



**Sheridan Expressway – Hunts Point
Land Use and Transportation Study**

Community Working Group Meeting

**September 1st, 2011
6:00 PM – 8:00 PM**



LAND USE STUDY AREA

0 0.25 0.5 1 1.5 2 Miles

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1st Community Working Group (CWG) Meeting - June 28th

Community Working Group Meeting # 1

(06.28.11)

- 31 different groups
- 45 + attendees



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June 28th CWG Meeting: Shared Goals



What we heard -

- More efficient transportation network
- Enhance Transit options
- Access to Hunts Point
- Access to the waterfront
- Access to new and existing open space
- Increase active recreation opportunities
- A cleaner Bronx River
- More healthy food options
- Affordable housing
- Connect adjacent communities
- Increase homeownership
- Safer streets
- Adequate community services
- Less crowded schools
- Improved air quality

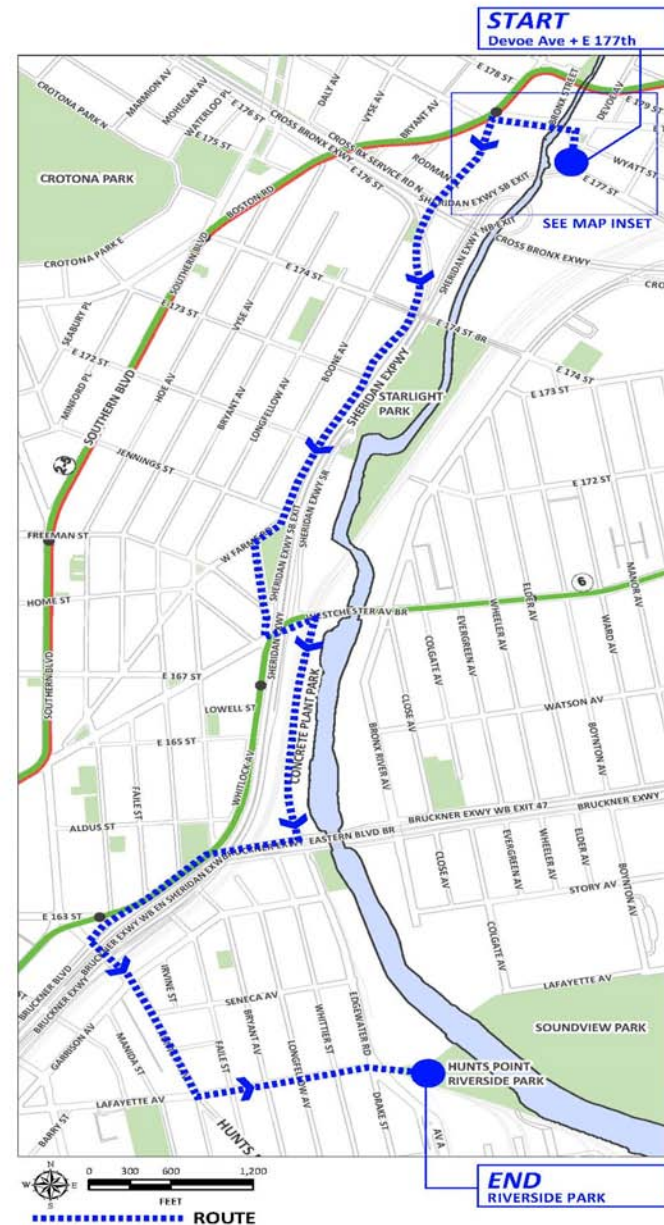
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Touring the Study Area

What we saw -

- Vibrant commercial and industrial corridors
- Traffic “hot spots” – areas with severe congestion
- New housing development
- The Food Distribution Center
- Few east-west connections
- An incredible diversity of housing types
- Beautiful community gardens
- Unsafe conditions for pedestrians and drivers
- Multiple modes of transportation – water, rail, transit, major roadways, etc.
- New parkland
- The Bronx River

We also heard lots of noise!



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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

- Improve pedestrian safety and mobility
- Create connections between neighborhoods and to important destinations
- Improve efficiency in highway system
- Better truck access to Hunts Point

JOBS AND ECONOMIC DEVELOPMENT

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

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

SUSTAINABILITY

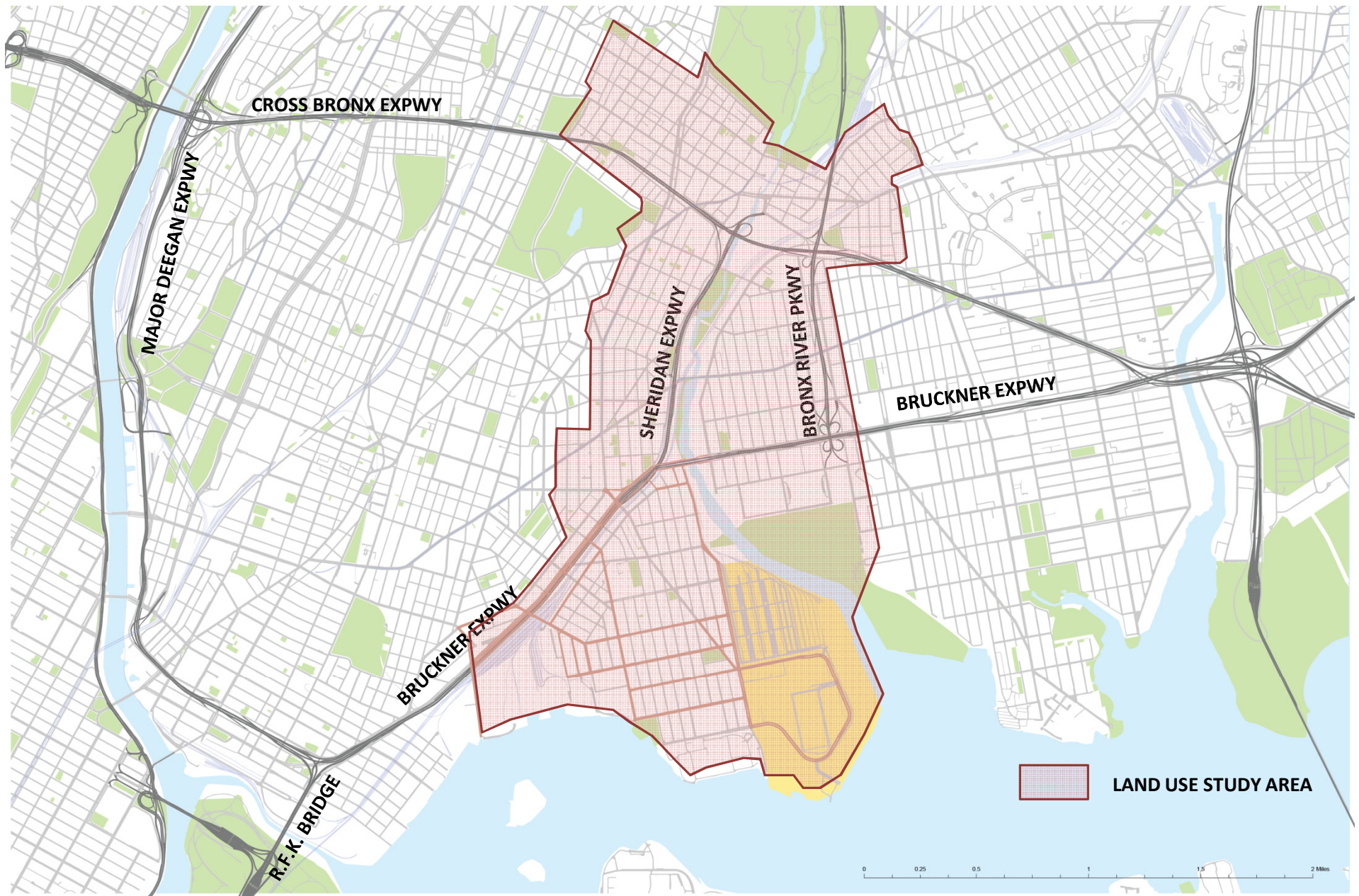
- Consider green infrastructure
- Increase healthy food options
- Improve environmental health

WATERFRONT AND OPEN SPACE

- Protect the Bronx River
- Increase access to the River and its waterfront
- Improve pedestrian access to existing and new open spaces
- Create new opportunities for active and passive recreation

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Study Area Context



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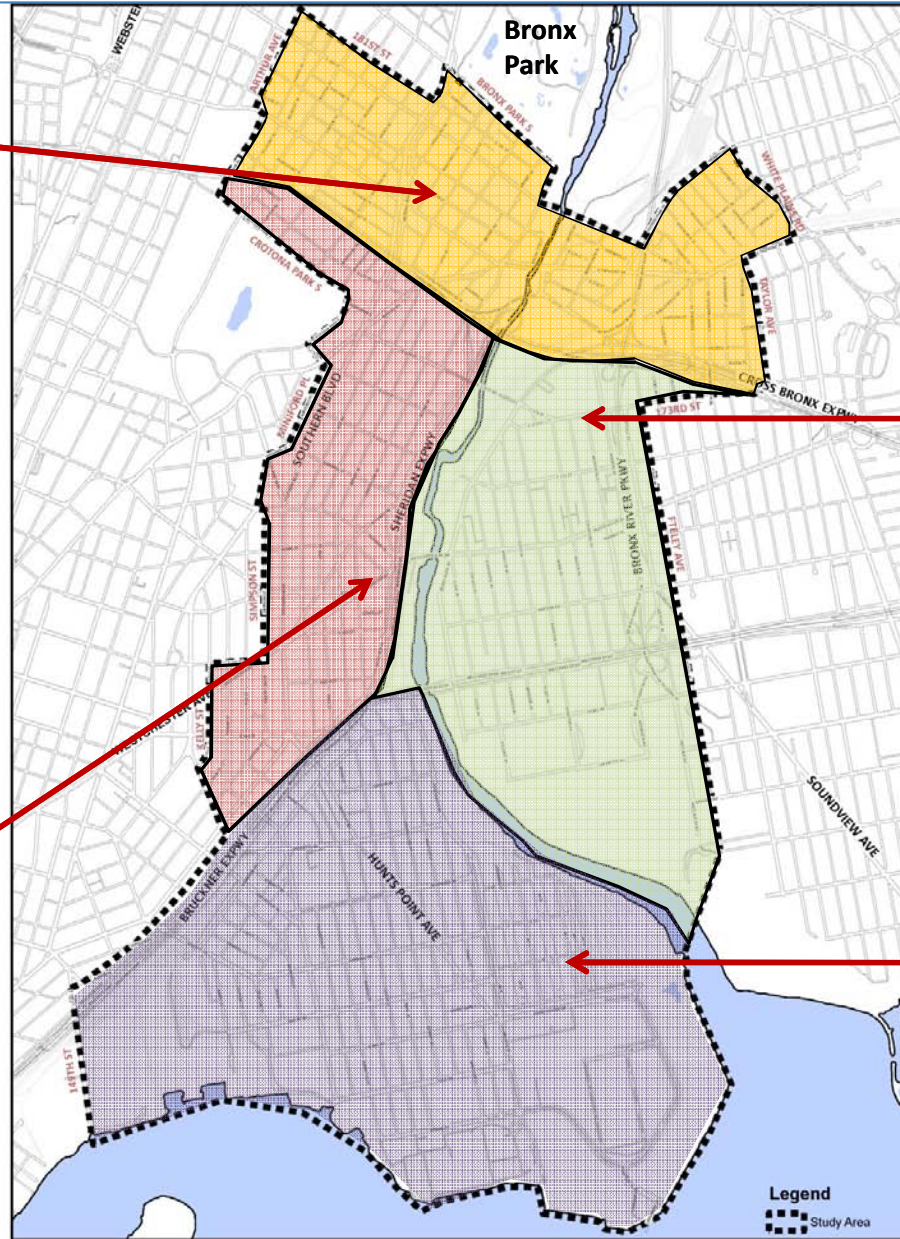
Study Area Context: Issues

North

- Area heavily impacted by current Sheridan configuration
- Rezoning, open space and housing development will change character of core neighborhood.
- Area is surrounded by major infrastructure and institutional uses.
- Unused ROW and vacant sites may present potential for new development

West

- Area would experience major impacts related to any change to the Sheridan Expressway
- Major rezoning and housing development in the area
- Need to improve access to new open space amenities



East

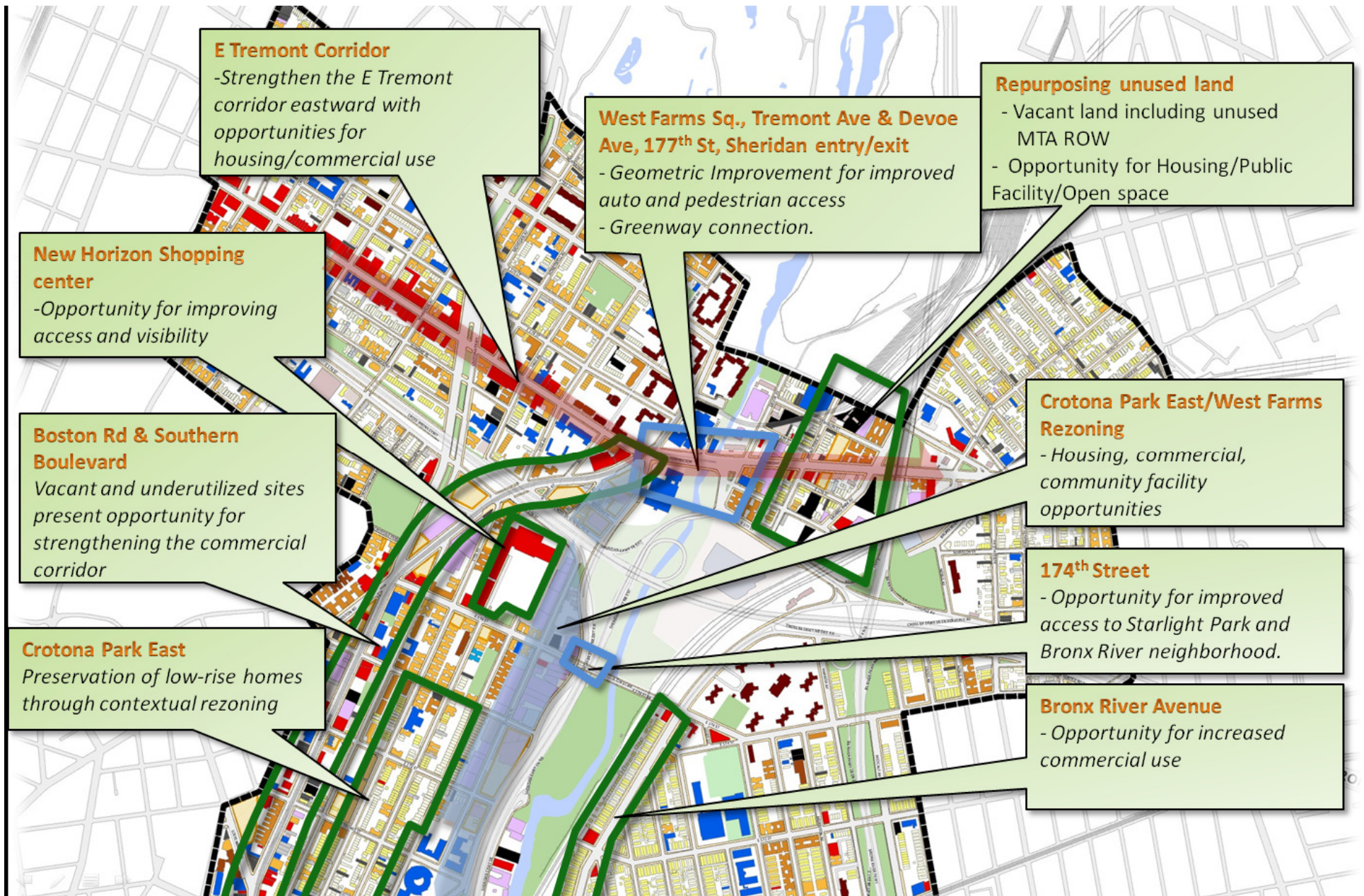
- Future land use opportunities (housing, open space etc.)
- Older vacant industrial areas may present potential for redevelopment/land use change
- Area is criss-crossed by multiple highways and major arterials
- Opportunities to improve conditions in unsewered areas along Bx. River Pkwy

South

- Need to improve access to FDC without compromising recent improvements in pedestrian safety
- Broad economic development goals
- Potential for Metro-North station re-envisioning

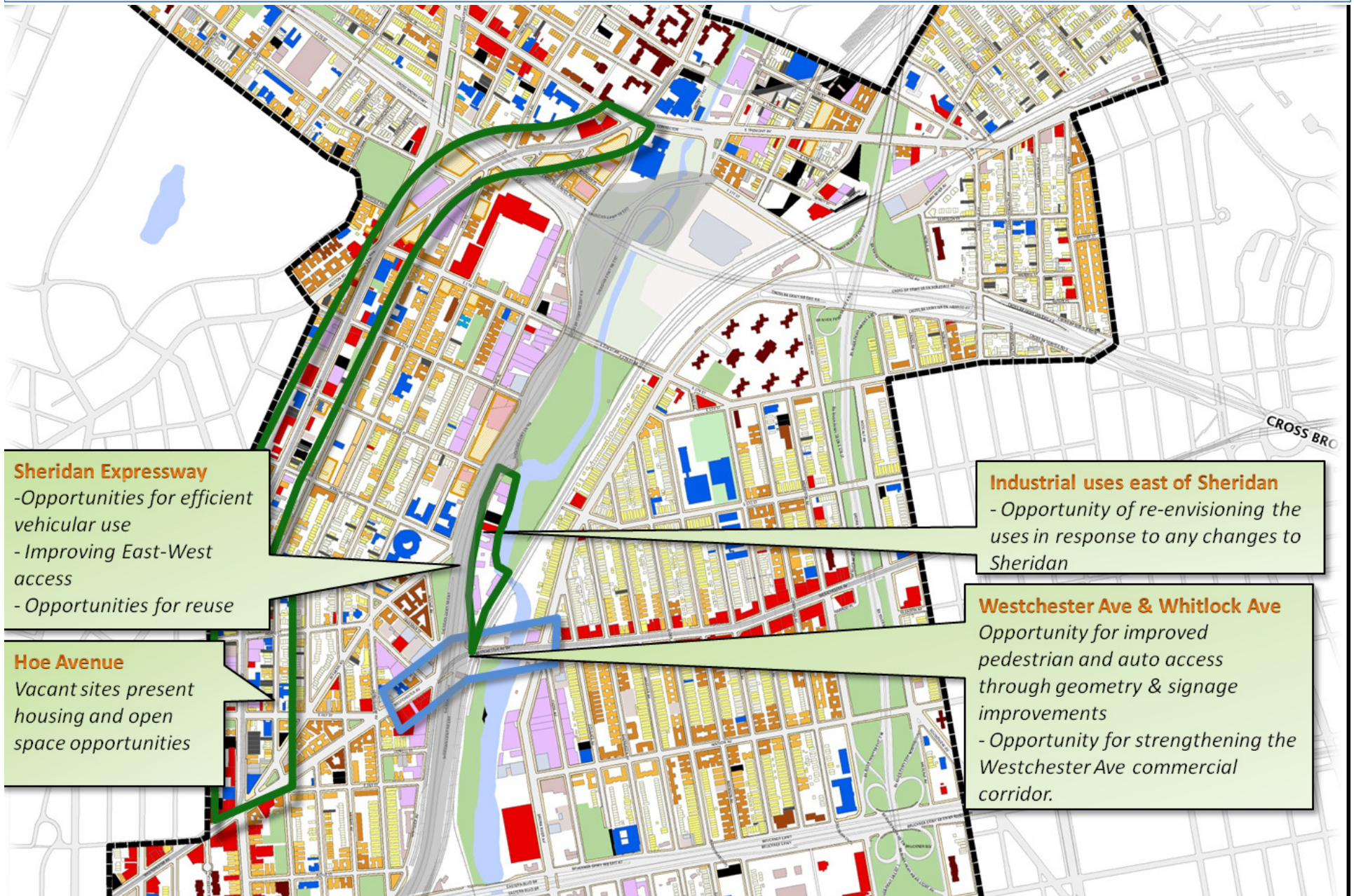
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Study Area Context: Opportunities



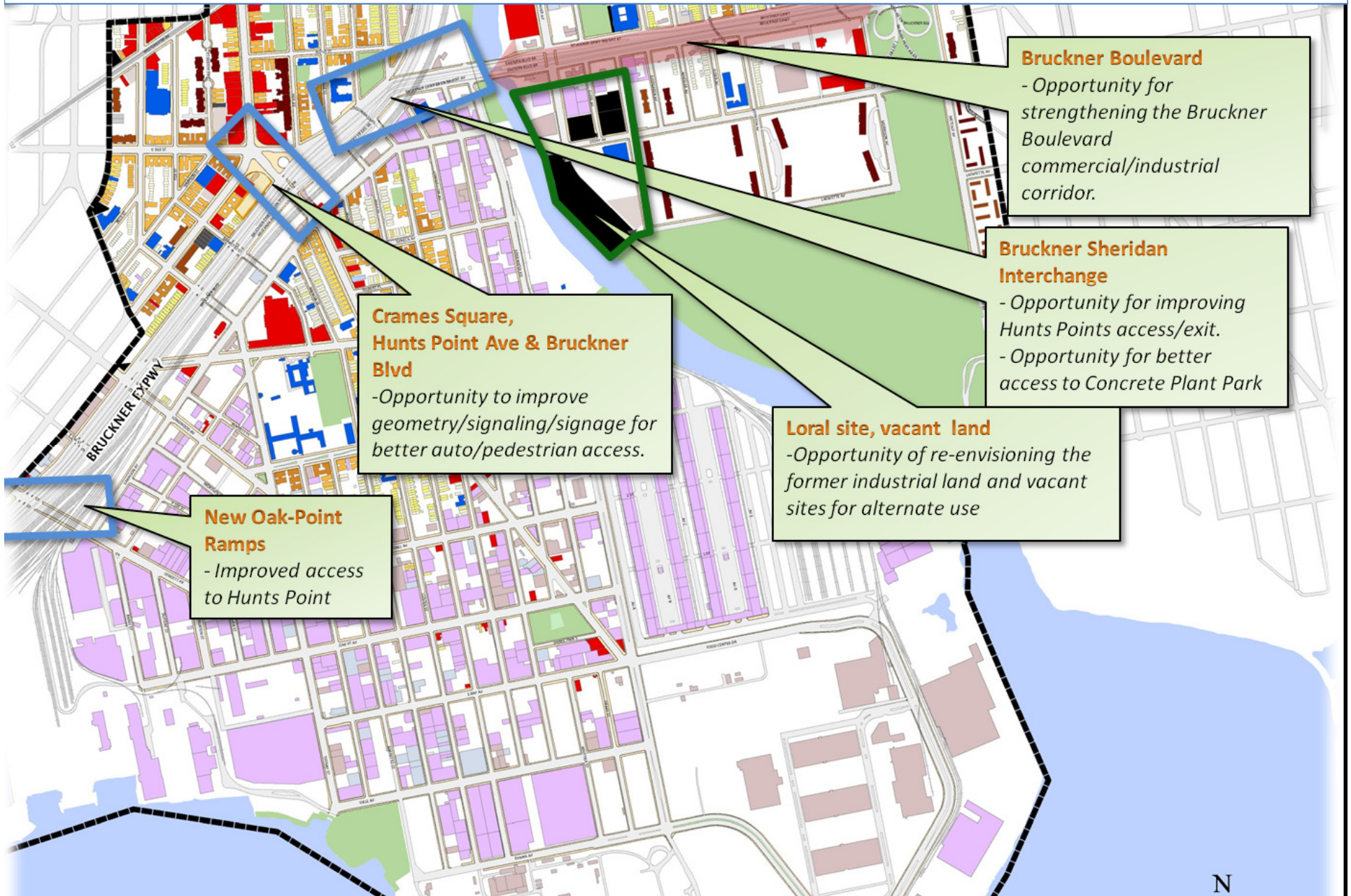
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Study Area Context: Opportunities



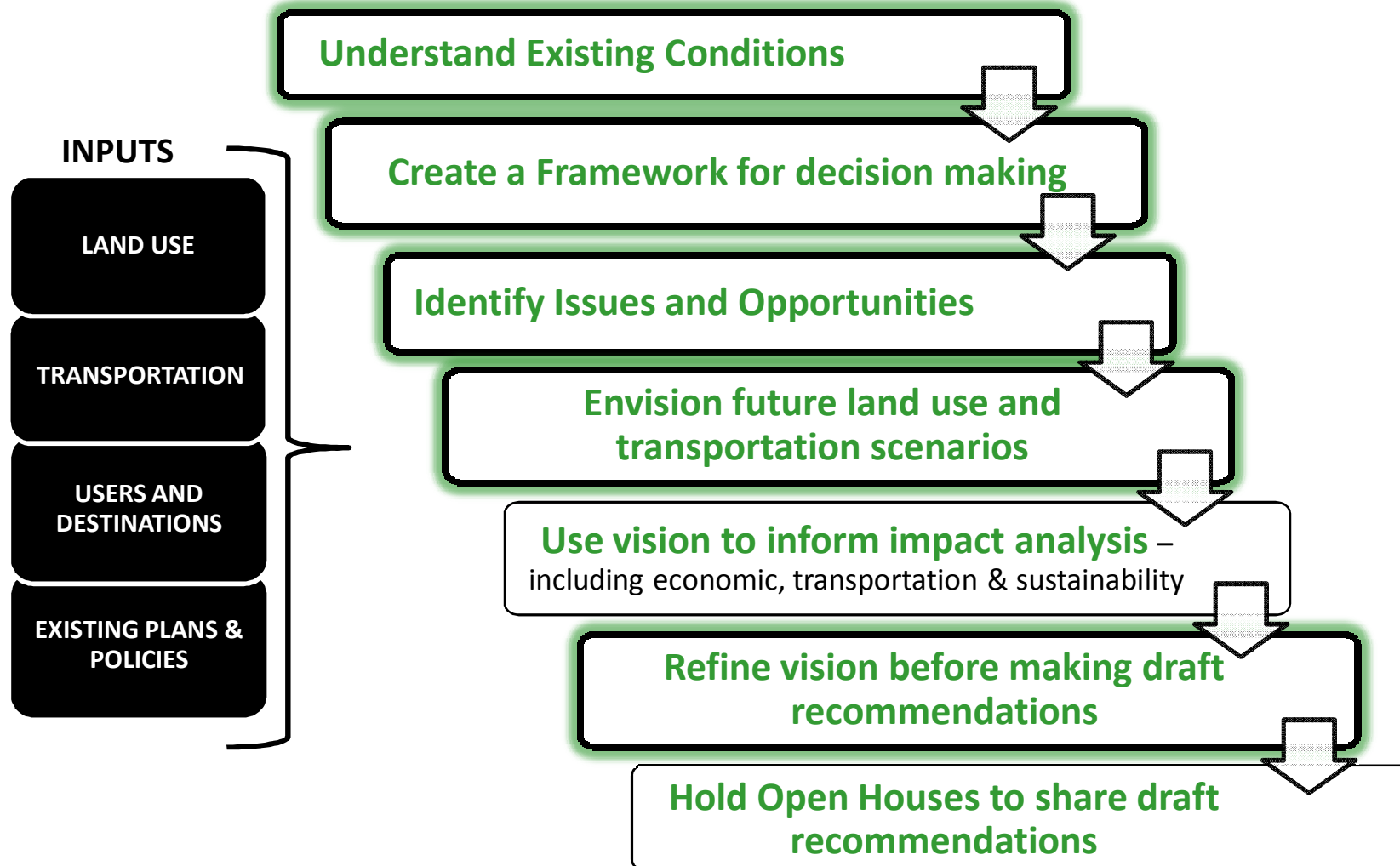
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Study Area Context: Opportunities



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The Planning Process



– Community Working Group Support

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Learning how the network works today

Segment Speeds for Model: processing data

- Conducted speed runs along highways and local streets during AM and PM rush hours for model calibration



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Learning how the network works today

Traffic Counts: ongoing

- Completed first set of counts at multiple locations for both AM/PM rush and 24-hour
- Additional counts to be conducted in September

Truck Route Tracking: ongoing

- First set of data completed and being analyzed
- Second set of data to be collected in September



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Learning how the network works today

Hunts Point Market Truck

Counts: ongoing

- Completed first set of counts for market entrances and exits
- Second set of counts to be conducted in September



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Economic and Freight Impact Analysis

OBJECTIVES

- Increase the City's understanding of how changes to the Sheridan will impact suppliers, buyers, businesses, and employment in the HP Food Distribution Center and surrounding industrial area

TASKS

- **Origin-Destination Truck Survey**
 - Origin, routes taken to get in/out of markets, destination
 - Driver Surveys at Produce, Meat, Fish Markets
 - Fleet Manager Surveys for businesses outside of Food Distribution Center
- **Business Impact Survey and Analysis**
 - Impact on business profitability, locational decisions
 - Impact on growing the food cluster and competitiveness with other regional food markets
 - Businesses in/outside of Food Distribution Center
- **Jobs Impact Analysis**
 - Job loss/gains at the FDC
 - Job loss/gains due to redevelopment along/near the Sheridan corridor
 - Multiplier effects from the direct effects above
- **Real Estate Valuation Analysis**
 - Estimating real estate property value impacts from redevelopment scenarios
- **Food Access Impact Analysis**
 - Estimating cost impacts (if any) of using food markets outside of City
- **Construction Cost Analysis**
 - Estimating the capital cost of implementing the transportation and land use changes

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Sustainability Analysis

Develop a benefit cost analysis tool that will assist in identifying each scenario's social return on investment or **"triple bottom line"** - the value created and costs incurred for the following three critical areas:

ECONOMY

SOCIETY

ENVIRONMENT

- For example, a road geometry change could reduce vehicle capacity but also reduce air pollution, maintenance costs, and injuries to pedestrians.
- Important to account for all of these benefits and costs together to identify scenarios with overall merit.

The benefit cost analysis tool is **not a stand alone** tool - it can only inform the decision-making process, not make the decision on its own.

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Next Steps: Charrette

Planning Charrette

Date: Saturday, October 15th, 2011
Time: 9:30 AM – 2:00 PM
Location: Fannie Lou Hamer Freedom High School
1021 Jennings Street, Bronx, NY 10460

sheridan_hp@planning.nyc.gov for more information

Charrette Agenda

- Organizers outline the issue
- The participants break into groups
- Groups brainstorm on scenarios
- Everyone gets the opportunity to share their ideas
- Ideas are exchanged and recorded on maps, posters, etc.
- Information gathered at the charrette is then used to guide the development of draft scenarios and recommendations