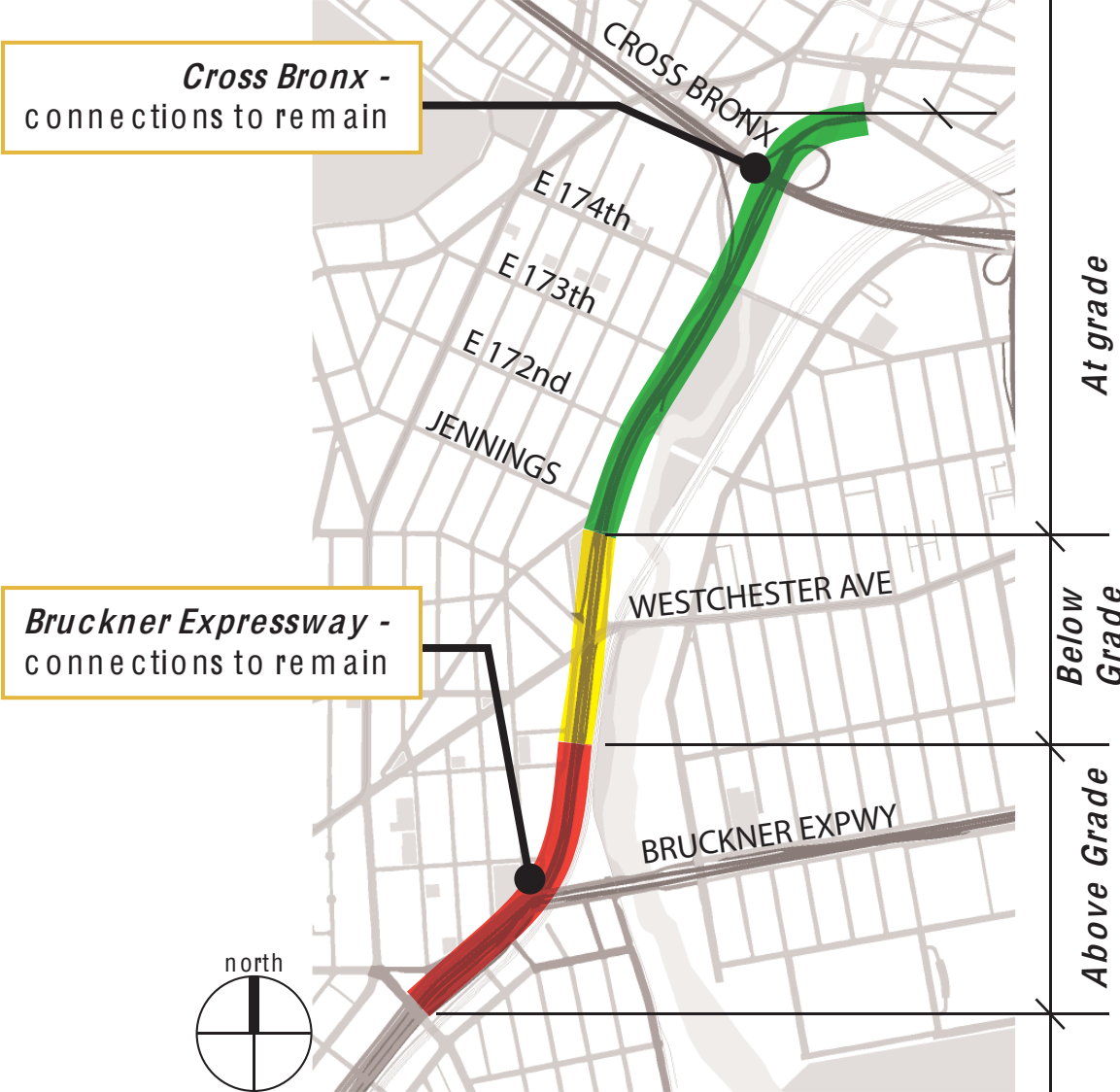


NYC Department of Transportation Proposal to create direct access to Hunts Point

East Ramps

- On/Off ramps going **east** on the Bruckner Expressway
- Ramp design requires approx **4,000** linear feet of roadway
- Less impact on private or rail properties
- Potential to remove traffic from Hunts Pt Ave through Sheridan ramp closure
- Catalyzes changes to Sheridan Expressway at grade section

Sheridan Expressway



Sheridan Expressway - At Grade - Existing Conditions

- **\$81M** of public investment along the southern Bronx River has led to a cleaner more active waterfront. Safe access remains a challenge.
- **On the horizon** - The Bronx River Alliance is expected to begin construction of its main offices at Starlight Park in the coming year
- Over **900 new residential units**, retail space and a new school will be constructed over the next decade
- **Institutions** serving Pre-K-12th grades are located along the expressway. Walking routes from these schools to parks and nearby transit are complicated and can be unsafe
- **Whitlock subway stop** ranks near the bottom in annual ridership, ranked 389 of 468 stations.
- Properties along Edgewater Rd are zoned **manufacturing (M-1)**. **Seven businesses** – primarily auto wreckage, storage and parts are located along the waterfront.



Starlight Park



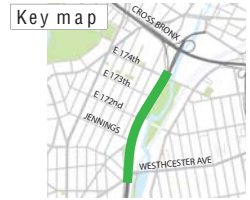
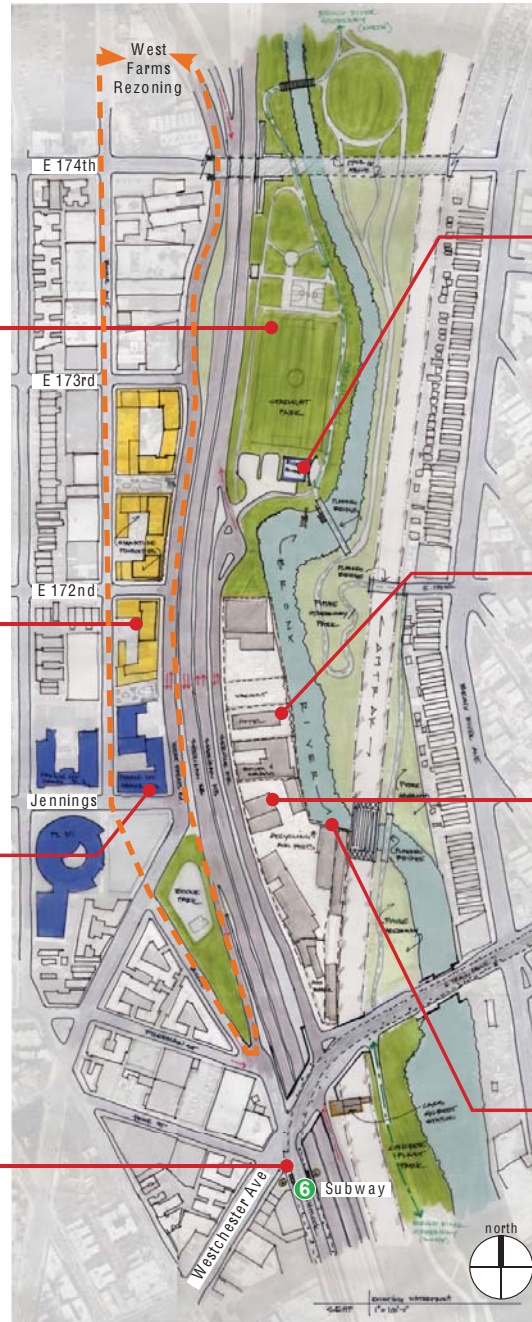
Signature Properties



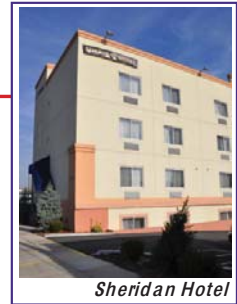
Local Schools



Whitlock Subway Stop



Bronx River Alliance



Sheridan Hotel



Zoned manufacturing (M-1).



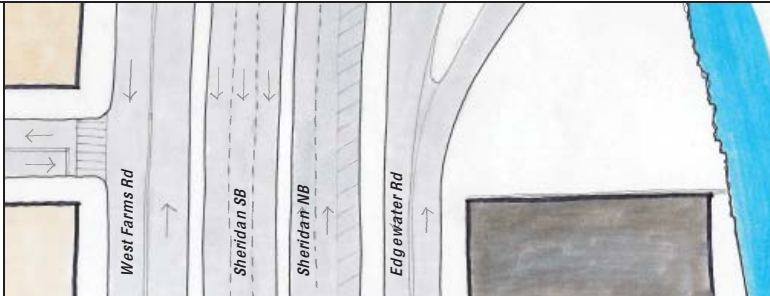
Waterfront

Scenario Comparisons - At Grade

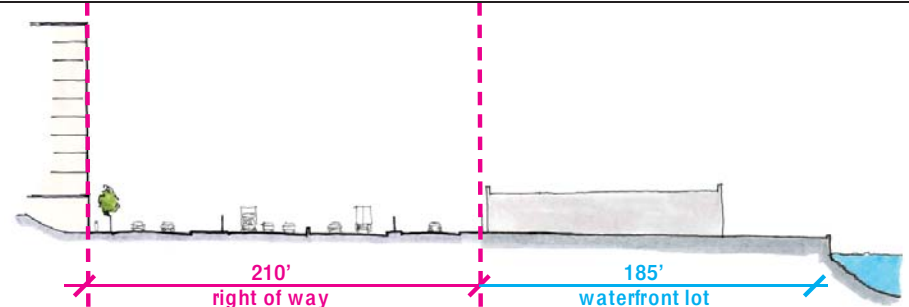
Plan

Section

Retain

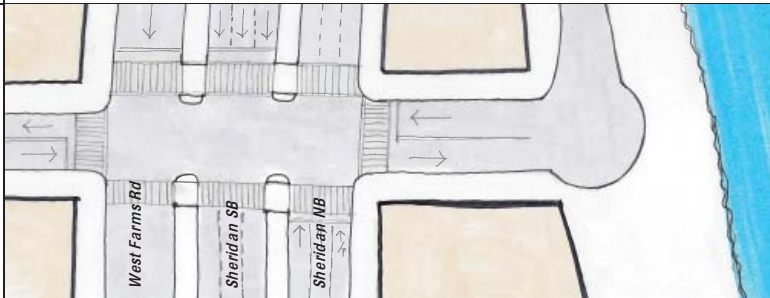


- Connects Cross Bronx Expwy and Bruckner Expwys
- East / West elevated crossings at E174th and Westchester Ave
- Edgewater Rd/Service Drive main access to Starlight Park
- Trucks traveling to Hunts Point must exit at Westchester Ave

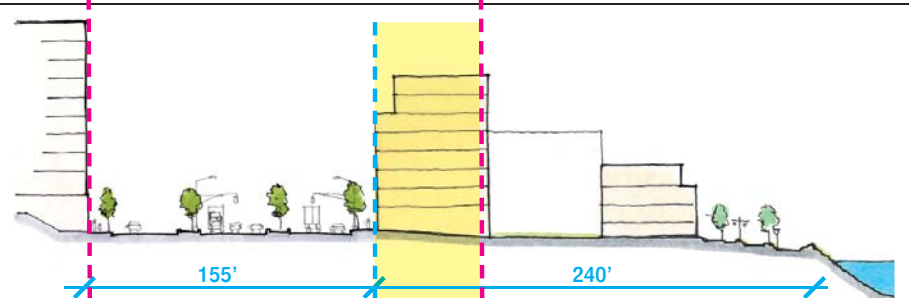


Modify

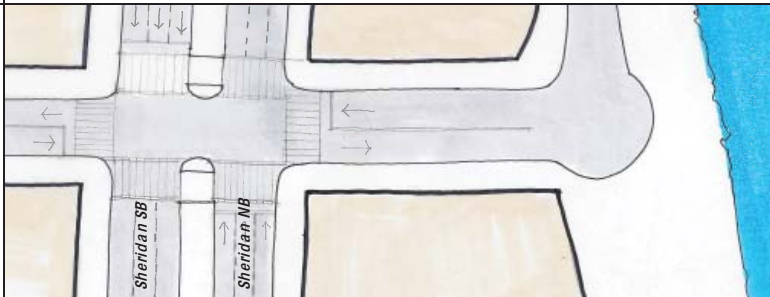
Separated



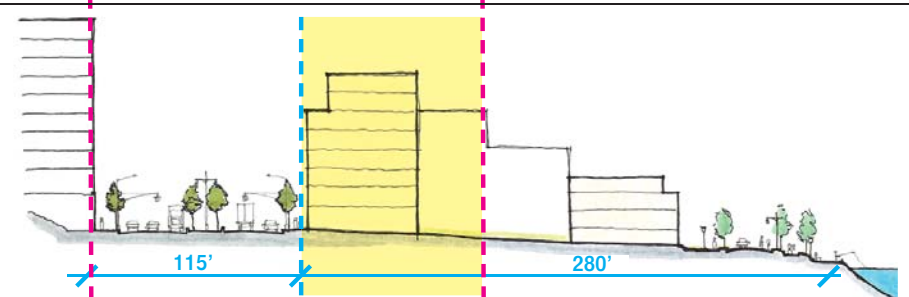
- West Farms Rd remains
- Sheridan width reduced
- Edgewater Rd demapped
- Moderate reduction in ROW
- Increases waterfront lot sizes
- West Farms Rd as buffer to truck traffic
- Westchester Ave SB exit removed



Combined



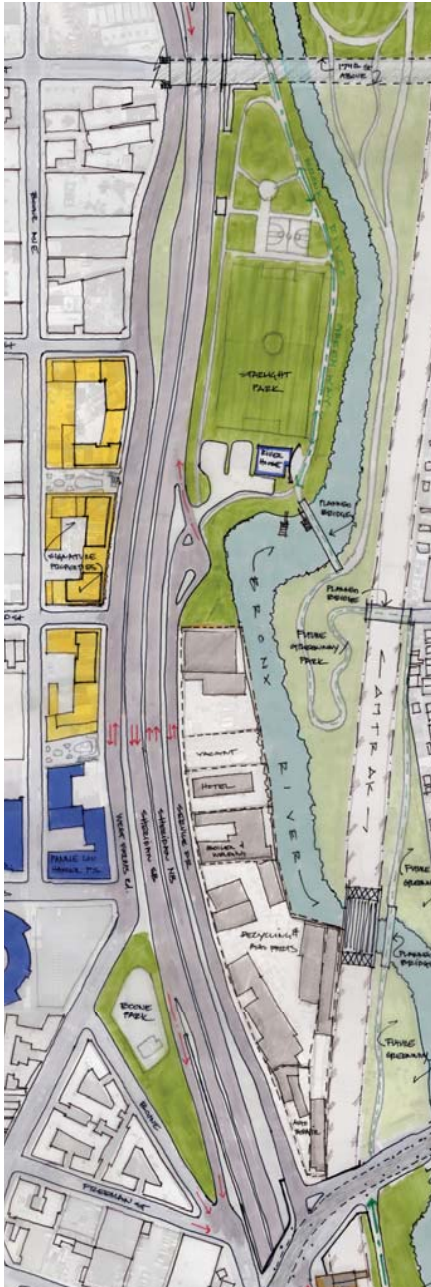
- Entire ROW is reduced to Sheridan SB and NB only
- Westchester Ave SB exit removed
- Narrowest ROW
- Largest lot sizes for redevelopment along waterfront



ALL DIMENSIONS ARE APPROXIMATE

Scenario Snapshots - At Grade

Retain



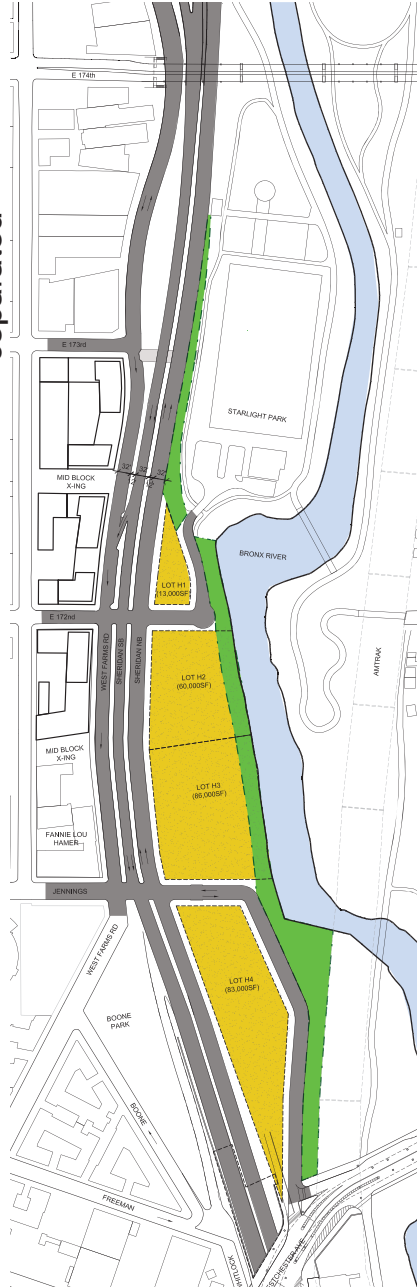
- Improved vehicle access with Hunts Points; fewer through trucks exiting to Whitlock Ave
- Closure of Sheridan northbound ramp from Hunts Point Ave
- Maintains expressway operations for entire length of Sheridan
- Streetscape improvements along West Farms and Edgewater roads
- Access to waterfront and parks via additional pedestrian bridge
- Does not require reconstruction costs for Sheridan boulevard section

Scenario Snapshots - At Grade

Retain



Modify
Separated



- Improved vehicle access with Hunts Point ramps; fewer through trucks exiting to Whitlock Ave
- Closure of Sheridan northbound on-ramp from Hunts Point Ave
- Maintains a separated West Farms Road
- Signaled intersections and crossings at Jennings, E172nd and E173rd streets
- Closure of Westchester Ave southbound off-ramp from Sheridan Expwy
- Pedestrian/bike access to Starlight Park, Bronx River & greenway across Sheridan
- Greenway connection along western edge of Bronx River from Starlight to Westchester Ave
- Better access to Sheridan from Claremont neighborhood
- Allows for some land, now part of the Sheridan right of way, available for potential redevelopment
- Requires re-construction of Sheridan north of Westchester Ave

Scenario Snapshots - At Grade

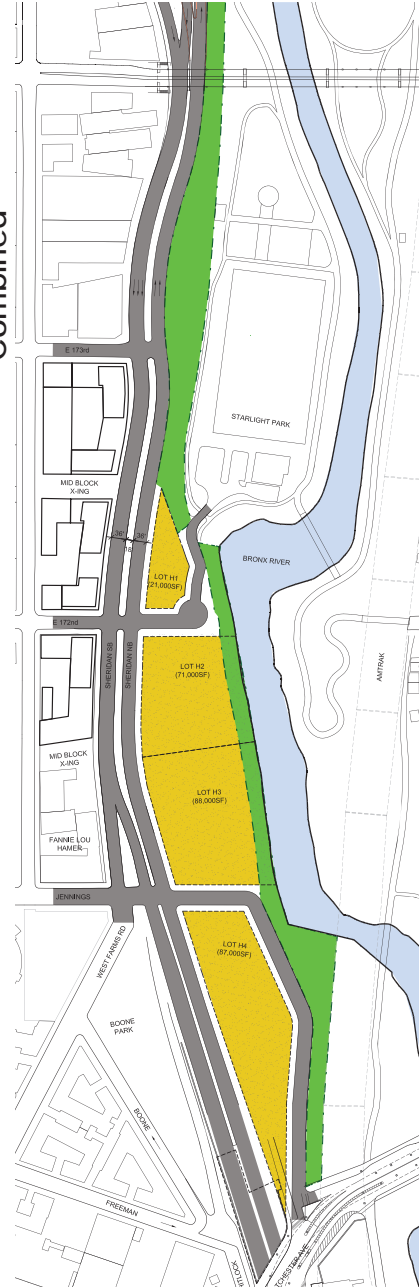
Retain



Modify Separated



Modify Combined

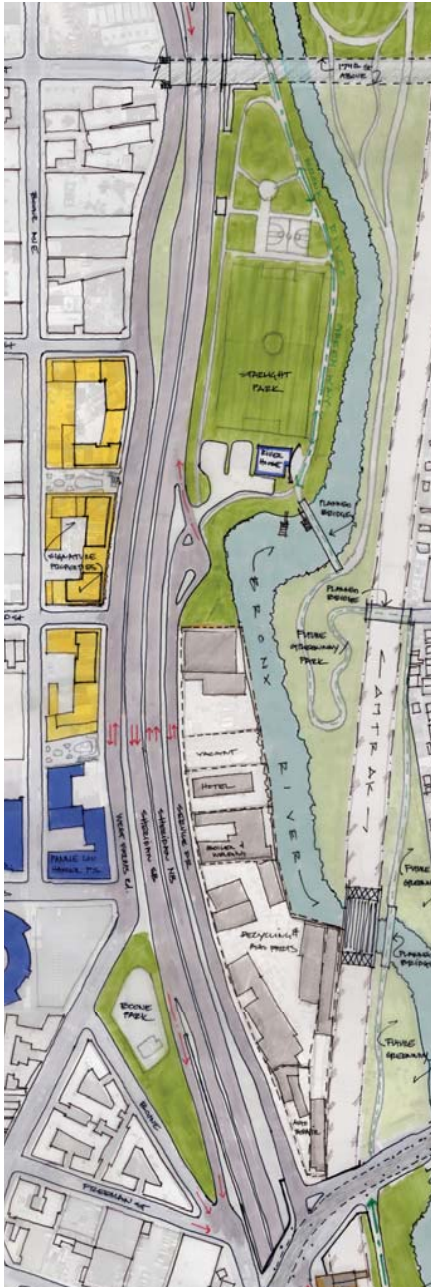


- Improved vehicle access with Hunts Point ramps; fewer through trucks exiting to Whitlock Ave
- Closure of Sheridan northbound on-ramp from Hunts Point Ave
- Combines Sheridan through traffic with local West Farms Road traffic
- Signaled intersections and crossings at Jennings, E172nd and E173rd streets
- Closure of Westchester Ave southbound off-ramp from Sheridan Expwy
- Pedestrian/bike access to Starlight Park, Bronx River & greenway across Sheridan
- Greenway connection along western edge of Bronx River from Starlight to Westchester Ave
- Better access to Sheridan from Claremont neighborhood
- Most available space for potential redevelopment of waterfront lots east of the Sheridan
- Requires re-construction of Sheridan north of Westchester Ave

Scenario Snapshots - At Grade

DRAFT RECOMMENDATION

Retain



Modify Separated



Modify Combined



- Construction of new ramps from Bruckner Expressway into Hunts Point
- Two to three signalized, intersections along Sheridan Expressway
- Closure of Sheridan SB exit ramp at Westchester Ave and NB ramp at Edgewater Road
- New development opportunities due to narrowing of Sheridan Expwy Right-of-Way
- Increased access to waterfront, potential for more open space and increased permeable surface

ANALYSIS

- Land Use
- Jobs
- Sustainability
- Traffic
- Summary

LAND USE & TRANSPORTATION RECOMMENDATIONS

FOCUS AREA:

EAST TREMONT

- Renovate West Farms Square – Subway station and public plaza
- Conduct an analysis of zoning in the East Tremont neighborhood
- Make Tremont Avenue a more vibrant commercial corridor - allow for more diverse, resident focused retail - commercial uses
- Protect the existing residential area while making new residential development easier and more cost-efficient
- Improve intersection geometrics and way finding for pedestrians at key intersections
- Develop strategies for reducing highway bound traffic on E 177th Street



LAND USE & TRANSPORTATION RECOMMENDATIONS

FOCUS AREA:

SOUTHERN BOULEVARD

- Encourage additional residential development and preservation and strengthening of the retail corridor.
- Improve the intersections at 174th St, Freeman St and Simpson St– shorter crossings, pedestrian refuge areas and wider sidewalks.
- Create public plazas at key intersections using undeveloped corner lots
- Improve lighting underneath the elevated 2/5 train and refurbish and repaint the elevated structure
- Develop parkland on city owned sites
- Construct decking over portions of the Sheridan Expressway north and south of Westchester Avenue creating space for new retail and community uses



LAND USE & TRANSPORTATION RECOMMENDATIONS

FOCUS AREA:

WESTCHESTER AVENUE

- Make intersections safer for and more attractive to pedestrians – shorter more organized crossings, pedestrian refuge areas and wider sidewalks are needed
- Encourage additional residential and related retail development along Westchester Ave near underutilized transit stop
- Reuse old rail station at Westchester and Whitlock to provide more direct access to Concrete Plant Park
- Construct decking over portions of the Sheridan Expressway north and south of Westchester Avenue creating space for new retail and community uses



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LAND USE & TRANSPORTATION RECOMMENDATIONS

FOCUS AREA:

WEST FARMS/WATERFRONT

- Narrow existing Sheridan Right-of-Way (ROW) and adjacent city streets, redesign as a boulevard including new signalized intersections and a full range of pedestrian/bicycle amenities.
- Leverage narrowing of Sheridan Expressway (ROW) to provide a more direct connection between Starlight and Concrete Plant Parks.
- Close Sheridan Expressway northbound on-ramp along Edgewater Road removing high speed traffic from main entry to Starlight Park.
- Along with changes to the Sheridan ROW, explore zoning strategies that would encourage job retention as well as a more vibrant mix of uses.

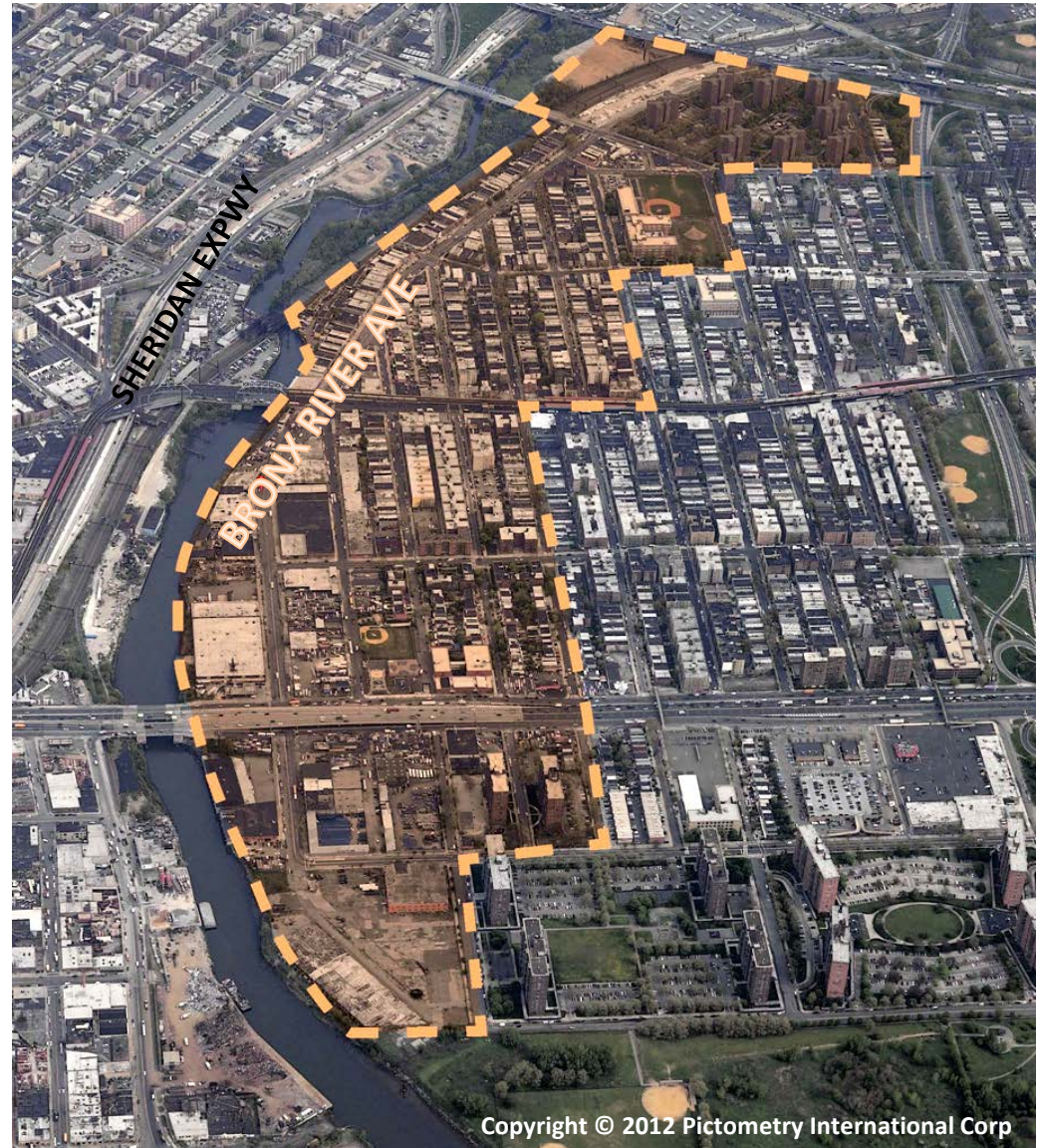


LAND USE & TRANSPORTATION RECOMMENDATIONS

FOCUS AREA:

BRONX RIVER AVENUE

- Simplify intersections and organize traffic along E174th St specifically at Bronx River Ave and Southern Blvd – more efficient for vehicles and safer for pedestrians
- Redesign and renovate pedestrian portions of E174th street bridge and underpass – add lighting and signage, renovate stairs
- Introduce appropriate streetscape and new connections to planned greenway entrance at E172nd St
- Create new waterfront access and return vacant lots to active use by redeveloping key brownfield sites
- Identify economic development policies that support existing and attract new industrial businesses

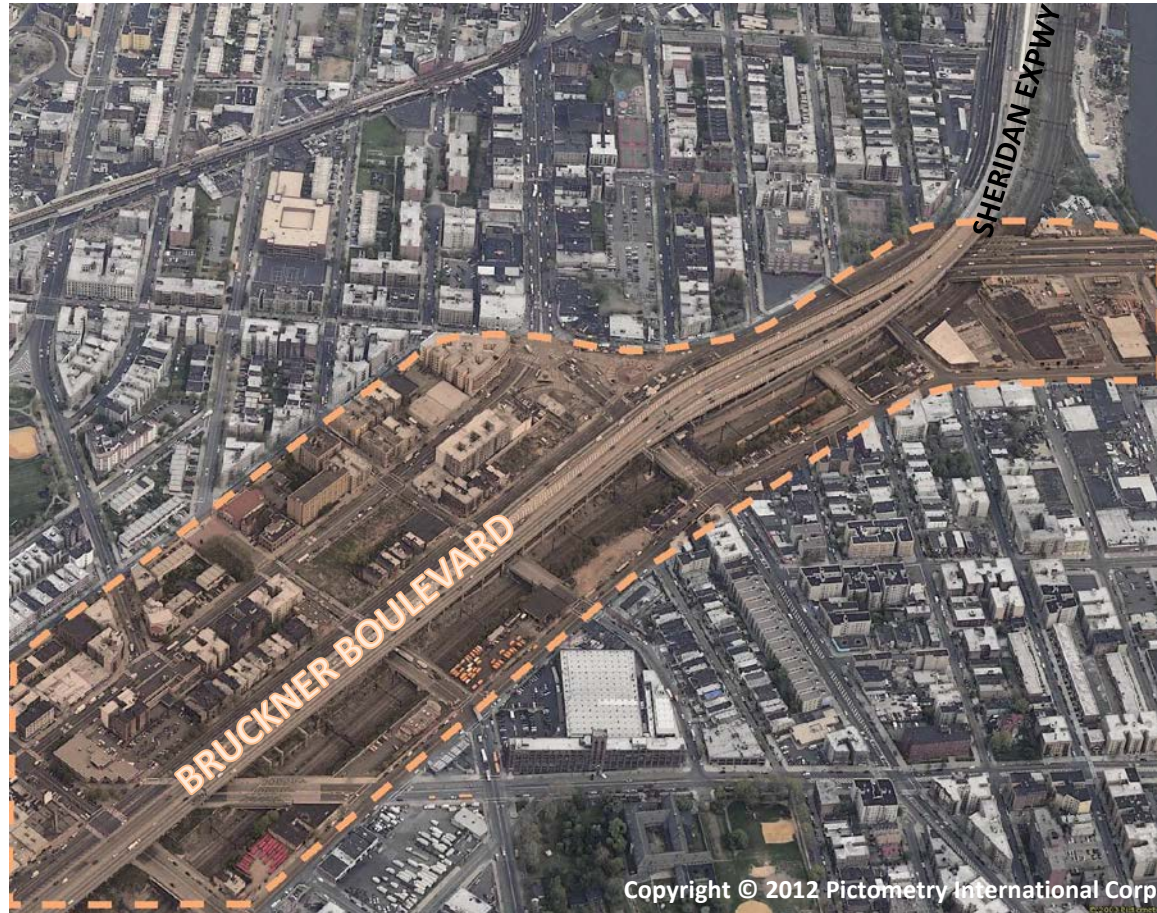


LAND USE & TRANSPORTATION RECOMMENDATIONS

FOCUS AREA:

BRUCKNER/HUNTS POINT

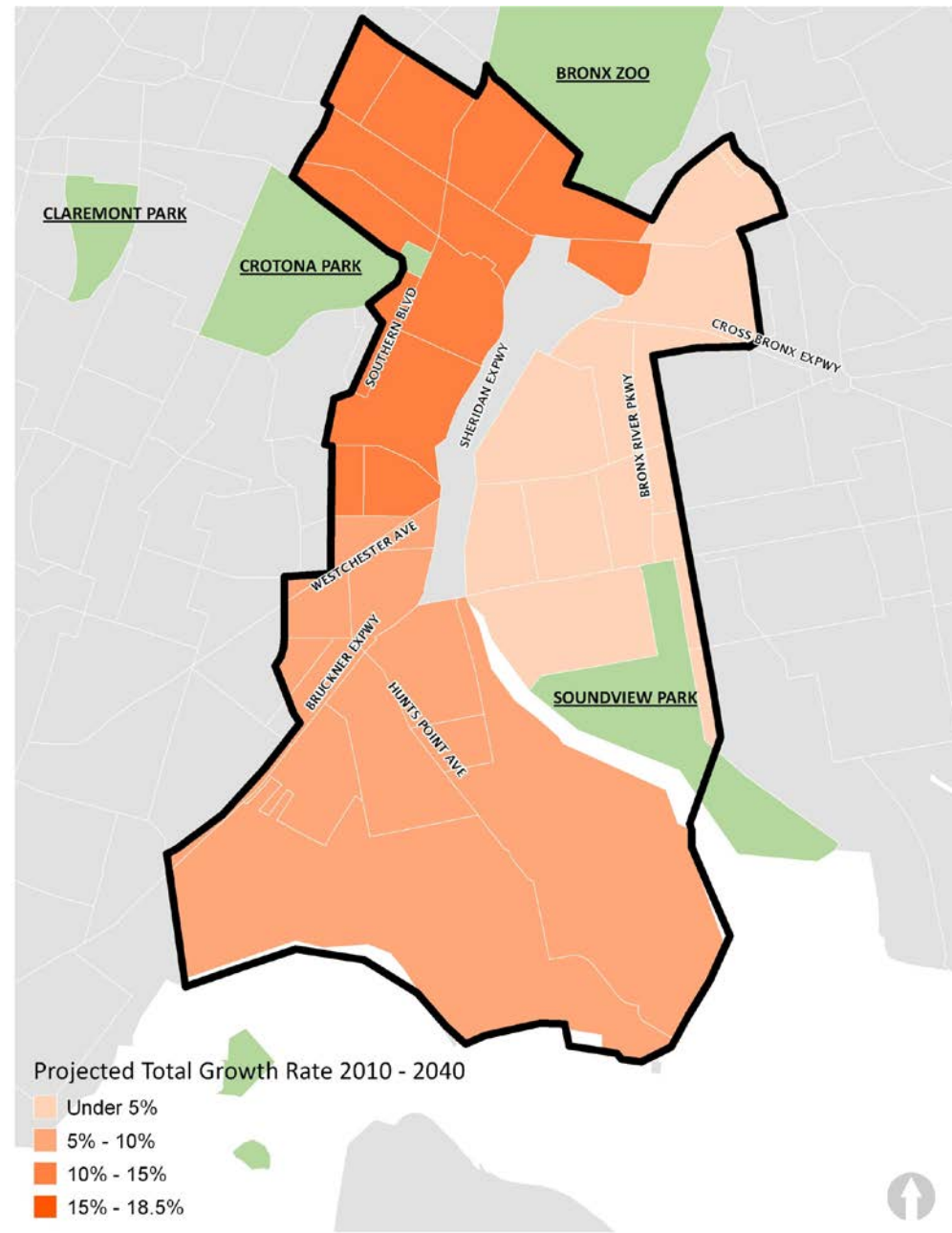
- Improve alignment of Bruckner/Sheridan Interchange to improve bottleneck
- Construct new on/off ramps from the Bruckner Expressway providing direct vehicle access to the Hunts Point peninsula
- Use Bruckner-Sheridan Interchange reconstruction to narrow Bruckner Blvd and make significant improvements to the pedestrian realm
- Redesign and reconstruct Bryant Ave Pedestrian Bridge, making it ADA accessible and generally more user-friendly
- Make streetscape improvements along Garrison Avenue between Hunts Point and Bryant Avenues
- Reuse space under Sheridan elevated viaduct currently used for construction staging to improve pedestrian crossing at Whitlock and Bruckner Blvd



LAND USE ANALYSIS

To determine what the future would look like we:

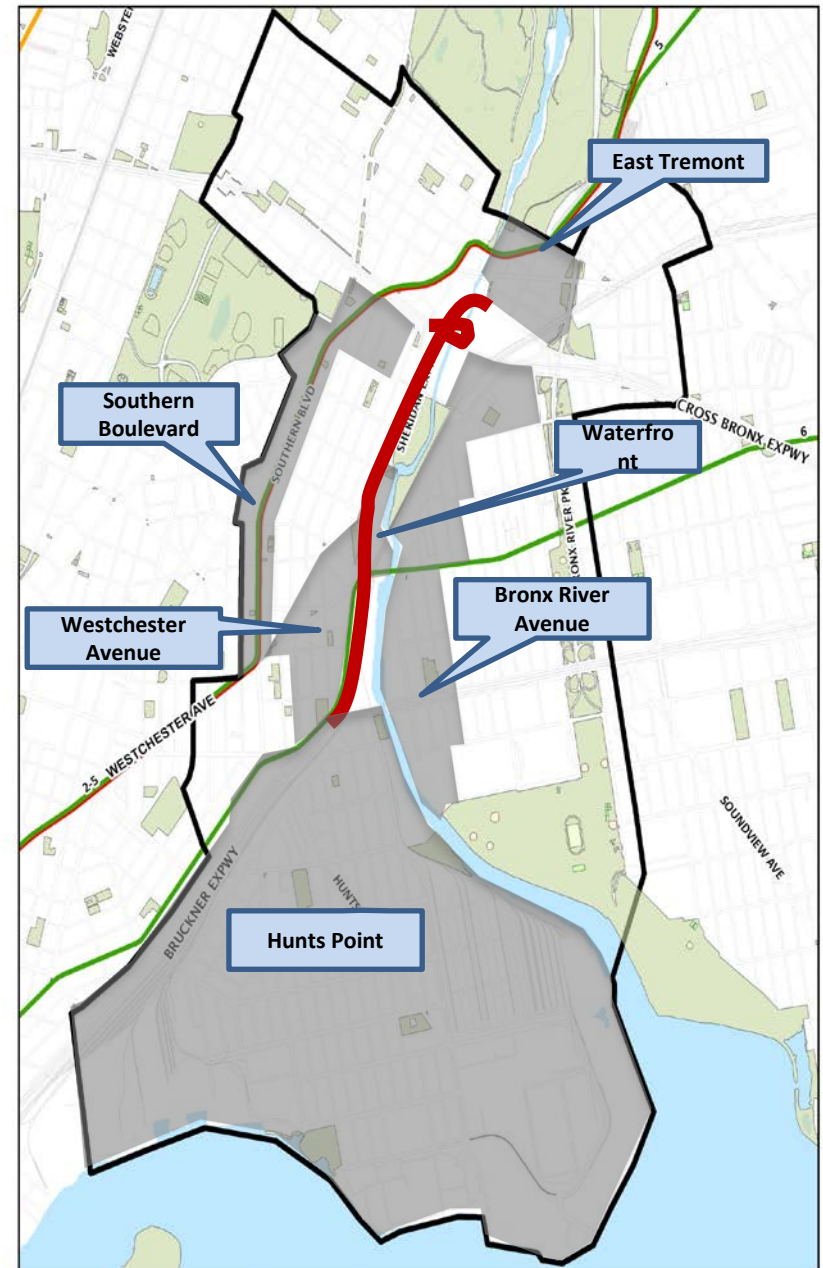
- Engaged the community in visioning discussions
- Extrapolated development trends
- Reviewed population data
- Discussions with development agencies – HPD, EDC
- Discussions with Community Boards and Elected Officials
- Reviewed City Policy



LAND USE ANALYSIS

For each of the focus areas we assessed the following:

- Potential impact of major transportation improvements on surrounding lots
- Past population growth and future projections
- Potential capacity of recent rezonings to accommodate growth
- Number of vacant and underutilized properties
- Recent development trends including uses and densities



LAND USE ANALYSIS

POTENTIAL DEVELOPMENT PER SCENARIO

	Retain	Modify Separated	Modify Combined
Residential	Residential development in the pipeline	Additional residential development	Significant amount of residential development
Commercial	Commercial development in the pipeline	Some new office and commercial expansion	Significant new office and commercial
Community Facility	Community facility related to residential development in the pipeline	Some new community facilities such as a school or library.	Greater opportunities for community facility uses
Industrial/ Manufacturing	A few new manufacturing businesses in the pipeline	Growth in industrial/manufacturing particularly in areas with new highway access	Growth in industrial/manufacturing particularly in areas with new highway access
Open space	Planned Bronx River greenway	New open space and connections along the Bronx River	New open space and connections along the Bronx River

What's a Sustainability Analysis?

A Sustainability Analysis:

Considers elements of SOCIAL, ECONOMIC and ENVIRONMENTAL sustainability.

Determines the degree of sustainability in relation to local and City planning and policy standards.

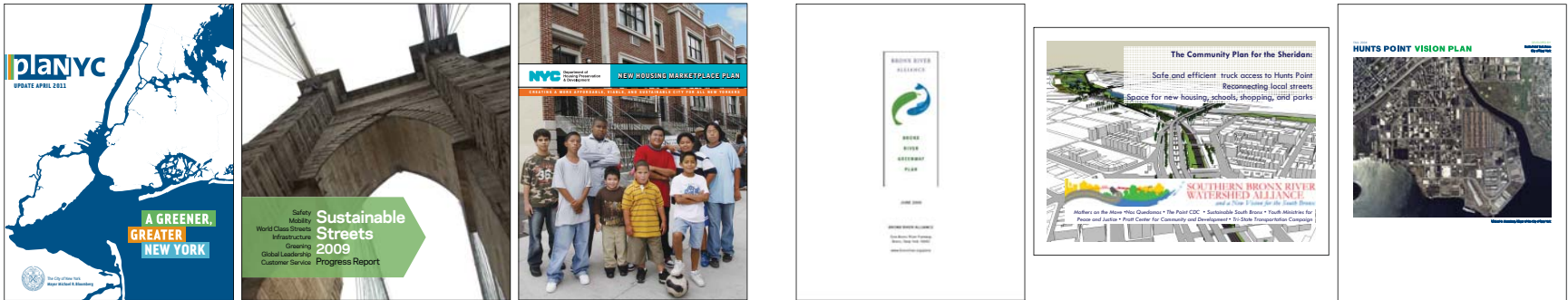
Evaluates to what degree the different recommendations within the scenarios improve local sustainability.

Compares the scenarios to help determine which one is the most sustainable for the local community.

Highlights to what degree the scenario recommendations help the area meet standards and city-wide targets.

Provides a direction for future planning initiatives to address remaining and future sustainability concerns.

City-wide and Local Planning Standards



Citywide

- PlanNYC
- Vision 2020
- HPD New Housing Marketplace Plan
- DOT Sustainable Streets Strategic Plan 2008 and Beyond
- Hudson Raritan Valley Watershed Plan
- DOT Pedestrian Safety and Action Plan 2010
- Local Law 12 of 2011
- DOT Sustainable Street 2009 Progress Report
- Federal Emergency Management Agency (FEMA) Standard
- HPD Enterprise Green Communities Criteria: Certification Overlay for NYC HPD Projects – August 2012
- DEP Green Infrastructure Plan 2011 Update

Local

- The Southern Bronx River Watershed Alliance Plan
- Bronx River Greenway Plan
- Hunts Point Vision Plan
- Draft Hunts Point Bronx CB-02 197-a Plan
- Crotona Park East and West Farms CCRPs
- Five-Borough Economic Opportunity Plan: NYCEDC Food Retail Expansion to Support Health (FRESH) Program

Sustainability Analysis Framework

SOCIAL

GOAL 1: Access to Open Space and the Bronx River

TO IMPROVE PUBLIC ACCESS TO OPEN SPACE AND WATERFRONT
TO CREATE A MORE CONNECTED WATERFRONT

GOAL 2: Health and Well-being

TO REDUCE CONFLICTS IN TRAFFIC AND IMPROVE SAFETY FOR ALL USERS
TO IMPROVE SAFETY AND ACCESS BY FOOT OR BICYCLE TO EXISTING AND NEW DESTINATIONS
TO IMPROVE STREETS FOR EXISTING BUS NETWORK
TO IMPROVE AIR QUALITY AND ENVIRONMENTAL POLLUTION
TO INCREASE ACCESS TO HEALTHIER FOOD Scenarios

GOAL 3: Vibrant and Inclusive Communities

TO INCREASE ACTIVE USES ALONG KEY PEDESTRIAN ROUTES
TO CREATE BETTER OPPORTUNITIES FOR COMMUNITY-BASED ACTIVITIES AND PROGRAMMING

ECONOMIC

GOAL 4: Housing Opportunity

TO CREATE ADDITIONAL AREAS FOR HIGH-QUALITY, PERMANENT, AFFORDABLE HOUSING DEVELOPMENT
TO CREATE DIVERSITY OF HOUSING TYPES
TO INCREASE TRANSIT-ORIENTED DEVELOPMENT

GOAL 5: Economy and Jobs

TO IMPROVE ACCESS TO JOBS
TO IMPROVE TRUCK ACCESS TO HUNTS POINT MARKETS
TO IMPROVE ACCESS OF WORKERS TO HUNTS POINT MARKETS

ENVIRONMENTAL

GOAL 6: Climate Change Adaptation

TO PROMOTE FLOOD RESILIENCY IN AREAS AROUND THE BRONX RIVER
TO MINIMIZE IMPACTS ON EXISTING INFRASTRUCTURE
TO SUPPORT THE REDUCTION OF GREENHOUSE GASES CITYWIDE

GOAL 7: Natural Ecology

TO IMPROVE STORMWATER MANAGEMENT AND IMPROVE WATER QUALITY IN THE BRONX RIVER
TO PROTECT AND RESTORE WETLANDS, AQUATIC SYSTEMS, AND ECOLOGICAL HABITATS
TO REMEDIATE CONTAMINATED SITES

Sustainability Analysis Framework

SOCIAL

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TO IMPROVE PUBLIC ACCESS TO OPEN SPACE AND WATERFRONT

TO CREATE A MORE CONNECTED WATERFRONT

GOAL 2: Health and Well-being

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ENVIRONMENTAL

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TO PROTECT AND RESTORE WETLANDS, AQUATIC SYSTEMS, AND ECOLOGICAL HABITATS

TO REMEDIATE CONTAMINATED SITES

GOAL 1: Access to Open Space and the Bronx River

OBJECTIVE:

To create a more connected waterfront

STANDARDS:

- Create access points for neighborhoods east of the Bronx River
- Restore the shoreline in Starlight Park, West Farms Rapids, Bronx River Forest, and Shoelace Park

STANDARD

Create Bronx River Greenway connections and access points for bikes and pedestrians

Source: Vision 2020

EXISTING CONDITION:

- New parks are a community asset
- Greenway lacks connectivity
- Limited entry points to Greenway
- Aboveground infrastructure requires circuitous routes
- Greenway is hidden from view

Current performance: Below standard






GOAL 1: Access to Open Space and the Bronx River

OBJECTIVE:
To create a more connected waterfront

STANDARDS:

- Create access points for neighborhoods east of the Bronx River
- Restore the shoreline in Starlight Park, West Farms Rapids, Bronx River Forest, and Shoelace Park

MEASURING LOCAL SUSTAINABILITY BENEFITS FOR Scenarios

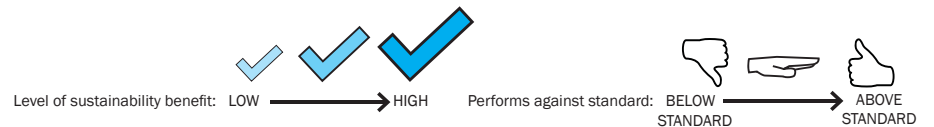
RETAIN: 	MODIFY - SEPARATED: 	MODIFY - COMBINED: 
<ul style="list-style-type: none"> • New Greenway connections to East Tremont + Soundview • Unified wayfinding plan • Enhanced entry points <p>Benefit: Positive - Moderate</p>	<p>RETAIN +</p> <ul style="list-style-type: none"> • Sheridan into a boulevard = new pedestrian crossings to upland neighborhoods • New Greenway connection to Hunts Point <p>Benefit: Positive - Significant</p>	<p>MODIFY - SEPARATED +</p> <ul style="list-style-type: none"> • Entire ROW is reduced • Largest lot sizes for redevelopment along waterfront <p>Benefit: Positive - Significant</p>

EVALUATION OF LOCAL SUSTAINABILITY BENEFITS:

- All Scenarios: Expand the Greenway and create essential connections
- Modify-Separated and -Combined Scenarios: Create a new connection to the Hunts Point and support public access along Edgewater Road

Preferred scenario: **Modify - Combined**

Preferred scenario performance: Improved and achieves standard



GOAL 2: Health and Well-being

OBJECTIVE:

To reduce conflicts in traffic and improve safety for all users

STANDARDS:

- Redesign 20 miles of High Crash Corridors
- Improve High Pedestrian Crash Locations
- Cut city traffic fatalities
- Reduce truck congestion

STANDARD

Redesign 20 miles of High Crash Corridors and upgrade additional 40 miles of High Crash Corridors (HCC) per year.

Source: DOT NYC Pedestrian Safety Study & Action Plan 2010

EXISTING CONDITION:

- Killed or Seriously Injured (KSI) crashes /mile is 3x that of the Bronx
- 65% study area roads surpass Bronx KSI avg
- Dangerous corridors include Bruckner Blvd., East Tremont Ave, Hunts Point Ave. Southern Blvd, and Westchester Ave.
- Increased pedestrian activity with pipeline development

Current performance: Below standard



GOAL 2: Health and Well-being




OBJECTIVE:

To reduce conflicts in traffic and improve safety for all users

STANDARDS:

- Redesign 20 miles of High Crash Corridors
- Improve High Pedestrian Crash Locations
- Cut city traffic fatalities
- Reduce truck congestion

MEASURING LOCAL SUSTAINABILITY BENEFITS FOR SCENARIOS

RETAIN: 	MODIFY - SEPARATED: 	MODIFY - COMBINED: 
<ul style="list-style-type: none"> • Closure of Sheridan-Hunts Point Ave ramp shortens pedestrian crossing distance • Targeted safety improvements • Oak Point Ramps removes truck traffic from local streets 	RETAIN + <ul style="list-style-type: none"> • Improved Bruckner-Sheridan interchange • Increased pedestrian activity due to rezoning • New Sheridan crossings increase potential conflicts 	RETAIN - SEPARATED + <ul style="list-style-type: none"> • On-ramp at Bronx River Parkway removes local traffic
Benefit: Positive - Minimal	Benefit: Positive - Minimal	Benefit: Positive - Minimal

EVALUATION OF LOCAL SUSTAINABILITY BENEFITS:

- No significant difference between the scenarios
- Only 3 out of 10 HCCs are directly addressed
- Ramp at Bronx River Parkway would improve an additional HCC

Preferred scenario: **Modify - Combined**

Preferred scenario performance: Improved but below standard 



GOAL 4: Housing Opportunity

OBJECTIVE:

To increase transit-oriented development

STANDARDS:

- To create additional areas for high-quality, permanent affordable housing
- To create diversity of housing types
- To increase transit-oriented development

STANDARD

95% of new housing opportunities within 0.5 miles (10 minute walk) of a subway station.

Source: PlanNYC

EXISTING CONDITION:

- Area features 8 subway stations on the 4, 5, and 6 lines
- 65% of area workers commute by transit
- 90% of current residential units are subway transit accessible
- 100% of development in the pipeline will be within 0.5 miles of transit




Current performance: Above standard



GOAL 4: Housing Opportunity

OBJECTIVE: To increase transit-oriented development	STANDARDS: <ul style="list-style-type: none"> To create additional areas for high-quality, permanent affordable housing To create diversity of housing types To increase transit-oriented development
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MEASURING LOCAL SUSTAINABILITY BENEFITS FOR SCENARIOS

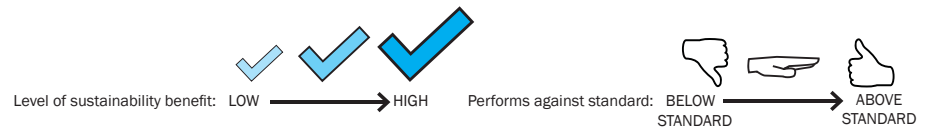
RETAIN: 	MODIFY - SEPARATED: 	MODIFY - COMBINED: 
<ul style="list-style-type: none"> Rezoning along East Tremont Ave and Southern Blvd Redevelop 1 publicly-owned site and 2 brownfields 	RETAIN + <ul style="list-style-type: none"> More development at same sites Rezoning along Bronx River Greenway & Sheridan Redevelop another publicly-owned site and brownfield 	MODIFY - SEPARATED + <ul style="list-style-type: none"> More development along Sheridan
Benefit: Positive - Minimal	Benefit: Positive - Moderate	Benefit: Positive - Significant

EVALUATION OF LOCAL SUSTAINABILITY BENEFITS:

- Modify-Combined includes the most transit-oriented development

Preferred scenario: Modify - Combined

Preferred scenario performance: Improved and above standard 








Sustainability Analysis Framework

GOAL 1: Access to Open Space and the Bronx River

TO CREATE A MORE CONNECTED WATERFRONT

Create Bronx River Greenway connections and access points for bikes and pedestrians

BASELINE	SCENARIOS			PREFERRED SCENARIO
	RETAIN	MODIFY - SEPARATED	MODIFY COMBINED	
				 Improved + achieves standard

GOAL 2: Health and Well-being

TO REDUCE CONFLICTS IN TRAFFIC AND IMPROVE SAFETY FOR ALL USERS

Redesign 20 miles of High Crash Corridors and upgrade additional 40 miles of High Crash Corridors (HCC) per year.

				 Improved but below standard
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GOAL 4: Housing Opportunity

TO INCREASE TRANSIT-ORIENTED DEVELOPMENT

95% of new housing opportunities within 0.5 miles (10 minute walk) of a subway station.

				 Improved + achieves standard
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JOBS ANALYSIS

Methodology

- ‘*Total jobs*’ estimate includes:
 - *Direct jobs*, resulting from new development; and
 - *Indirect jobs*, generated as a result of the new direct jobs in the area.
- ‘*Total jobs*’ estimates factor in:
 - Land use work completed by DCP
 - Industry standard employment density assumptions
 - Bureau of Labor Statistics standard multiplier assumptions
- ‘*Net new jobs*’ estimate how many of the ‘*total jobs*’ are new to New York City

JOBS ANALYSIS

- **Existing Conditions** (focus areas, 2013)
 - *Jobs: 22,300*
- Analysis Finding (focus areas, 2035)
 - *Permanent Jobs (in FTEs)*

Scenario	Total Jobs	Net New Total Jobs
Retain	350	250
Modify	3,000 – 4,700	1,600 – 2,600

- *Construction Jobs (in person-years of employment)*

Scenario	Total Jobs	Net New Total Jobs
Retain	550	200
Modify	9,600 – 18,200	3,800 – 7,200

TRAFFIC MODELING

Recap of March meeting's traffic presentation

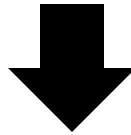
- Overview of modeling process
- Comparison of proposed scenarios
 - No major changes to travel times on Sheridan and other routes in study area
 - Truck volumes on highways and local streets largely unchanged, except for trucks shifting from Whitlock Av/Bruckner Blvd to Bruckner Exp. to access new ramps into Hunts Point
 - Changes in traffic activity in neighborhoods: no major changes on local routes

Additional information this meeting

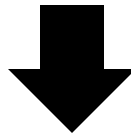
- Vehicle emissions estimates
- Construction cost estimates

ON-ROAD MOBILE SOURCE EMISSIONS

Modeled Traffic Activity
(volumes, speeds, distance traveled)



US EPA MOVES Model
(Bronx-specific emission rates based on
vehicle type, fuel type, operating conditions)



Total Mass of Pollutants
(GHG, NO_x, VOC, CO, PM₁₀ & PM_{2.5})

NETWORK-WIDE (MORNING & EVENING)

Metric Tons of GHG

(Carbon Dioxide, Methane, Nitrous Oxide)

	2012 Existing	2035 No Build	2035 Modify-Separated	2035 Modify-Combined	2035 Retain
CO2 Equivalent	954	922	930	923	927

Kilograms of NOx and VOC

(Ozone Precursors)

	2012 Existing	2035 No Build	2035 Modify-Separated	2035 Modify-Combined	2035 Retain
NOx	1,286	302	304	302	302
VOC	185	39.6	39.8	39.5	39.6

AREA-SPECIFIC (MORNING & EVENING)

Kilograms of Carbon Monoxide (CO)

	2012 Existing	2035 No Build	2035 Modify-Separated	2035 Modify-Combined	2035 Retain
Claremont	114	74	68	67	72
Hunts Point	63	37	39	40	40
Longwood	542	356	354	353	352
Soundview	374	249	259	261	249
West Farms	565	415	414	414	415
Network-wide	5,669	3,922	3,936	3,898	3,921

AREA-SPECIFIC (MORNING & EVENING)

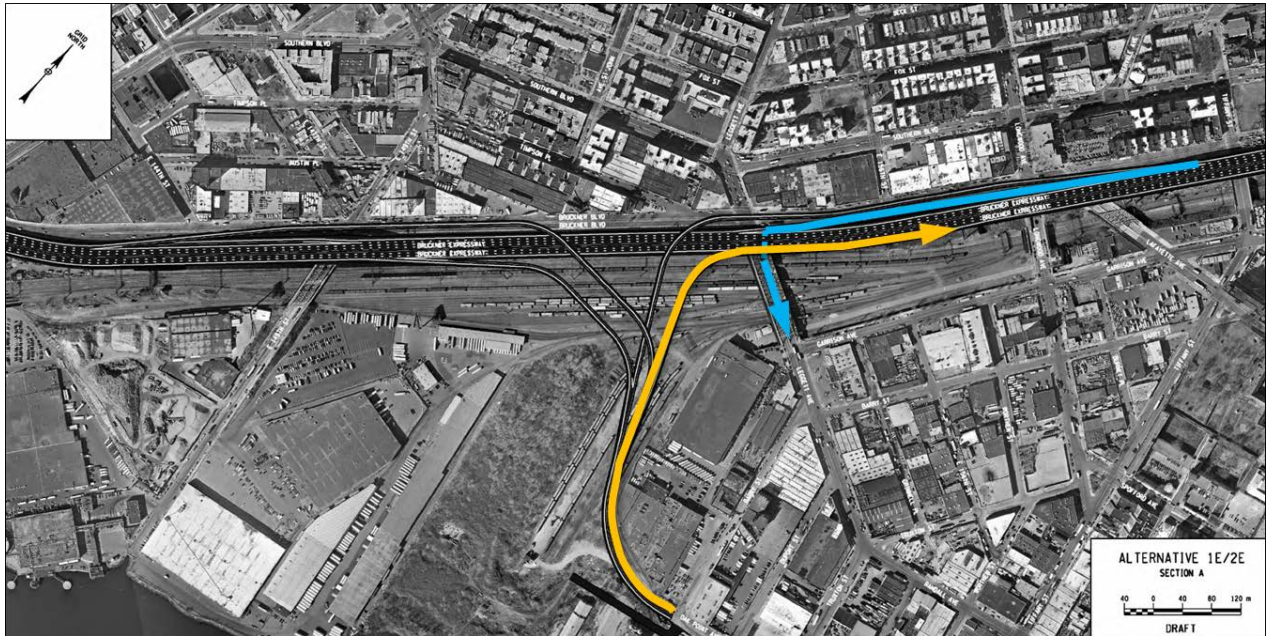
Kilograms of Particulate Matter (PM2.5, PM10)

	2012 Existing	2035 No Build	2035 Modify-Separated	2035 Modify-Combined	2035 Retain
Claremont	2.07	0.50	0.49	0.49	0.49
Hunts Point	3.15	0.47	0.50	0.50	0.50
Longwood	10.25	2.54	2.47	2.50	2.51
Soundview	4.55	1.46	1.57	1.59	1.49
West Farms	7.77	2.55	2.53	2.56	2.55
Network-wide	88.9	25.0	25.2	25.1	25.5

CONSTRUCTION COST ESTIMATES

	Separated	Combined	Retain
Modification of the Sheridan as a boulevard	\$48 Million	\$45 Million	n/a

	All Scenarios
Construction of Leggett Av Off-ramp and Oak Point Av On-Ramp	\$72 Million



COMPARISON OF SCENARIOS

No Build	
Objectives	Impact
Improve pedestrian safety at major intersections and near public amenities	Small improvements due to DOTs planned improvements at Devoe/177, Westchester/Whitlock and Westchester/Bx River Ave
Improve connections between neighborhoods and waterfront/open space	Potential small improvements at Westchester and Edgewater Road
Increase efficiency of vehicle access to the Hunts Point (HP) Peninsula	No Change
Create opportunities for new development	No Change
Implement green infrastructure and improve environmental quality	Some improvement due to implementation of Bronx River greenway
Preserve existing and create new opportunities for jobs	No change

COMPARISON OF SCENARIOS

Retain Scenario	
Objectives	Impact
Improve pedestrian safety at major intersections and near public amenities	Some improvement due to closure of Sheridan Expressway on ramp at Hunts Point Avenue
Improve connections between neighborhoods and waterfront/open space	Potential small improvements at Westchester and Edgewater Road
Increase efficiency of vehicle access to the Hunts Point (HP) Peninsula	Access to peninsula improved due to construction of new ramps into HP
Create opportunities for new development	No Change
Implement green infrastructure and improve environmental quality	Some improvement due to implementation of Bronx River greenway
Preserve existing and create new opportunities for jobs	Some improvement due to pipeline development

COMPARISON OF SCENARIOS

Modify Separated	
Objectives	Impact
Improve pedestrian safety at major intersections and near public amenities	Significant improvement due to closure of on/off ramps at Westchester and Hunts Point Avenues
Improve connections between neighborhoods and waterfront/open space	Some improvement due to signalized, east-west crossings along Sheridan Expressway
Increase efficiency of vehicle access to the Hunts Point (HP) Peninsula	Access to peninsula improved due to closure of SB ramp at Westchester Ave and construction of new ramps into HP
Create opportunities for new development	Development opportunities due to narrowing of Sheridan Expwy Right-of-Way
Implement green infrastructure and improve environmental quality	Significant improvement due to increased waterfront open space and increased permeable surface
Preserve existing and create new opportunities for jobs	Some improvement due to increased development opportunities

COMPARISON OF SCENARIOS

Modify Combined	
Objectives	Impact
Improve pedestrian safety at major intersections and near public amenities	Significant improvement due to closure of on/off ramps at Westchester and Hunts Point Avenues
Improve connections between neighborhoods and waterfront/open space	Some improvement due to signalized, east-west crossings along Sheridan Expressway
Increase efficiency of vehicle access to the Hunts Point (HP) Peninsula	Access to peninsula improved due to closure of SB ramp at Westchester Ave and construction of new ramps into HP
Create opportunities for new development	Development opportunities due to narrowing of Sheridan Expwy Right-of-Way
Implement green infrastructure and improve environmental quality	Significant improvement due to increased waterfront open space and increased permeable surface
Preserve existing and create new opportunities for jobs	Some improvement due to pipeline development

NEXT STEPS

- Environmental Review – requires public participation and certification by State, City, Federal agencies
- Preliminary Design – will draft many details of geometry, connectivity and construction/maintenance costs
- Final Design – Create a complete design that addresses all design issues as well as mitigations and finalized costs
- Construction – Complete project while maintaining traffic flow throughout area

Time to Complete: 5 – 10 Years

FINAL SEHP STUDY ACTIONS

1. GATHERING FEEDBACK – Now through June

- Online at www.nyc.gov/sehp - feedback forms online
- Open House at Bronx River Arts Center - **May 31st – June 22nd**

BRAC on the Block @ Bronx Art Space, 305 East 140th St., the Bronx
“Process and Progress: Engaging in Community Change”

www.bronxriverart.org

- Any other events will be announced via email and at www.nyc.gov/sehp
- Email the project team at sheridan_hp@planning.nyc.gov

2. FINAL PUBLIC MEETING: PRESENTATION OF FINAL RECOMMENDATIONS

- **June 20th, 6:30 PM** - Location TBD*