



**Sheridan-Hunts Point Land Use and
Transportation Study
Community Working Group
November 27, 2012**

SHERIDAN EXPRESSWAY – HUNTS POINT STUDY

MEETING AGENDA

1. Project Update
2. Developing Recommendations
 - Study Area Trends
 - Hunts Point Subareas
 - Oak Point
 - Hunts Point Avenue
 - Bruckner Sheridan Interchange
3. Next Steps - Timeline

SHERIDAN EXPRESSWAY – HUNTS POINT STUDY: GOALS AND OBJECTIVES

Common Goals



- Additional Open Space with 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

Specific Objectives



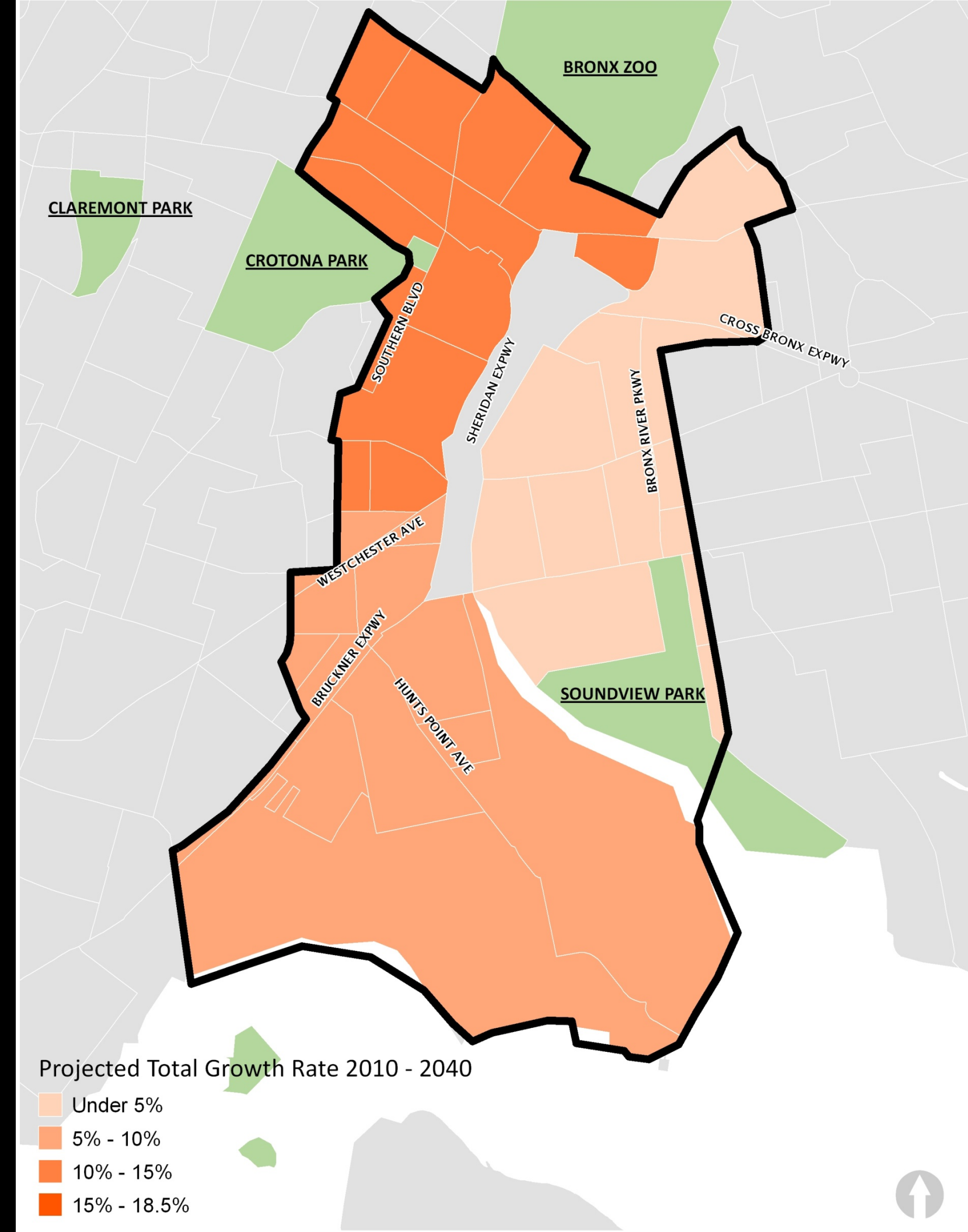
- Encourage additional housing and retail uses on Westchester Avenue (at Whitlock) to promote pedestrian activity, area security, and a sense of place
- Provide safer access and visibility to Concrete Plant Park and Starlight Park
- Find opportunities to create green spaces along the Bruckner Expressway
- Ensure that local roads do not experience a marked increase in congestion due to infrastructure changes

NEIGHBORHOOD TRENDS: POPULATION GROWTH

2010 population: **182,293**

2040 population projection: **196,663**
(increase of almost 8%)

32% of population in the study area is under 19
compared to 30% in the Bronx and 24% city-wide



NEIGHBORHOOD TRENDS: POPULATION GROWTH

Population Projections for Total Population by Age Bronx, 2000–2030

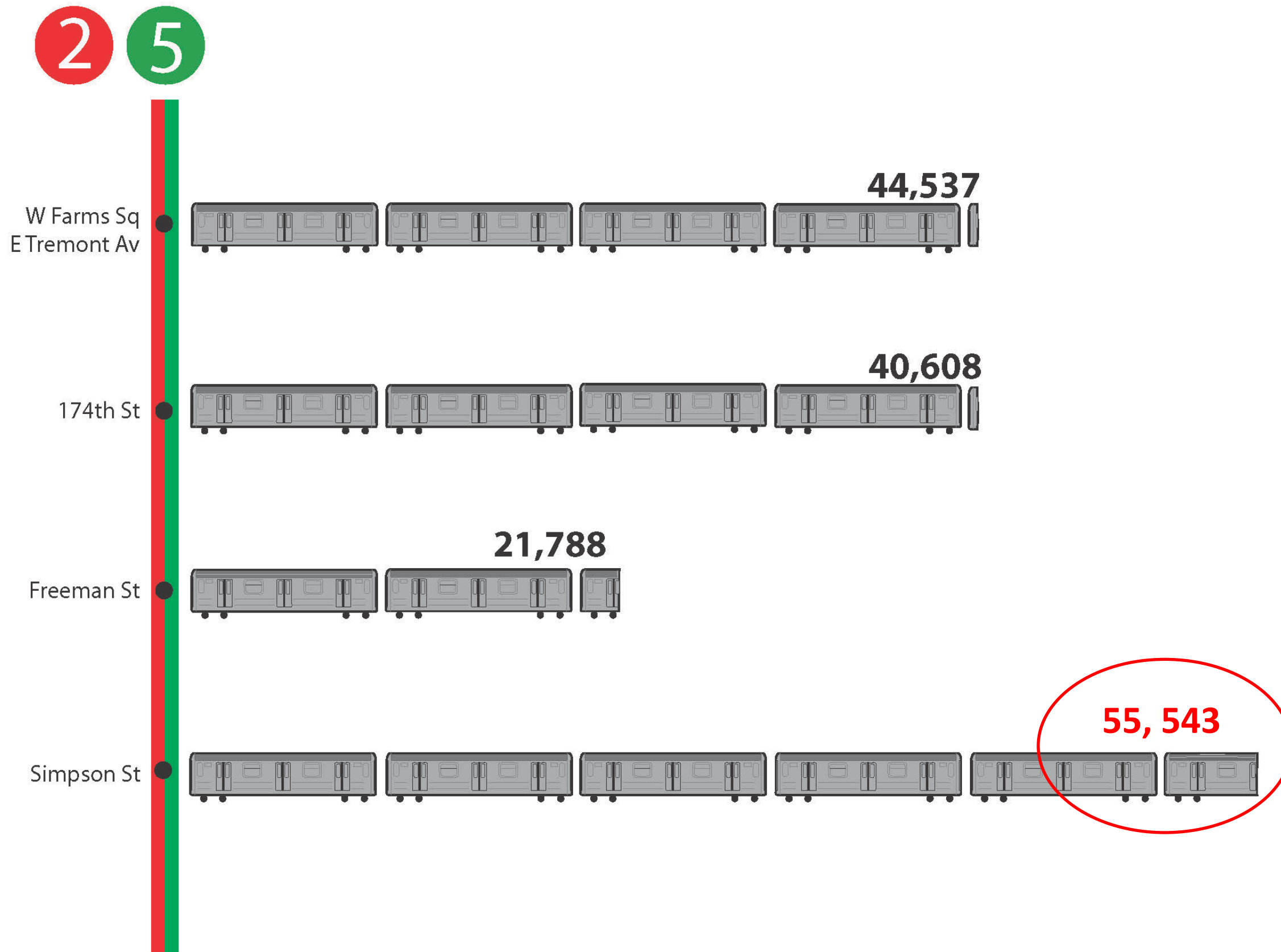
Age	2000	2005	2010	2015	2020	2025	2030
0–4	109,732	104,324	107,103	111,214	113,080	112,609	110,878
5–9	119,767	109,310	103,915	104,385	108,442	110,571	110,221
10–14	107,816	121,541	110,953	103,215	103,710	108,018	110,252
15–19	101,208	110,907	124,493	111,621	104,176	104,958	109,243
20–24	100,352	104,466	114,380	125,667	112,843	105,752	106,659
25–29	101,403	104,276	108,679	116,970	128,883	115,760	108,383
30–34	107,055	99,233	102,038	104,026	111,945	123,723	111,307
35–39	106,501	103,110	95,630	96,201	98,072	105,950	117,190
40–44	93,820	103,085	99,797	90,532	91,099	93,348	101,012
45–49	79,039	87,907	96,699	91,503	82,971	84,041	86,212
50–54	69,671	75,013	83,504	89,867	85,040	77,750	78,838
55–59	55,965	61,868	66,629	72,425	77,973	74,743	68,435
60–64	46,373	49,450	54,658	57,445	62,454	68,508	65,756
65–69	38,072	39,654	42,313	45,598	47,923	53,505	58,736
70–74	32,751	30,074	31,298	32,494	34,970	38,186	42,606
75–79	26,627	25,997	23,917	24,237	25,169	28,577	31,180
80–84	18,009	17,741	17,341	15,562	15,765	17,919	20,253
85+	18,489	18,130	17,847	16,942	15,762	17,702	19,878
Total	1,332,650	1,366,086	1,401,194	1,409,904	1,420,277	1,441,620	1,457,039

	Population Decline (of more than 5%)
	Minimal Change (–5 to 4.9%)
	Moderate Growth (5 to 20%)
	High Growth (Greater than 20%)

Percent Change Calculated on 2000 Population
Age groups may not add up to total due to rounding

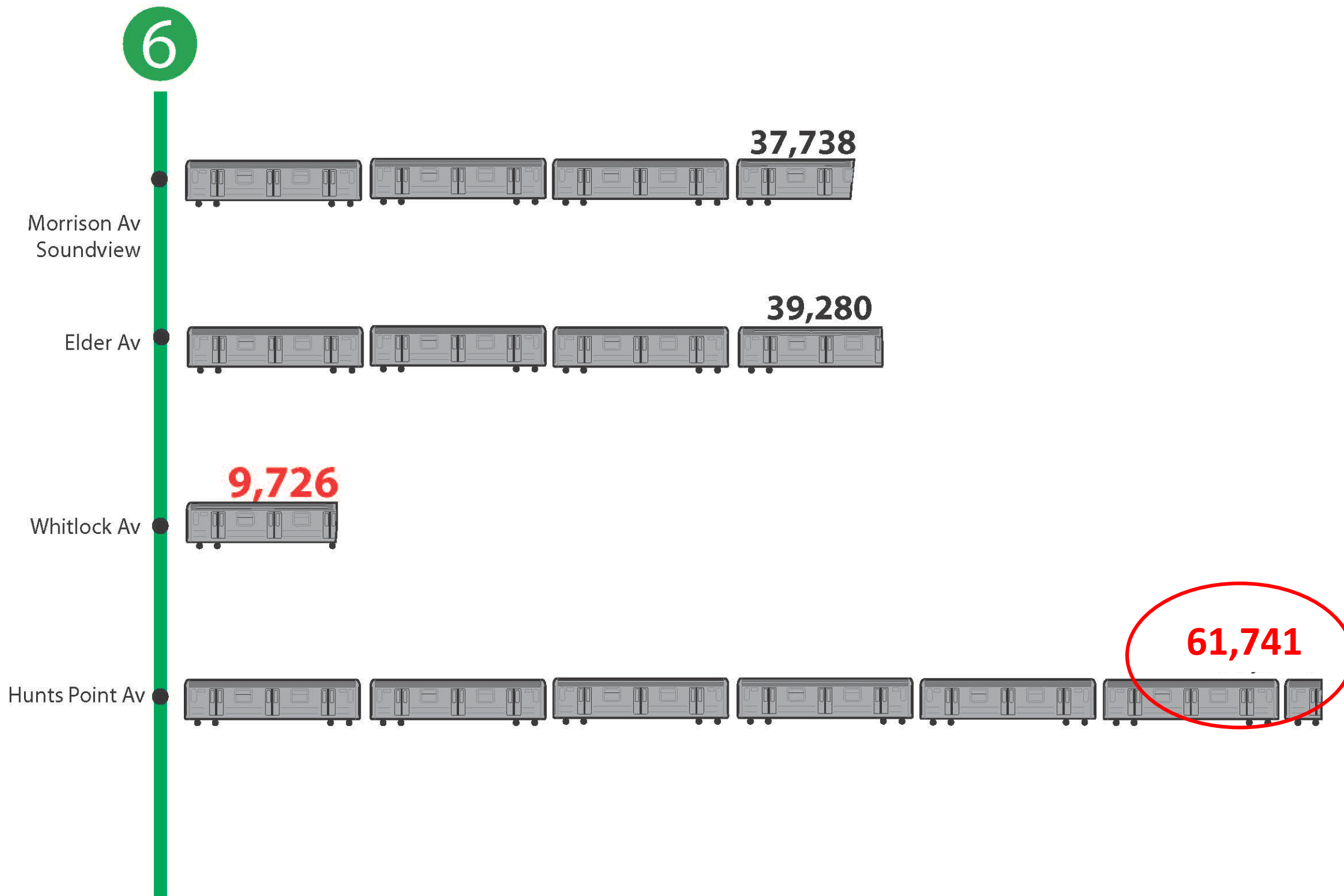
- High growth population is predicted to occur in young adult (15-34) and middle aged (45 – 65) groups
- The overall population of the Bronx will increase by 9% over the next 20 years nearing the borough's population zenith of the 1970s

NEIGHBORHOOD TRENDS: WEEKLY MTA RIDERSHIP



- On average **310,307** passengers per week enter the the 2/5 and the 6 lines at stops within the study area
- On average **680,814** passengers per week ride buses within the study area (Bx4, Bx19, Bx27, Bx40/42)

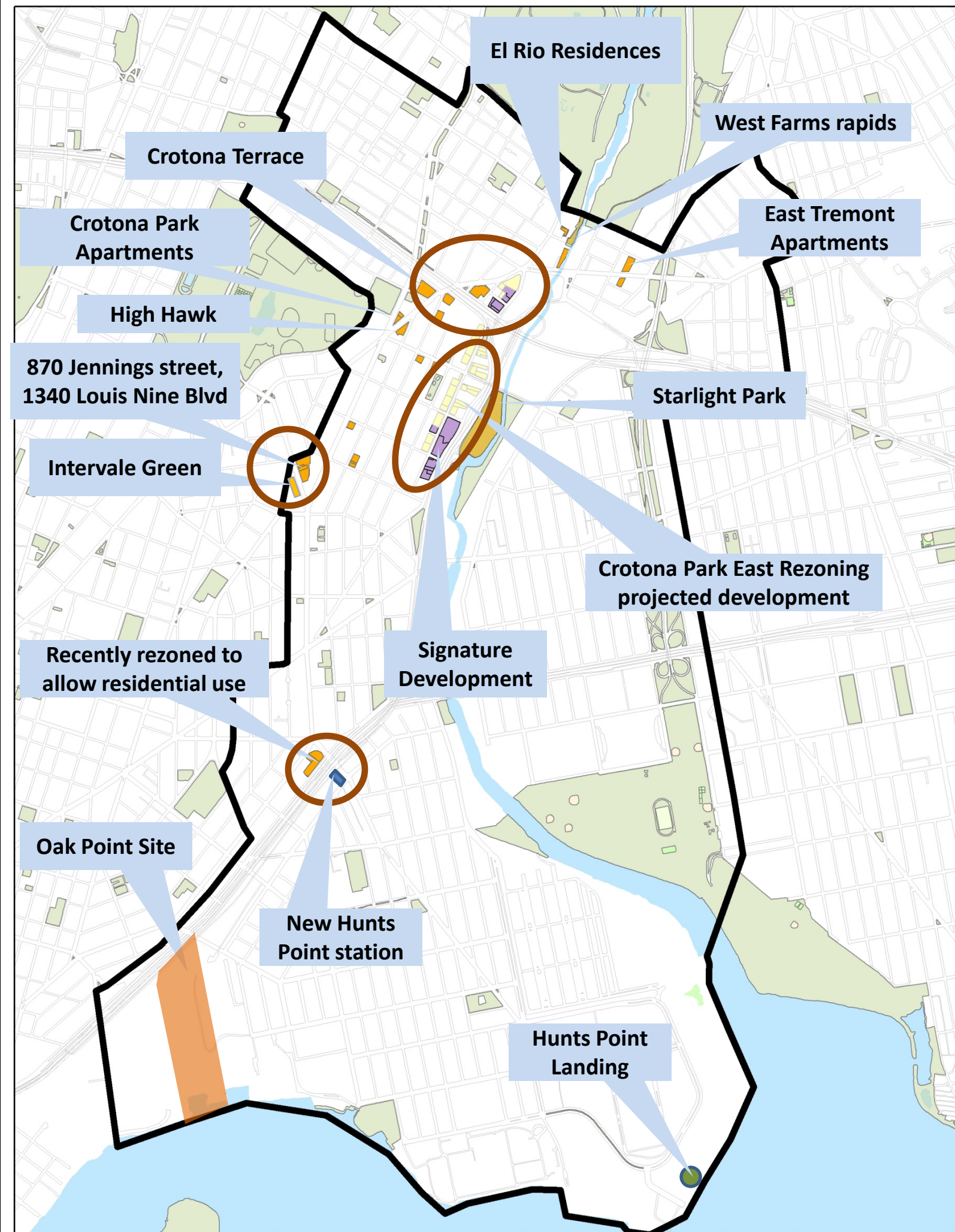
NEIGHBORHOOD TRENDS: WEEKLY MTA RIDERSHIP



- In comparison to all other subway stops within the study area, the Hunts Point Avenue station has significantly higher ridership
- In 2010 **over 16 million subway trips** were taken within the study area, an increase of 510,096 trips from prior years

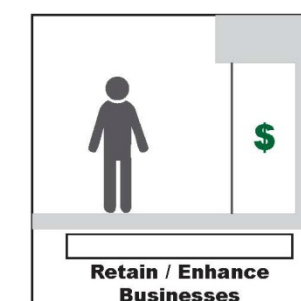
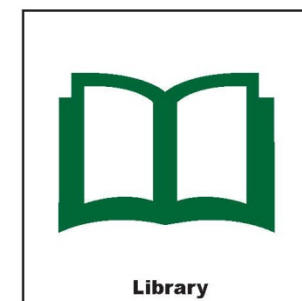
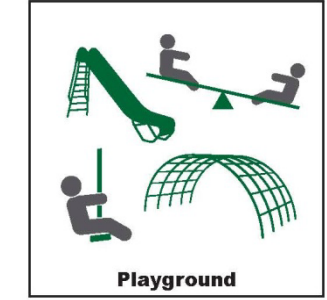
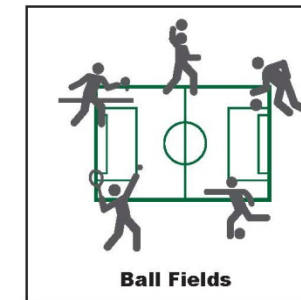
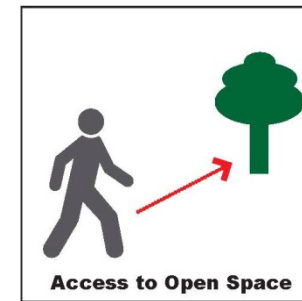
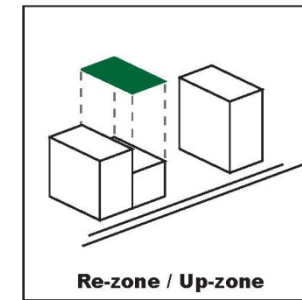
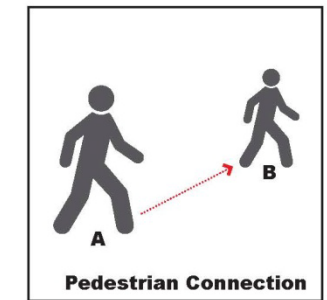
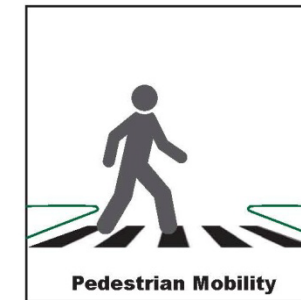
NEIGHBORHOOD TRENDS: NEW DEVELOPMENT

- Considerable growth in residential development and related commercial and community facilities
- Significant amount of open space development on waterfront
- Growing neighborhood centers – West Farms, Crotona Park East, Hunts Point Avenue
- Continued importance of industrial uses and light manufacturing as neighborhood stabilizers and job providers



NEIGHBORHOOD TRENDS: TAKEAWAYS

- Improvements in pedestrian realm must be made in areas recently rezoned from manufacturing to residential use
- Work toward successful industrial areas and job centers within as well as outside of Hunts Point IBZ
- DCP should identify strategies for areas where zoning does not support current development trend or discourages new investment
- Spaces for young people and families to recreate indoors and out
- Housing that can accommodate larger family sizes
- Transit ridership – subway and bus - will only grow in importance
- Investment in services and community facilities – schools, health centers, community centers, supermarkets – most grow with number of housing units



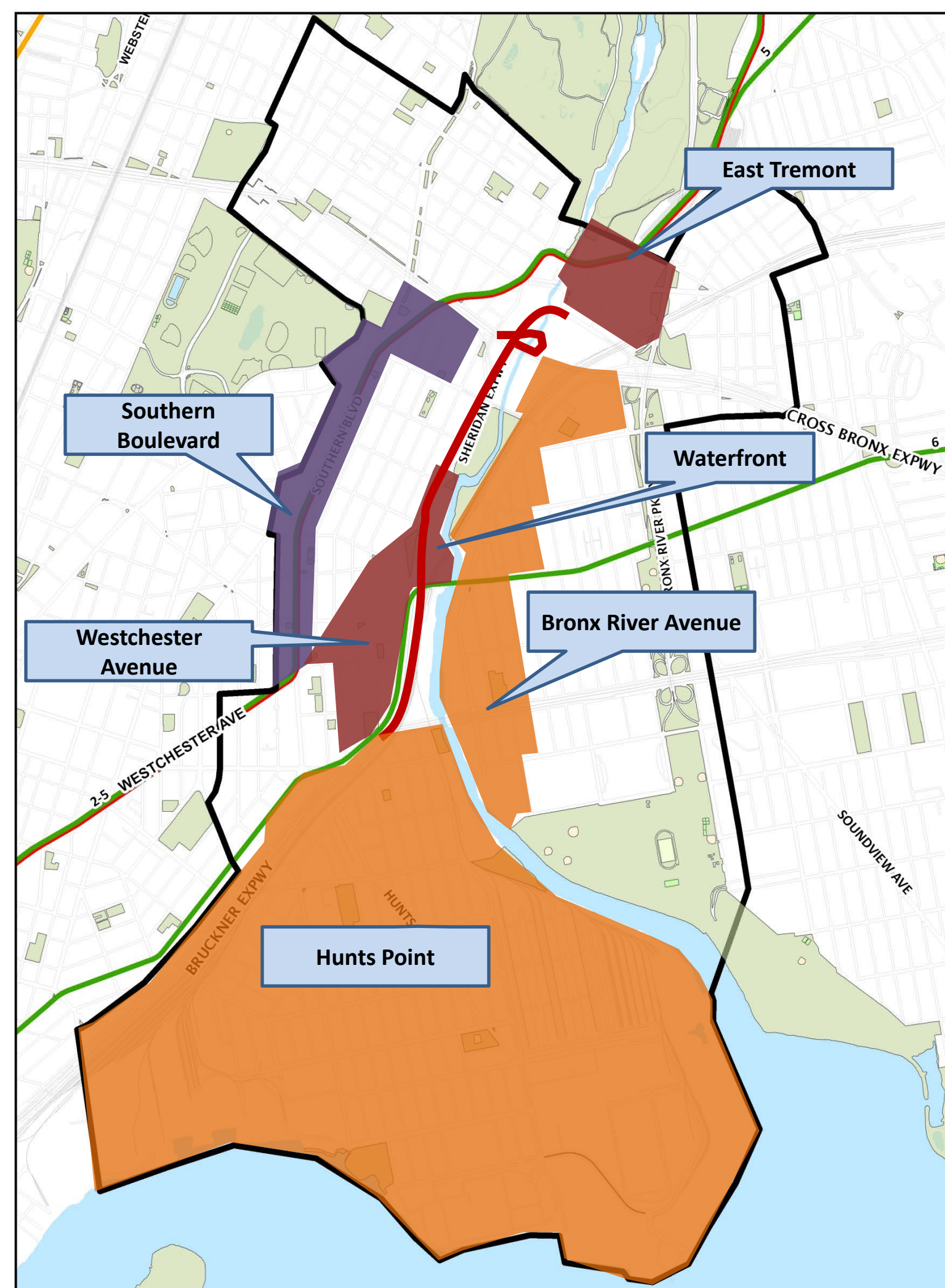
FOCUS AREAS: IDENTIFYING AREAS FOR CHANGE

Smaller focus areas were identified based on the potential impact from transportation related improvements.

Focus areas fall into one of three categories:

- Areas that would change directly related to a redesigned Sheridan Expressway
- Areas where there are opportunities for development in a retain scenario (a scenario where there is less significant change to the Bruckner and Sheridan Expressways)
- Areas where transportation related improvements (outside of the Sheridan roadway) have the potential to significantly (and positively) impact future development*

*Some areas along Bronx River Avenue and Bruckner Boulevard would be directly impacted by changes to the Sheridan dependant on transportation scenarios



FOCUS AREA: HUNTS POINT



The Area

Assets

- Major employers
- Industrial Business Zone
- South Bronx Greenway
- Engaged community organizations
- Recent planning and zoning efforts provide a framework for future development

Issues

- Several confusing and dangerous intersections impede pedestrian mobility
- No direct access to industrial core of peninsula from Bruckner Expressway leaving trucks on local streets
- Limited access to full service grocery stores
- Public transit (bus route) is limited

FOCUS AREA: HUNTS POINT



The Area

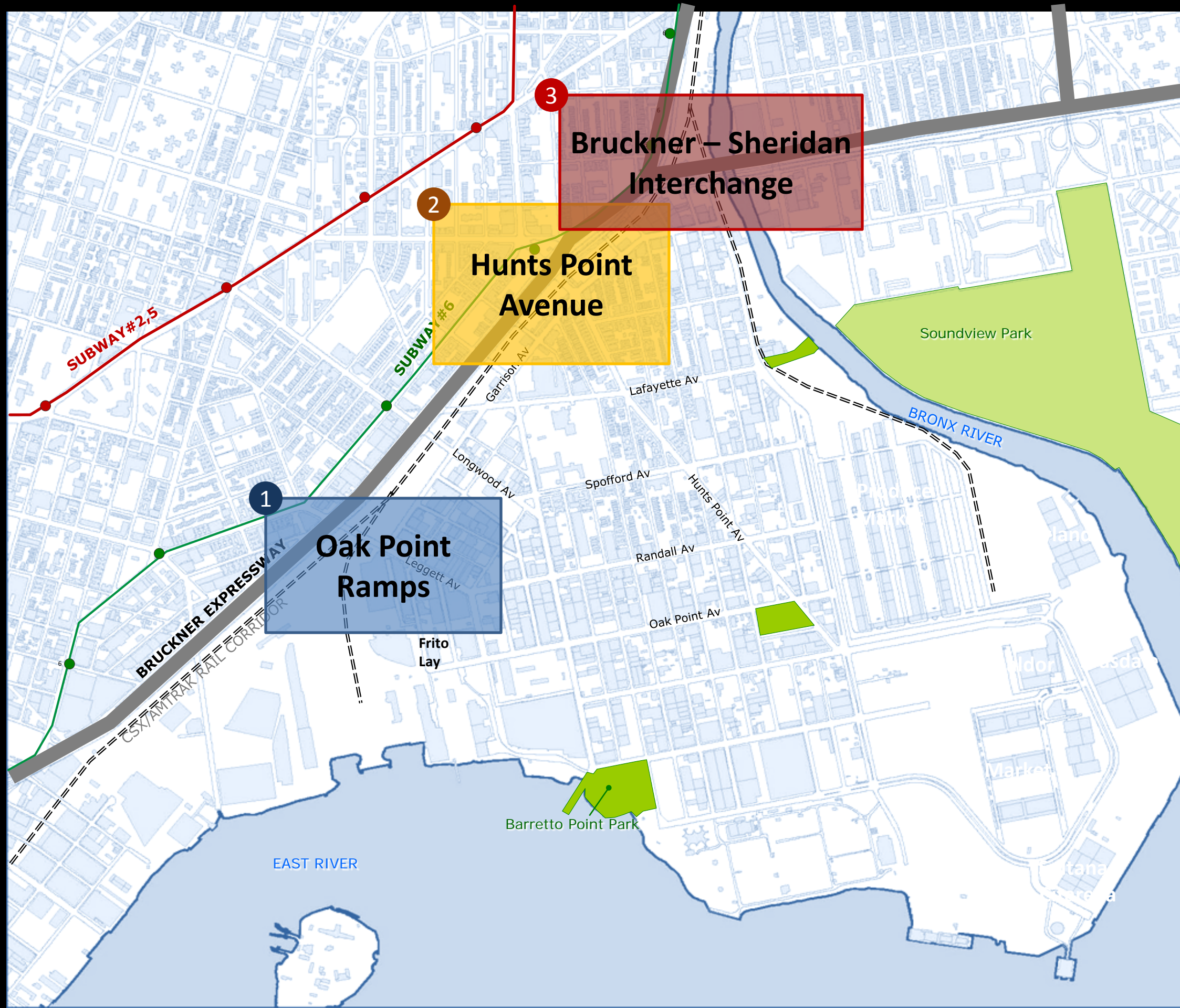
Zoning

- Primarily zoned manufacturing with a small residential and commercial core
- Recent (2008) Hunts Point Special District rezoning created residential buffer zone and expanded commercial zoning

Land Use

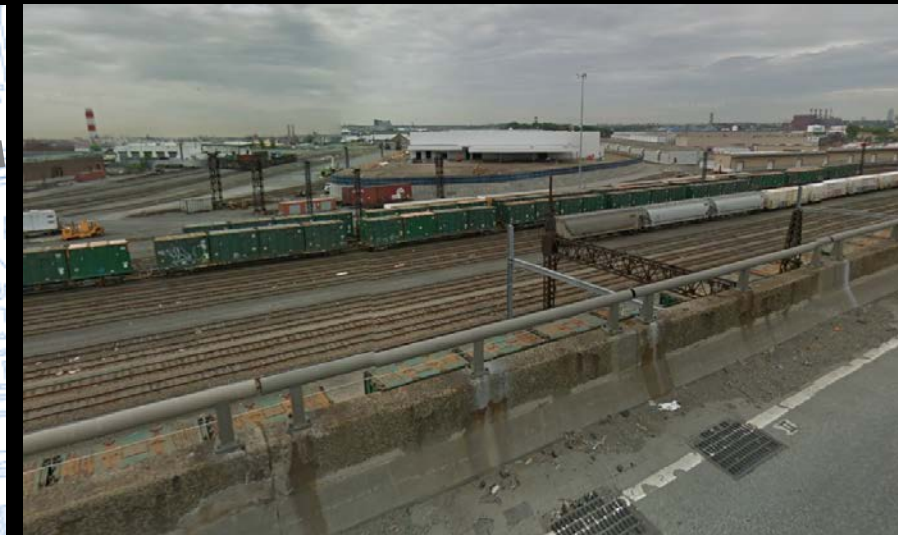
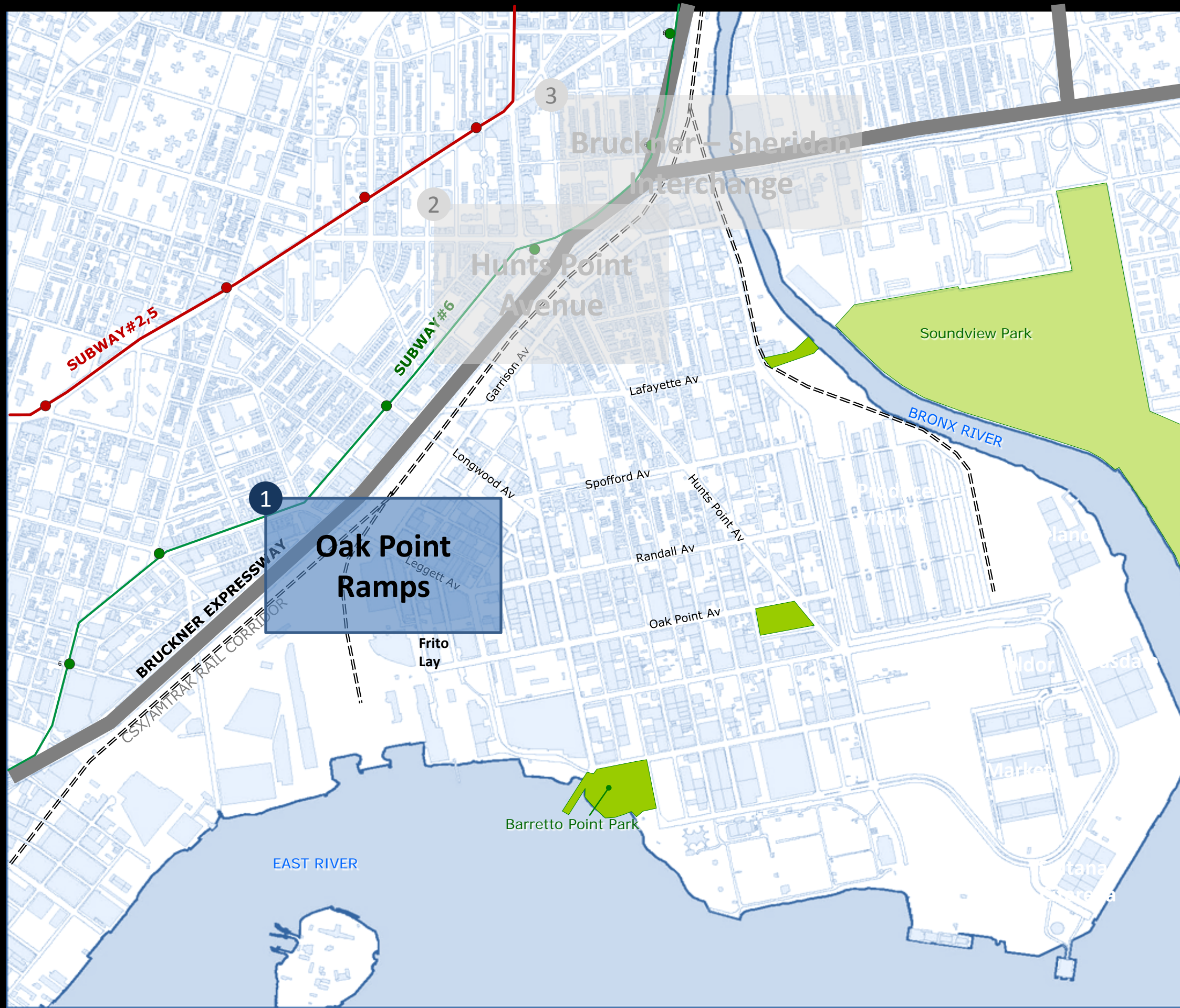
- Land use characterized by wholesale and distribution, waste management, various manufacturing and open industrial uses
- Land use types that have increased recently include: office and education, open space, and food related industrial uses
- Significant number of vacant and brownfield sites

FOCUS AREA: HUNTS POINT

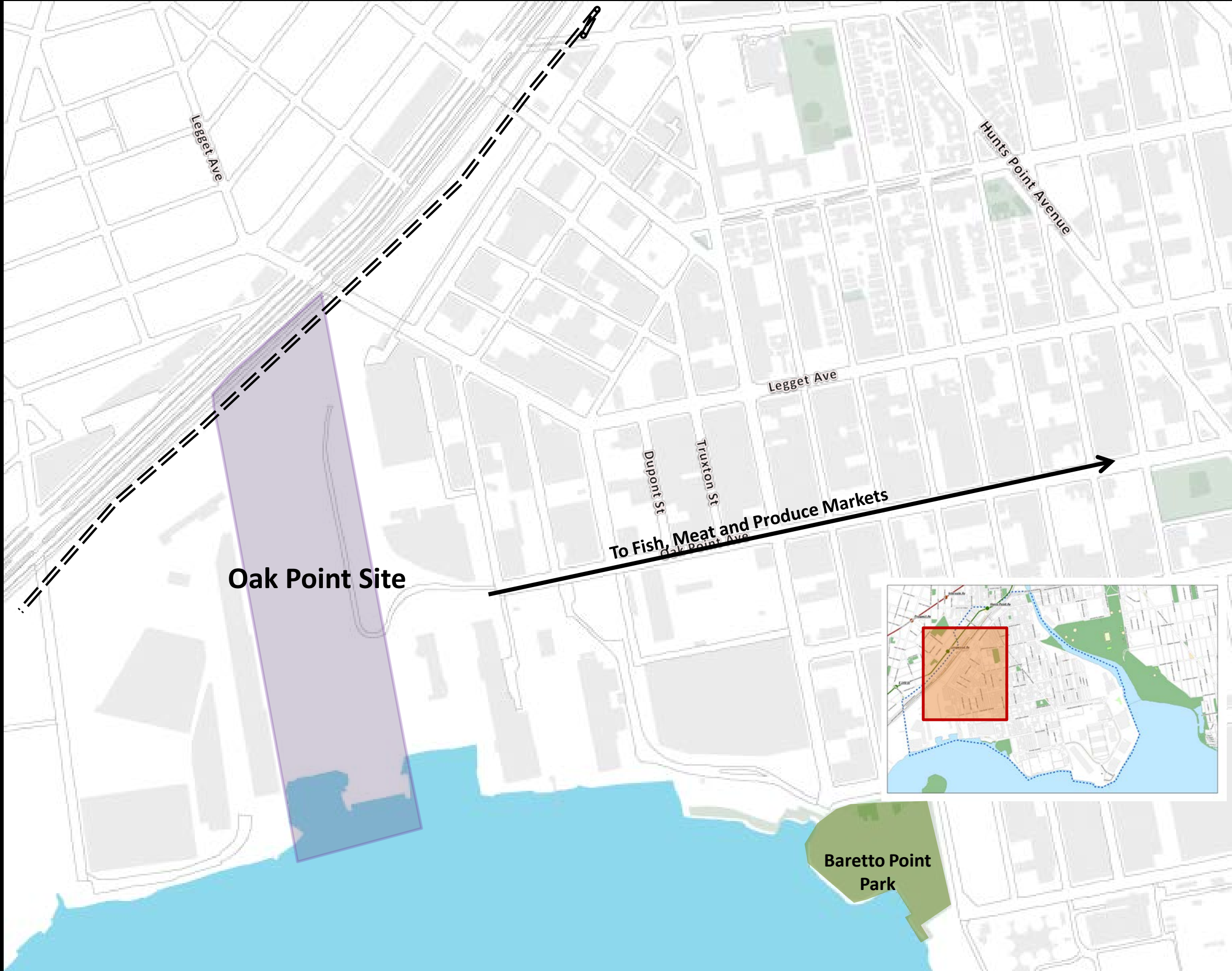


1. Oak Point Ramps
2. Hunts Point Ramps
3. Bruckner – Sheridan Interchange

FOCUS AREA: HUNTS POINT



FOCUS AREA: HUNTS POINT – Oak Point



Assets

- Oak Point waterfront site – recently redeveloped, environmental clean up, millions invested, site accessible by rail
- Recent redevelopment in the area includes creation of parkland

Issues

- No direct access to industrial areas of hunts point
- No reentry to Bruckner Expressway in either direction
- Current route snakes through local streets one mile north
- Difficult to access public transit from the area

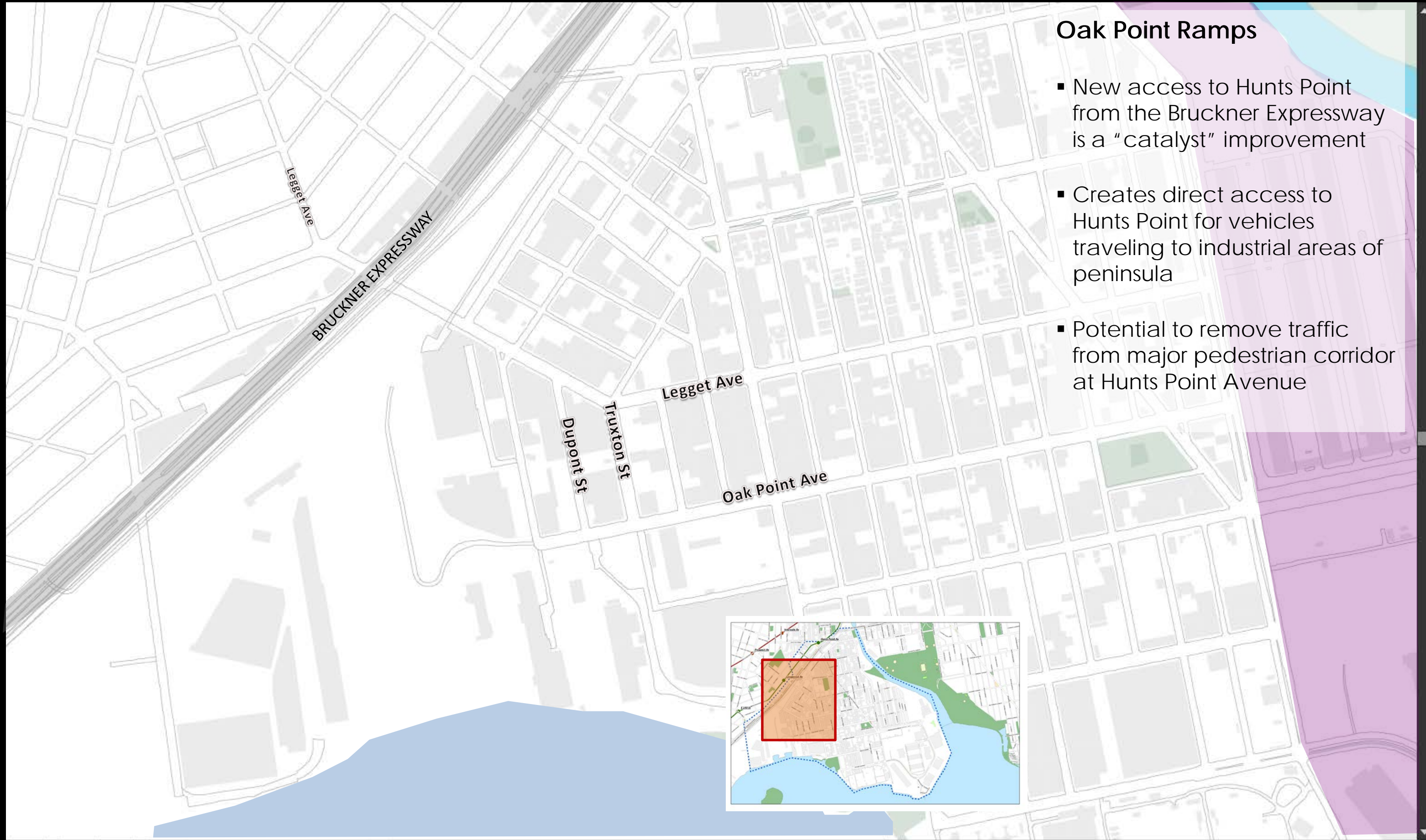
OAK POINT RAMPS



SDOT proposal to create direct access to Hunts Point

NYS DOT

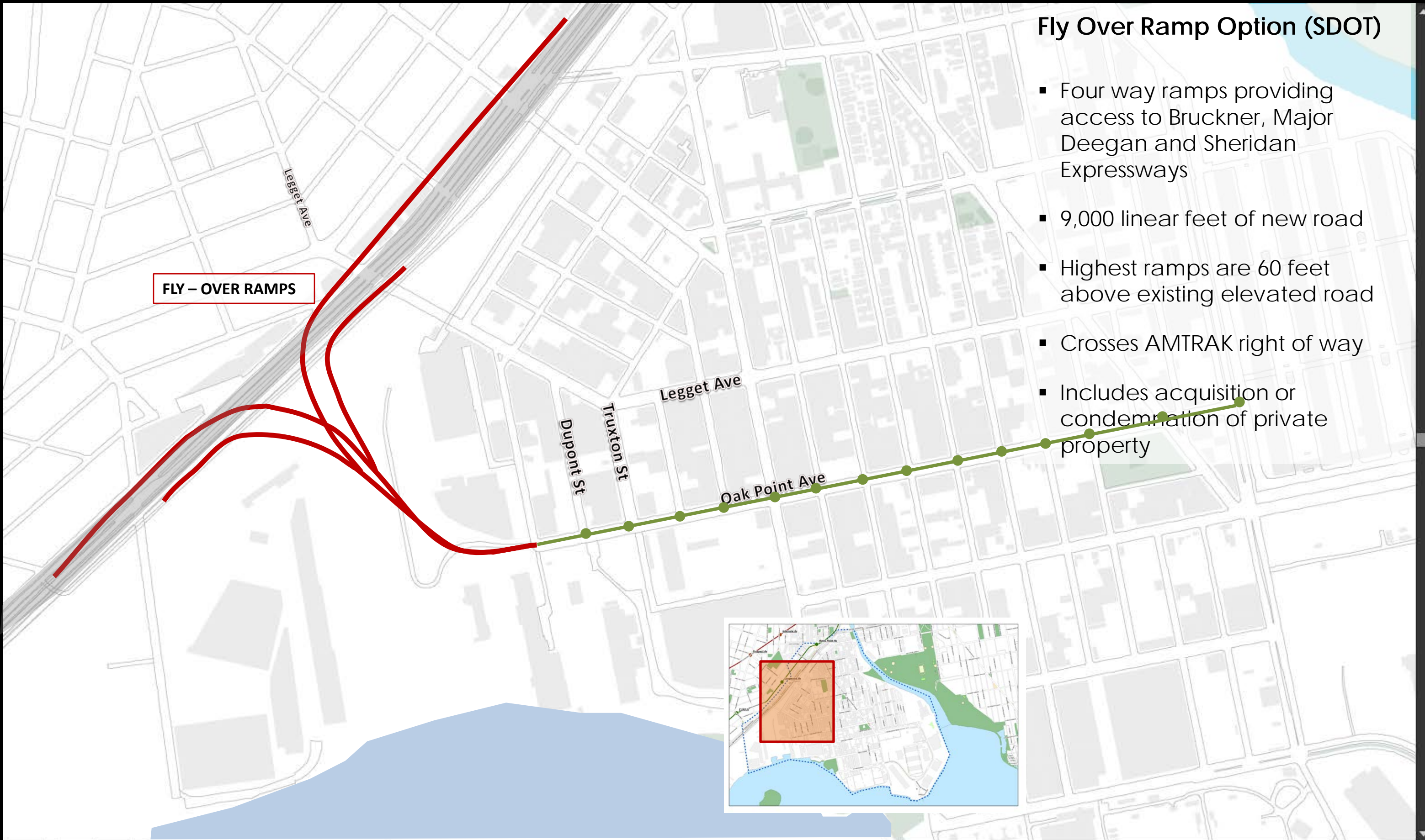
FOCUS AREA: HUNTS POINT – Oak Point Ramps



Oak Point Ramps

- New access to Hunts Point from the Bruckner Expressway is a “catalyst” improvement
- Creates direct access to Hunts Point for vehicles traveling to industrial areas of peninsula
- Potential to remove traffic from major pedestrian corridor at Hunts Point Avenue

FOCUS AREA: HUNTS POINT – Oak Point Ramps



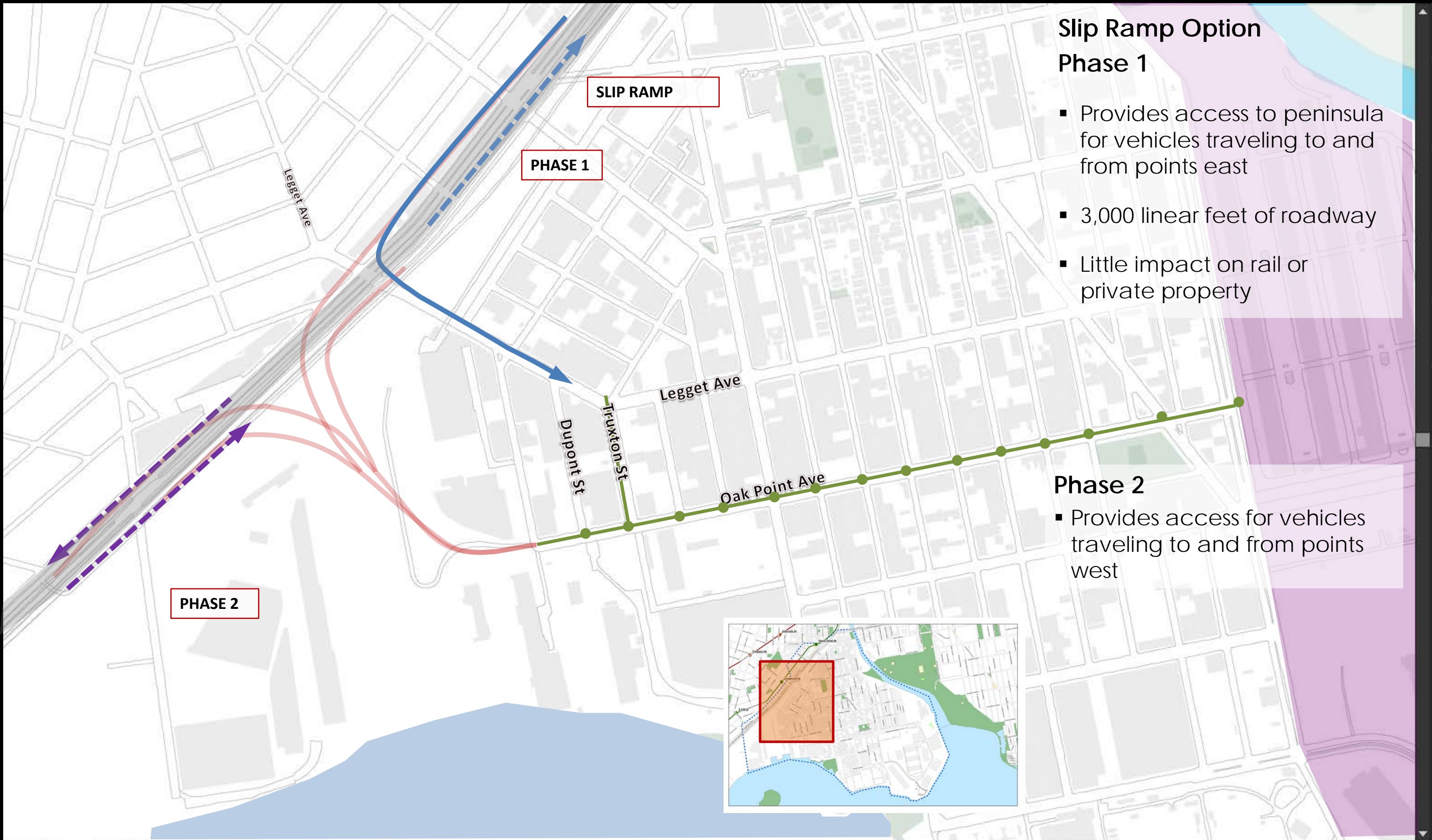
FLY - OVER RAMPS

Fly Over Ramp Option (SDOT)

- Four way ramps providing access to Bruckner, Major Deegan and Sheridan Expressways
- 9,000 linear feet of new road
- Highest ramps are 60 feet above existing elevated road
- Crosses AMTRAK right of way
- Includes acquisition or condemnation of private property



FOCUS AREA: HUNTS POINT – Oak Point Ramps



Slip Ramp Option Phase 1

- Provides access to peninsula for vehicles traveling to and from points east
- 3,000 linear feet of roadway
- Little impact on rail or private property

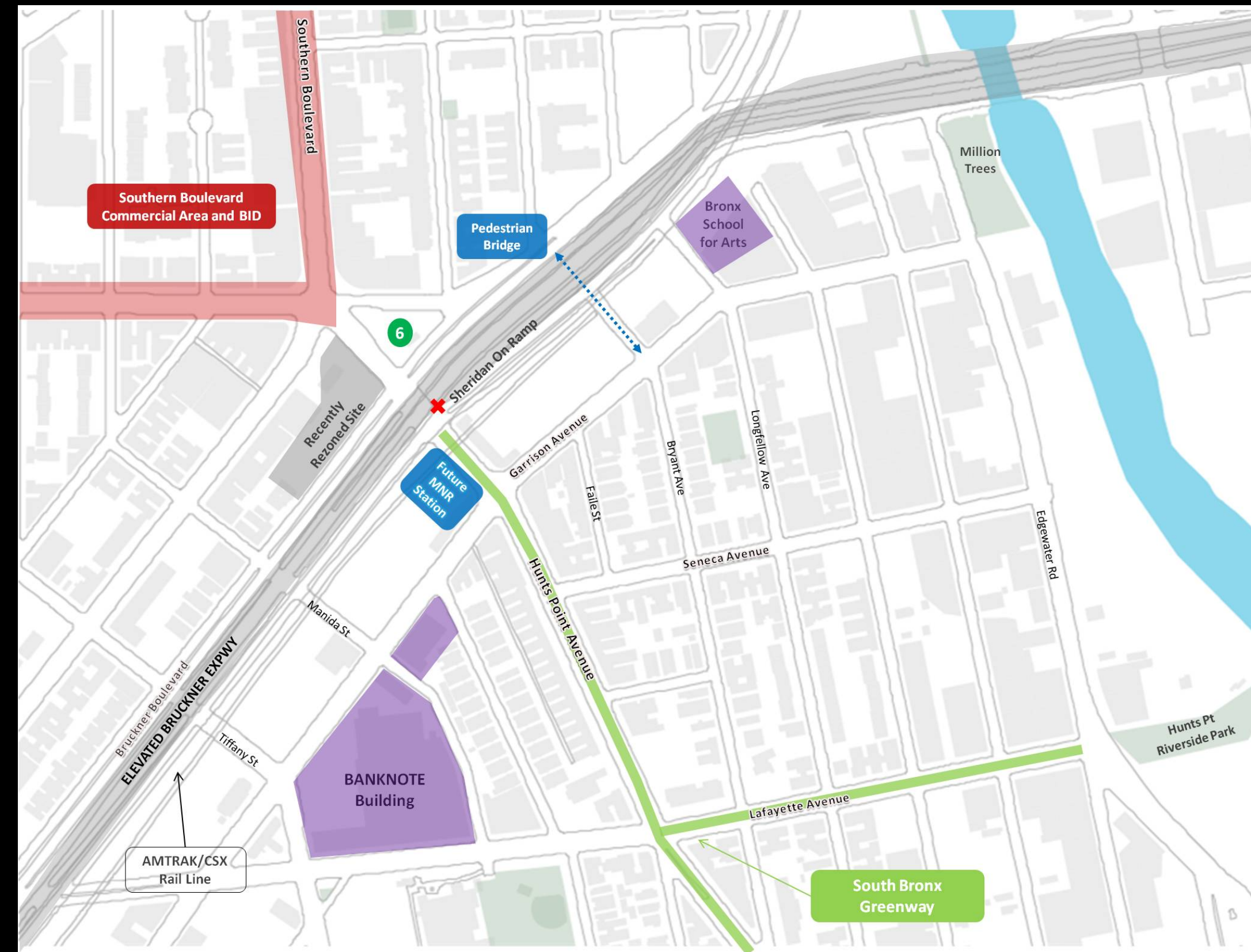
Phase 2

- Provides access for vehicles traveling to and from points west

FOCUS AREA: HUNTS POINT

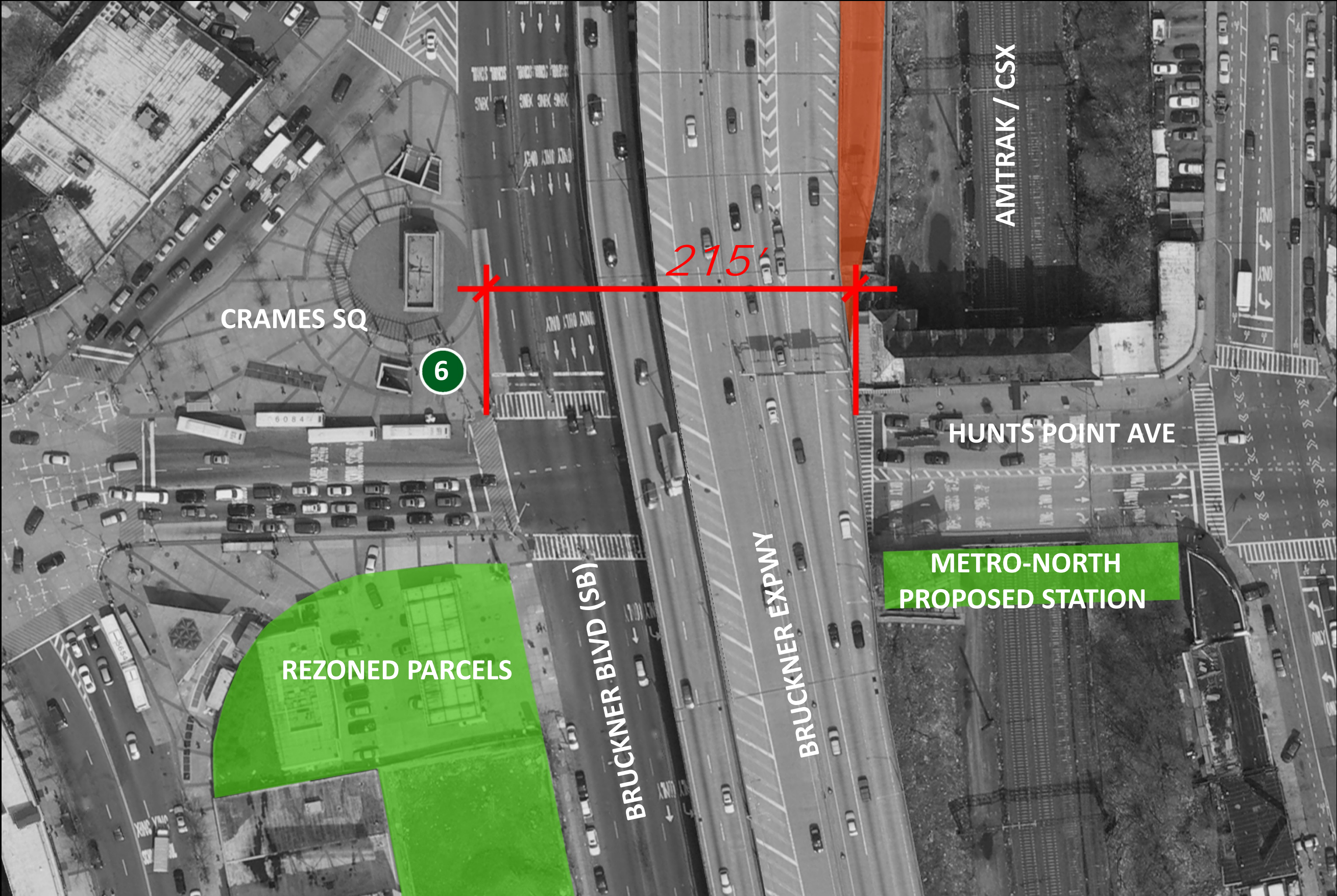


FOCUS AREA: HUNTS POINT – HUNTS POINT AVENUE

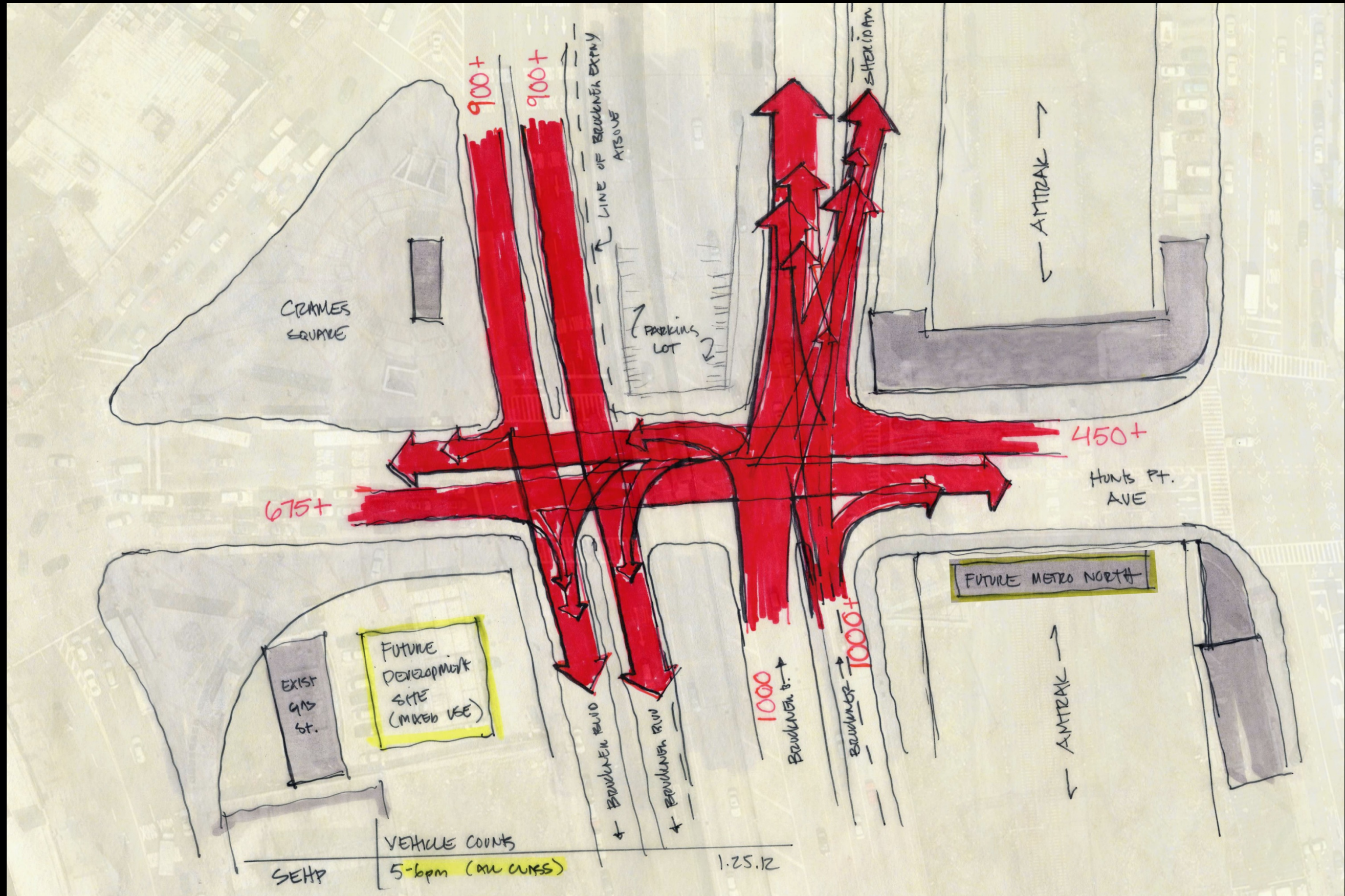


- Growing transit hub – buses and local and express subway lines. Metro North planned along thoroughfare
- South Bronx Greenway improvements have been installed that will connect HP Ave to paths throughout the peninsula and waterfront
- Southern Boulevard major South Bronx shopping district
- Lots along Garrison Avenue are narrow and uses do not encourage street activity
- North bound entrance to Sheridan Expressway
- Crossings are unsafe especially Hunts Point Ave at Bruckner Boulevard
- Pedestrian bridge that provides additional crossing is unwelcoming and not accessible

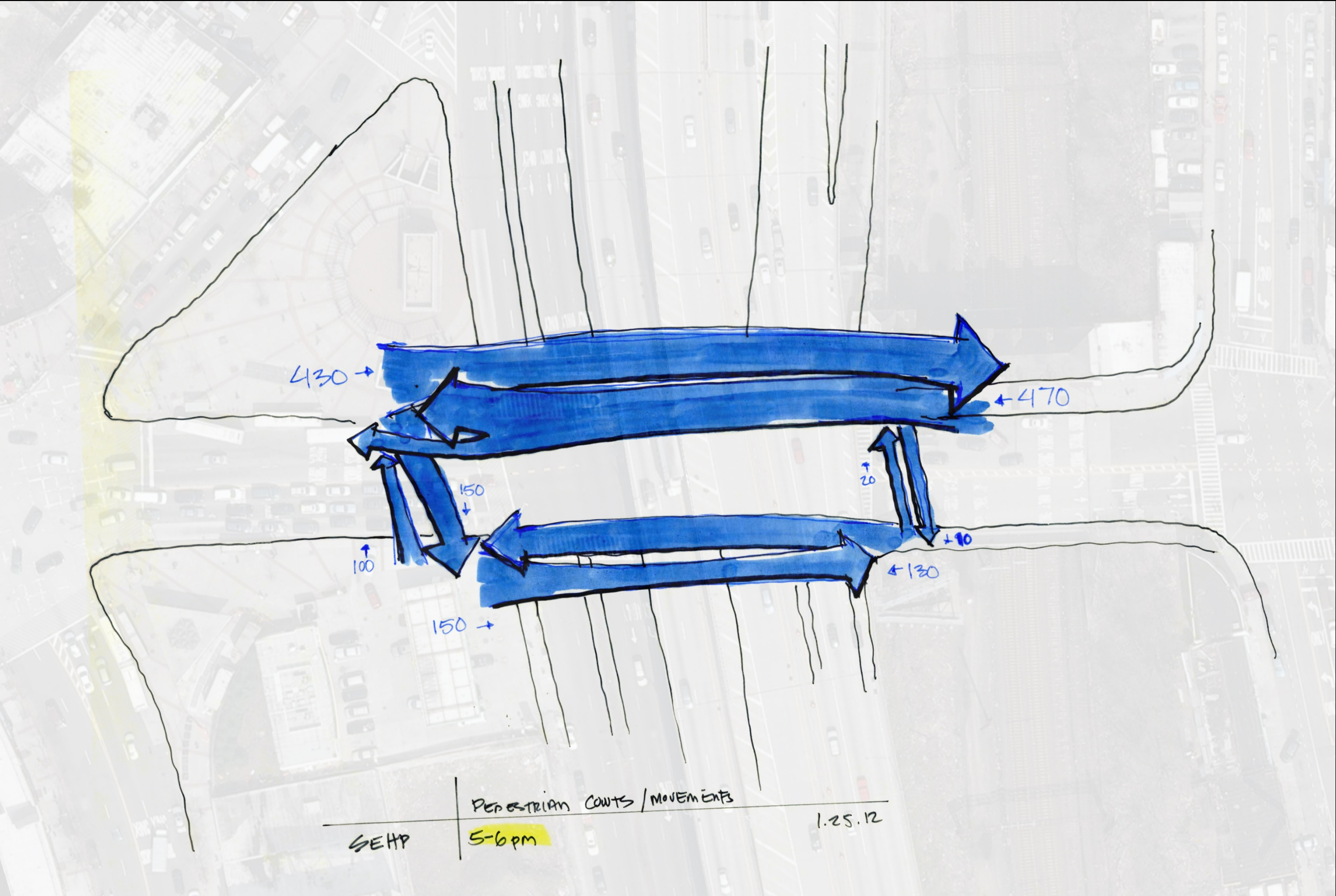
HUNTS POINT AVE at BRUCKNER BOULEVARD



HUNTS POINT AVE at BRUCKNER BOULEVARD



HUNTS POINT AVE at BRUCKNER BOULEVARD






HUNTS POINT AVE at BRUCKNER BOULEVARD



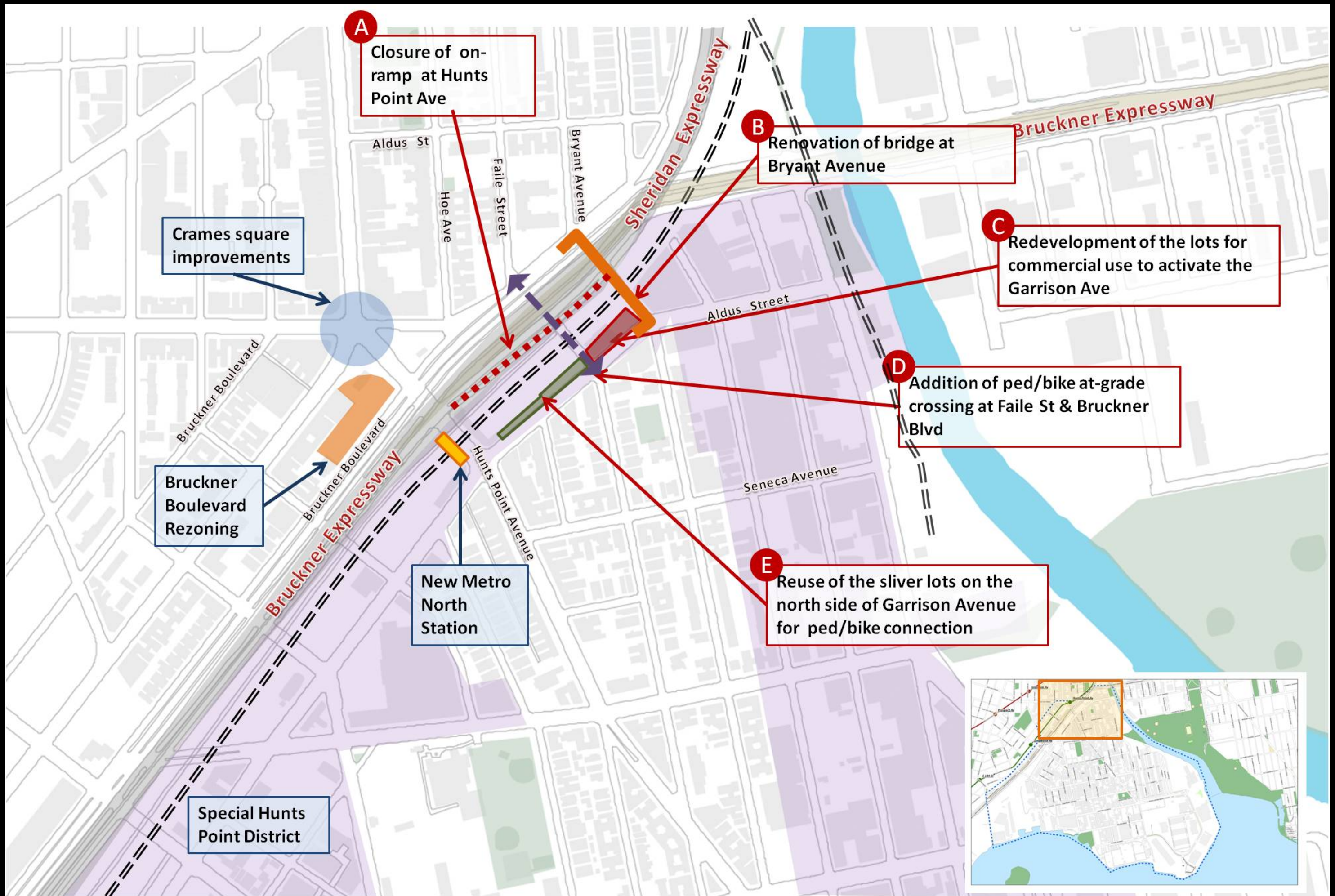
HUNTS POINT AVENUE



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- SDOT BRUCKNER / SHERIDAN STUDY 
- PLANNED IMPROVEMENTS 
- POTENTIAL IMPROVEMENTS 

FOCUS AREA: HUNTS POINT AVENUE – SUMMARY OF PROPOSALS

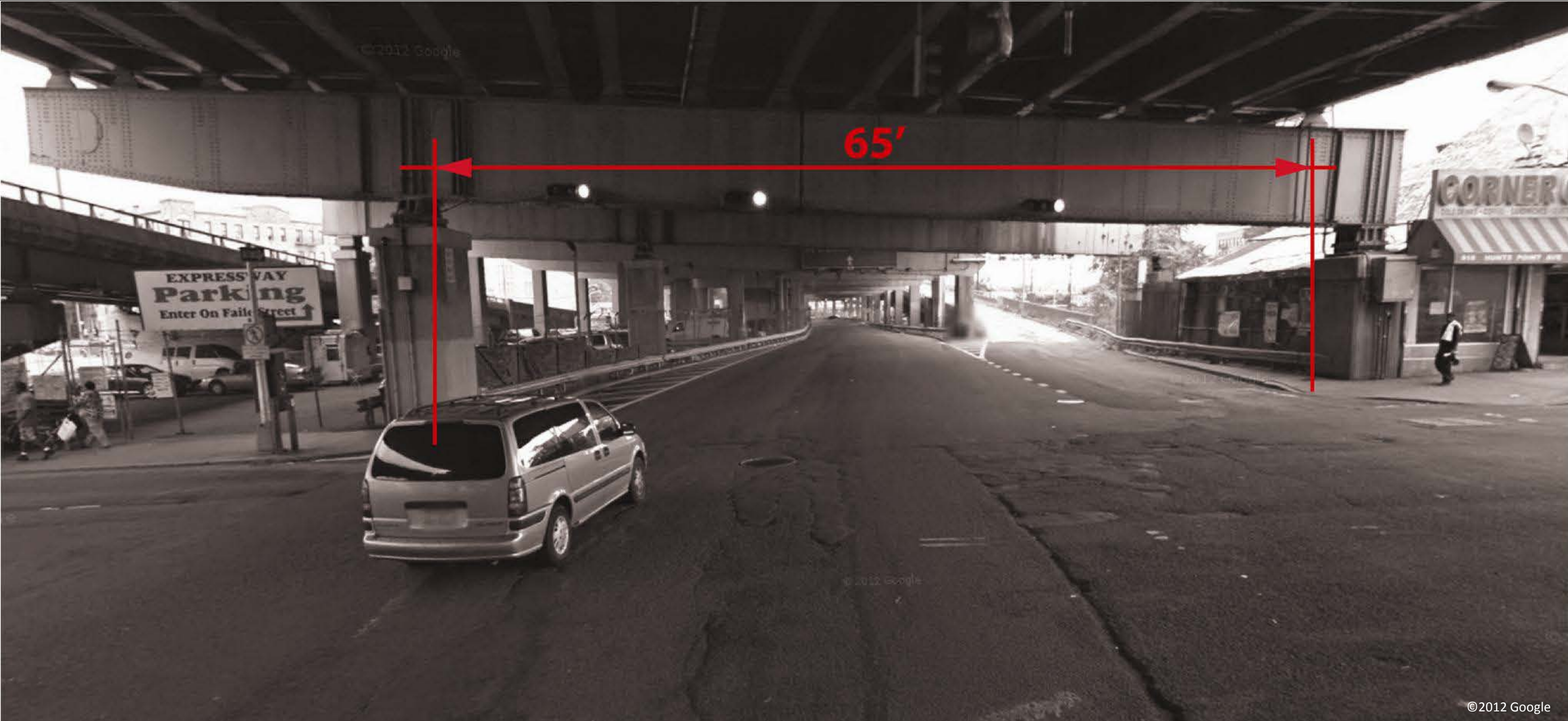


HUNTS POINT AVE at BRUCKNER BOULEVARD



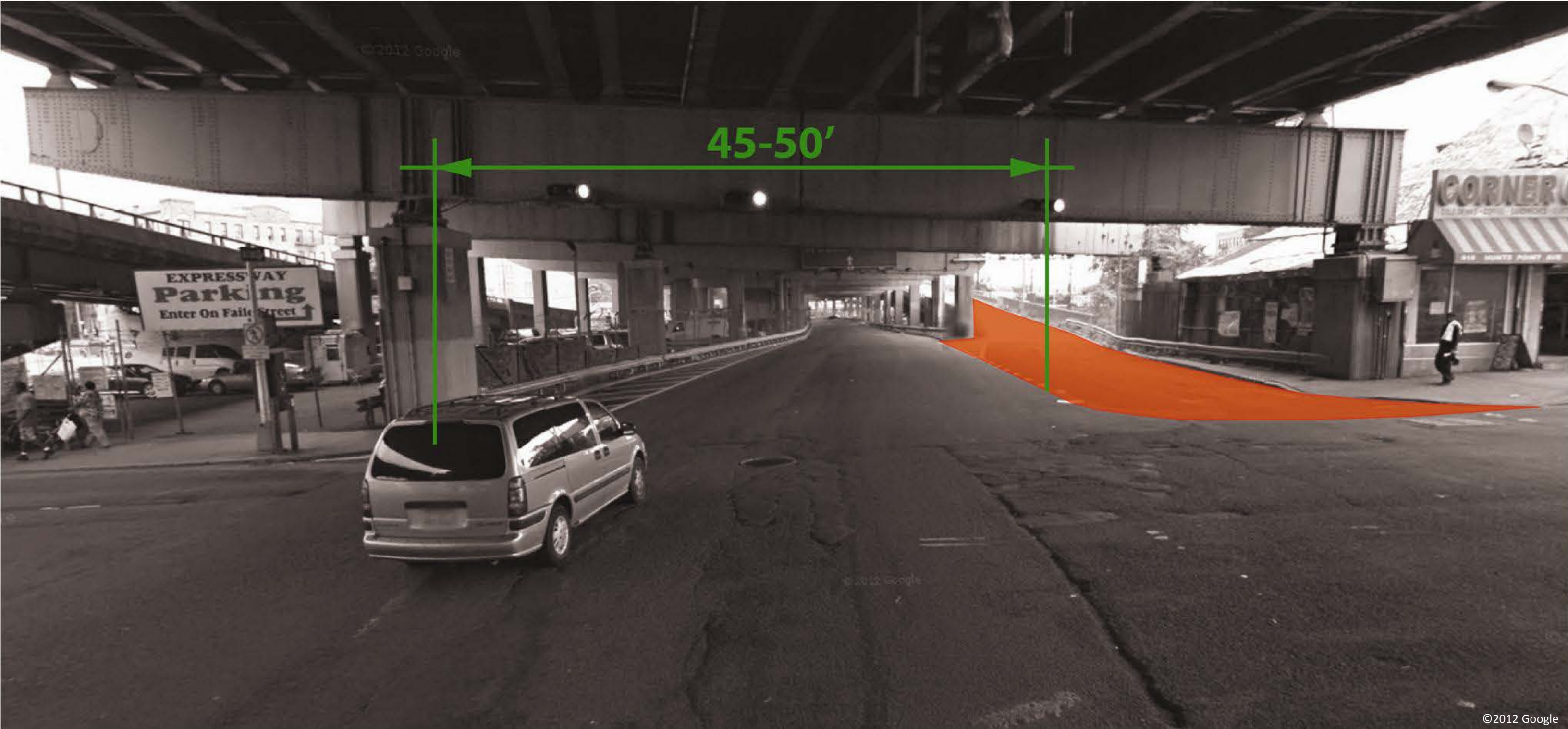
View Bruckner Boulevard north bound. Ramp to Sheridan Expressway to right of image

HUNTS POINT AVE at BRUCKNER BOULEVARD



Current width makes pedestrian crossing difficult and unsafe

HUNTS POINT AVE at BRUCKNER BOULEVARD



Explore closure of Sheridan NB on ramp. Change could provide a shorter pedestrian crossing and become a welcoming entry to the Hunts Point residential neighborhood

HUNTS POINT STATION



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Maintain active uses along Hunts Point Avenue

GARRISON AVE



Shallow Lots along Garrison Avenue are now primarily used for parking

GARRISON AVENUE



View of sidewalk, Garrison Ave at Bryant St



Garrison Ave, looking east

Encourage more active uses for shallow lots along north side of Garrison Avenue

PRECEDENT: DeKalb Market



Small business storefronts



Food and beverage vendors

- Temporary market housed in salvaged shipping containers
- Setup to activate portion of long-term development site
- Includes an incubator farm, events and performance venue, eateries and work-sell spaces

PRECEDENT: Parklets



Hayes Street, San Francisco



Pearl Street, Manhattan

- Small, urban parks designed to provide public space. Temporary or permanent
- Usually created by replacing under-utilized parallel parking spots
- Multiple functions can be incorporated: patios, planters, trees, benches, café tables and chairs, fountains, artwork, bicycle parking, etc.

BRYANT AVENUE PEDESTRIAN BRIDGE



View from bridge under Bruckner Expressway

- SDOT pedestrian bridge – parallel to Hunts Point Avenue
- Residents have expressed concern about poor lighting, experience and security



FAILE STREET



View Faile Street at Bruckner Boulevard

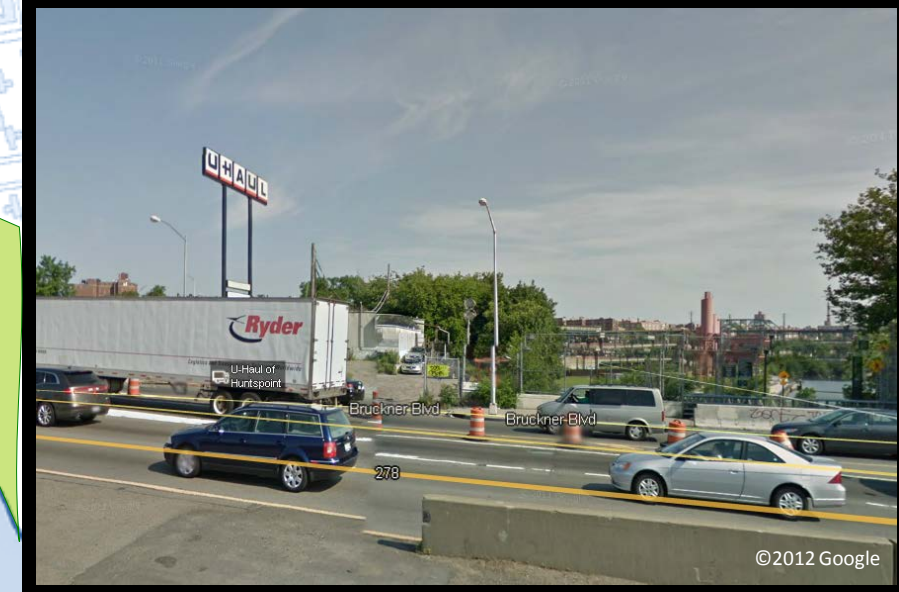
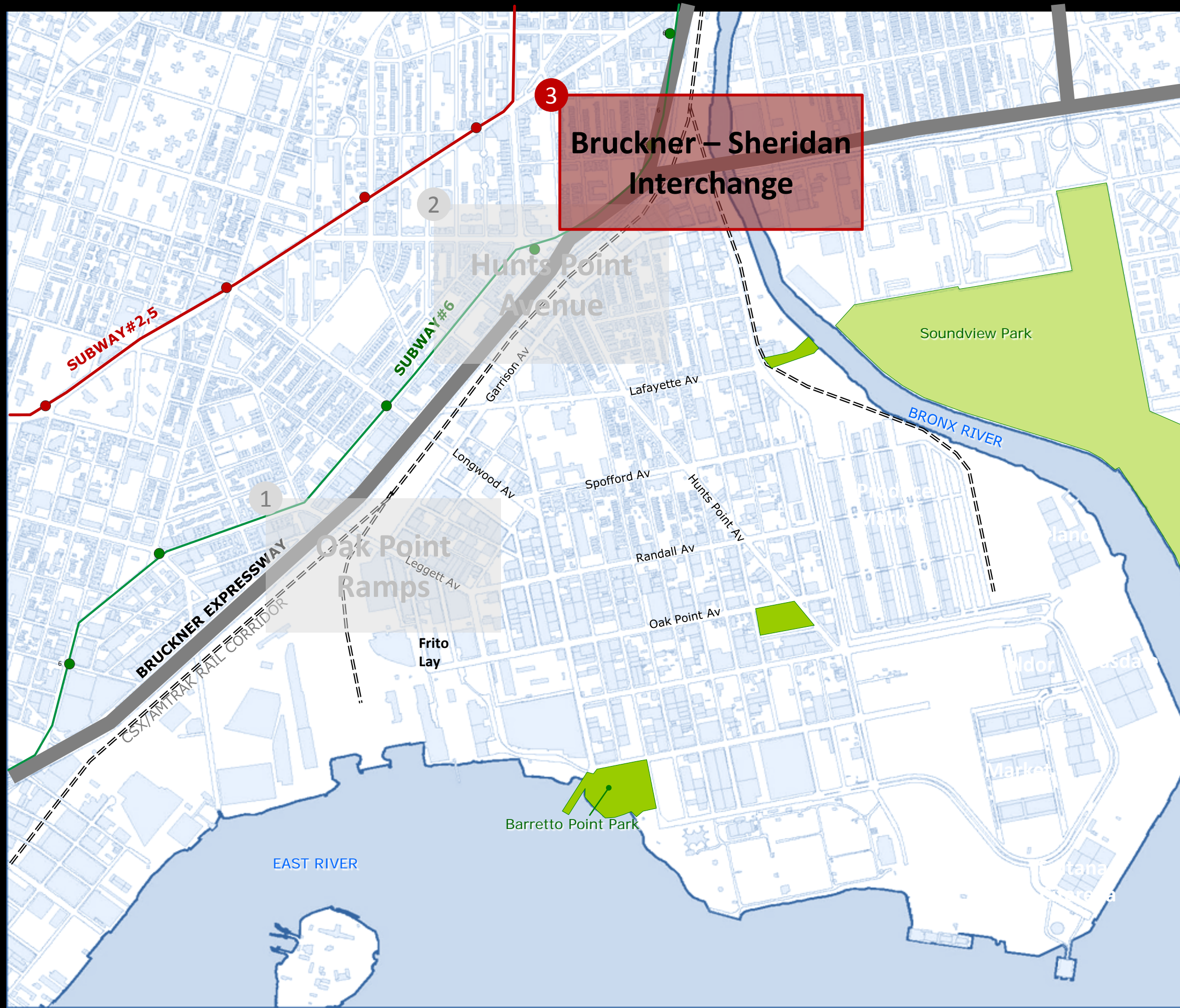
FAILE STREET



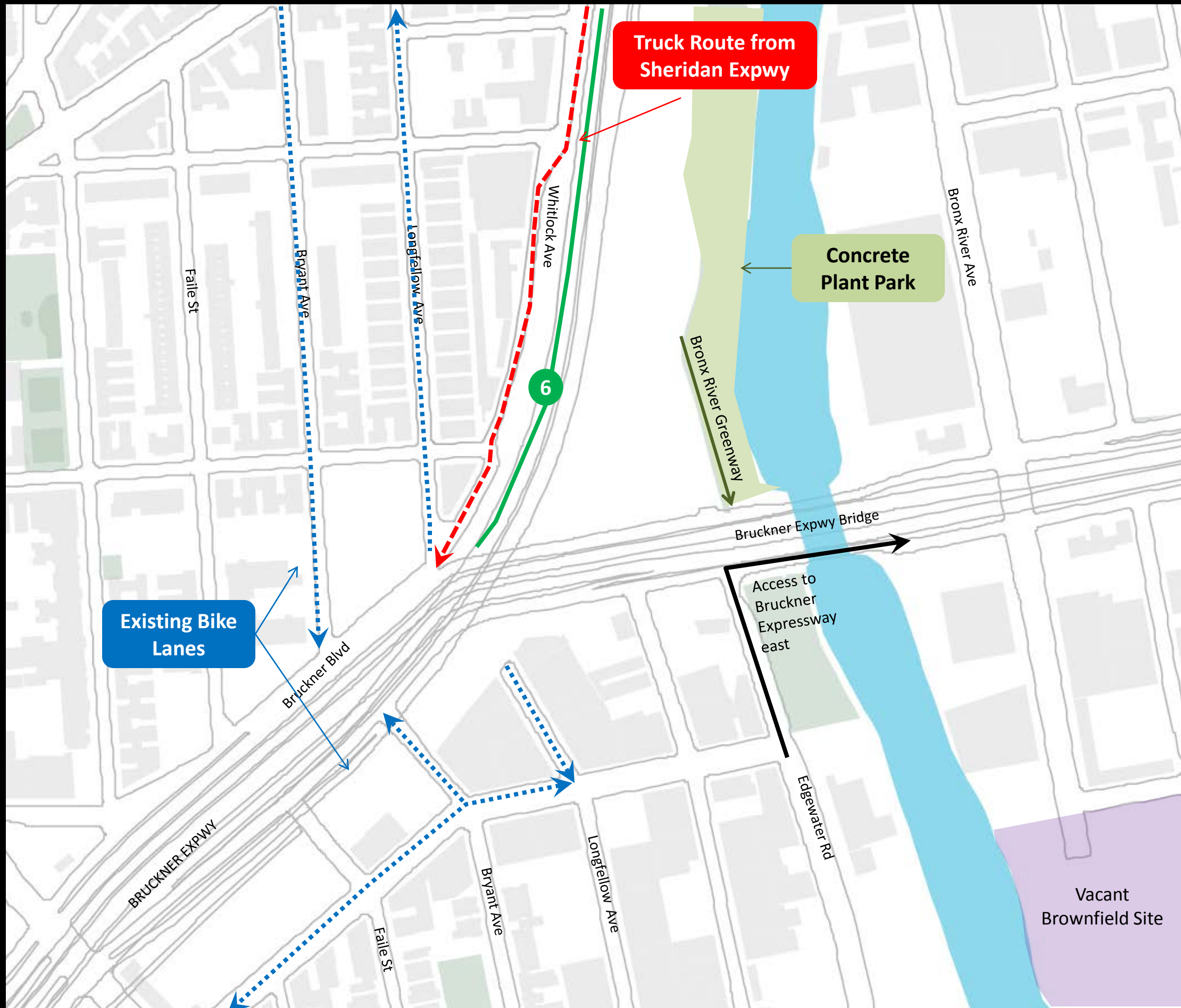
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In addition to renovating Bryant Avenue Bridge explore potential for and impact of at-grade crossing if the Bruckner – Sheridan interchange is reconstructed

FOCUS AREA: BRUCKNER SHERIDAN INTERCHANGE



FOCUS AREA: BRUCKNER SHERIDAN INTERCHANGE



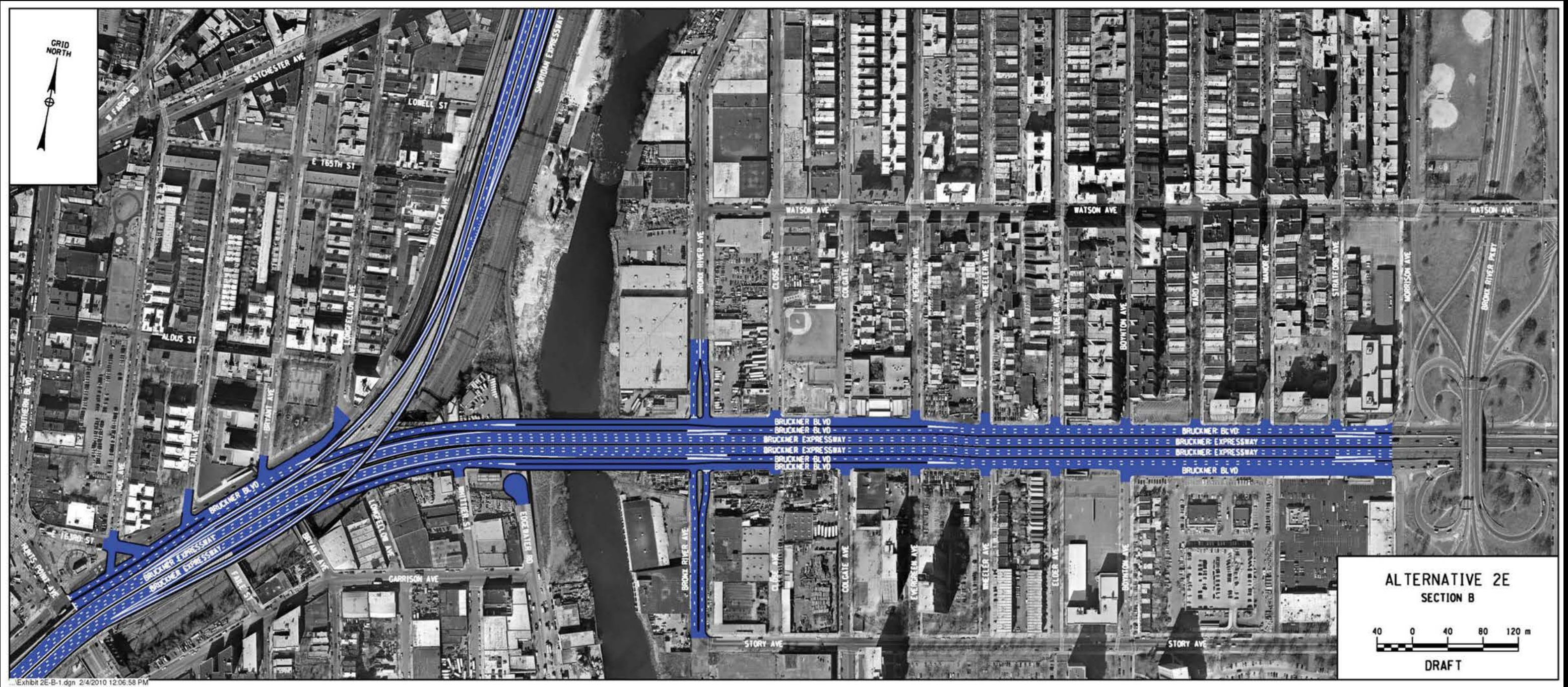
Area

- Bruckner Sheridan Interchange – approximately Hunts Point Ave to Bruckner Bridge
- Important route for vehicles traveling to and from businesses on Hunts Point peninsula

Issues

- Bruckner interchange with Sheridan is substandard and in need of reconstruction in order to eliminate bottle neck
- Few safe connections between Hunts Point and neighborhoods to the north
- Connections to and between Bronx River and South Bronx Greenways are complicated by location of existing infrastructure and truck routes
- Bruckner Bridge only connection east west for pedestrians/cyclists
- Vehicles exiting Sheridan at Westchester Avenue currently merge with Bruckner Boulevard at Whitlock uncontrolled

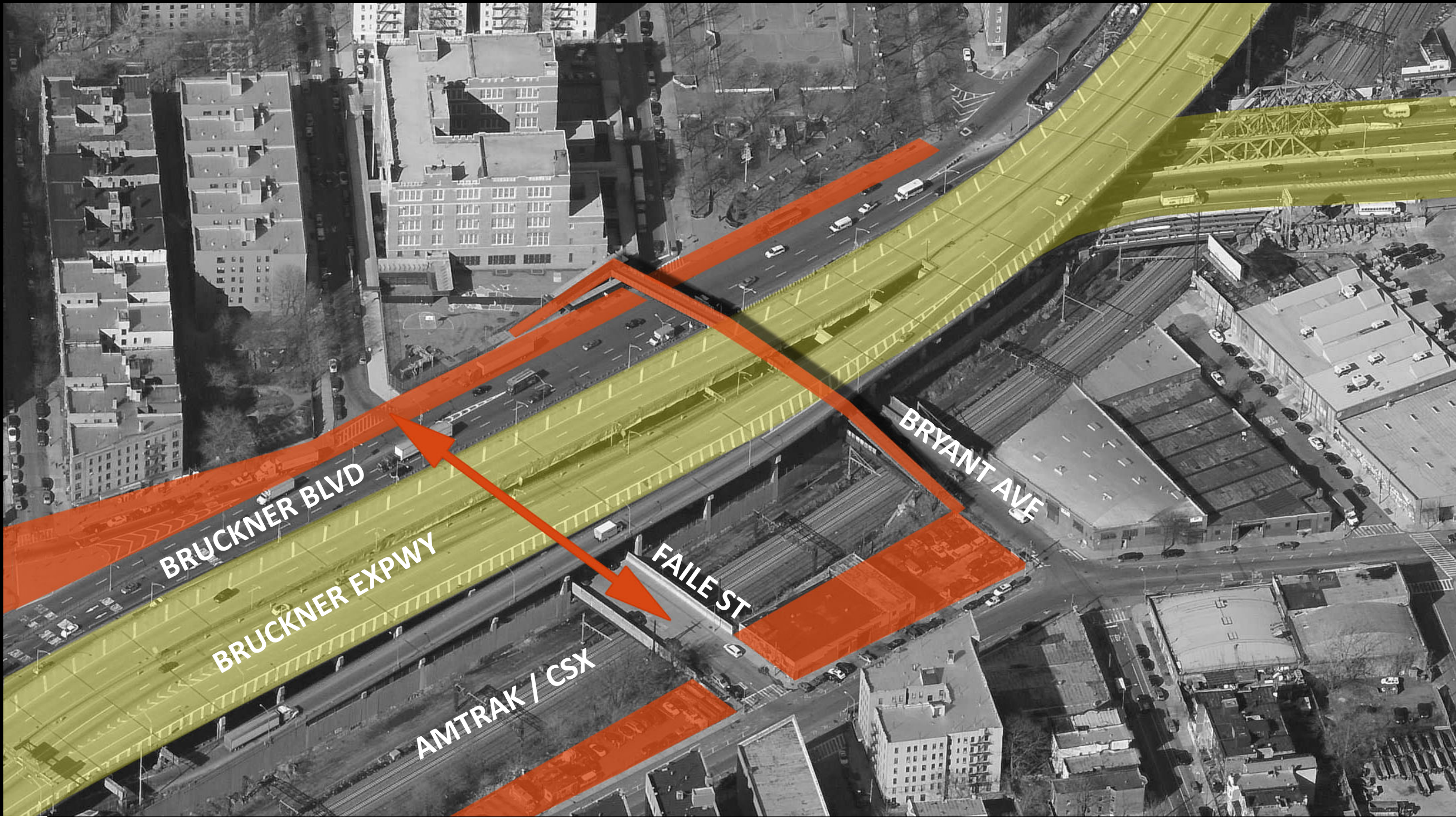
FOCUS AREA: BRUCKNER SHERIDAN INTERCHANGE






NYS DOT

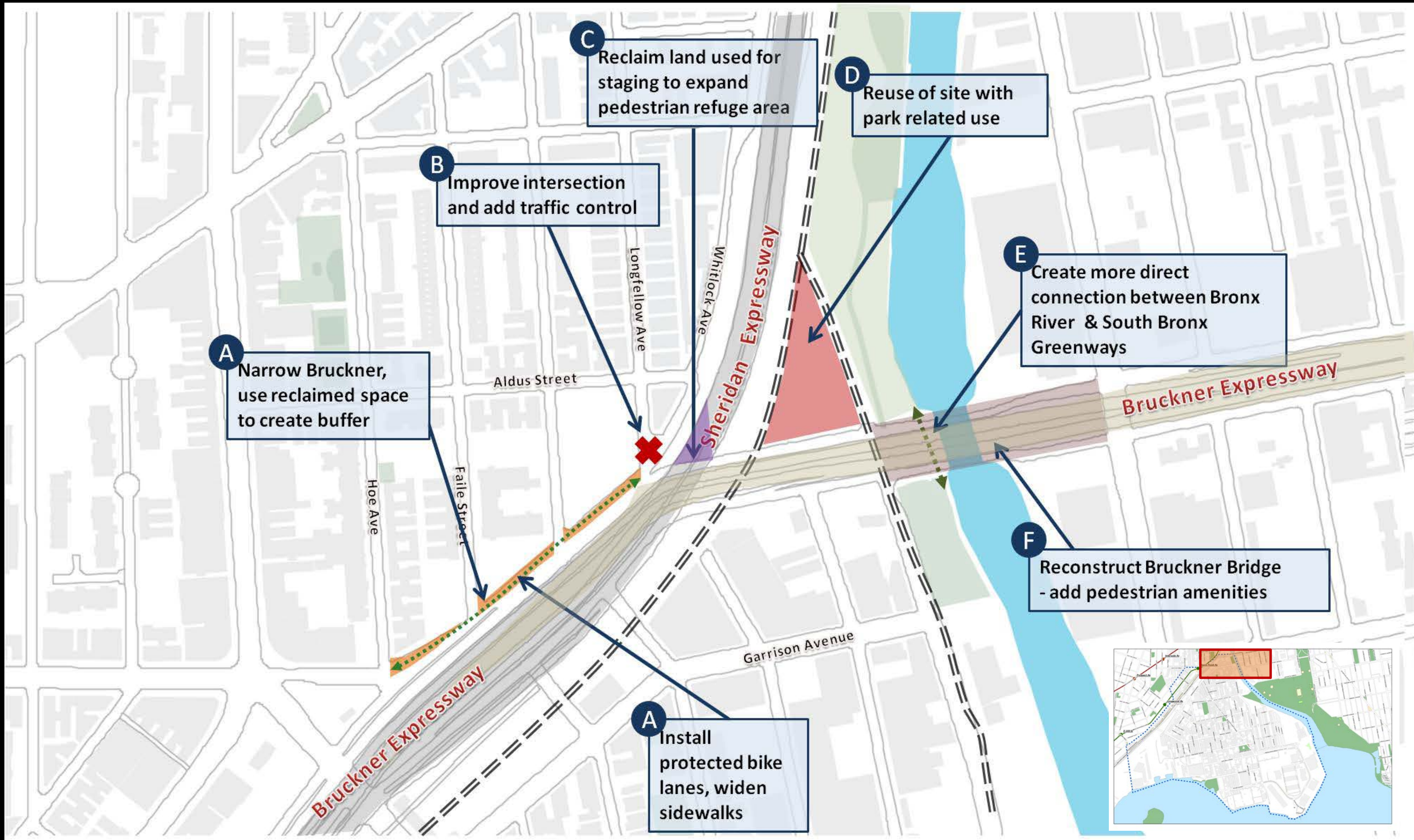
- SDOT proposal to ameliorate sub-standard curve and traffic congestion at interchange
- Potential for significant improvements to the pedestrian environment adjacent to interchange

BRUCKNER SHERIDAN INTERCHANGE



- SDOT BRUCKNER / SHERIDAN STUDY 
- PLANNED IMPROVEMENTS 
- POTENTIAL IMPROVEMENTS 

FOCUS AREA: BRUCKNER SHERIDAN INTERCHANGE – SUMMARY OF PROPOSALS



BRUCKNER BOULEVARD



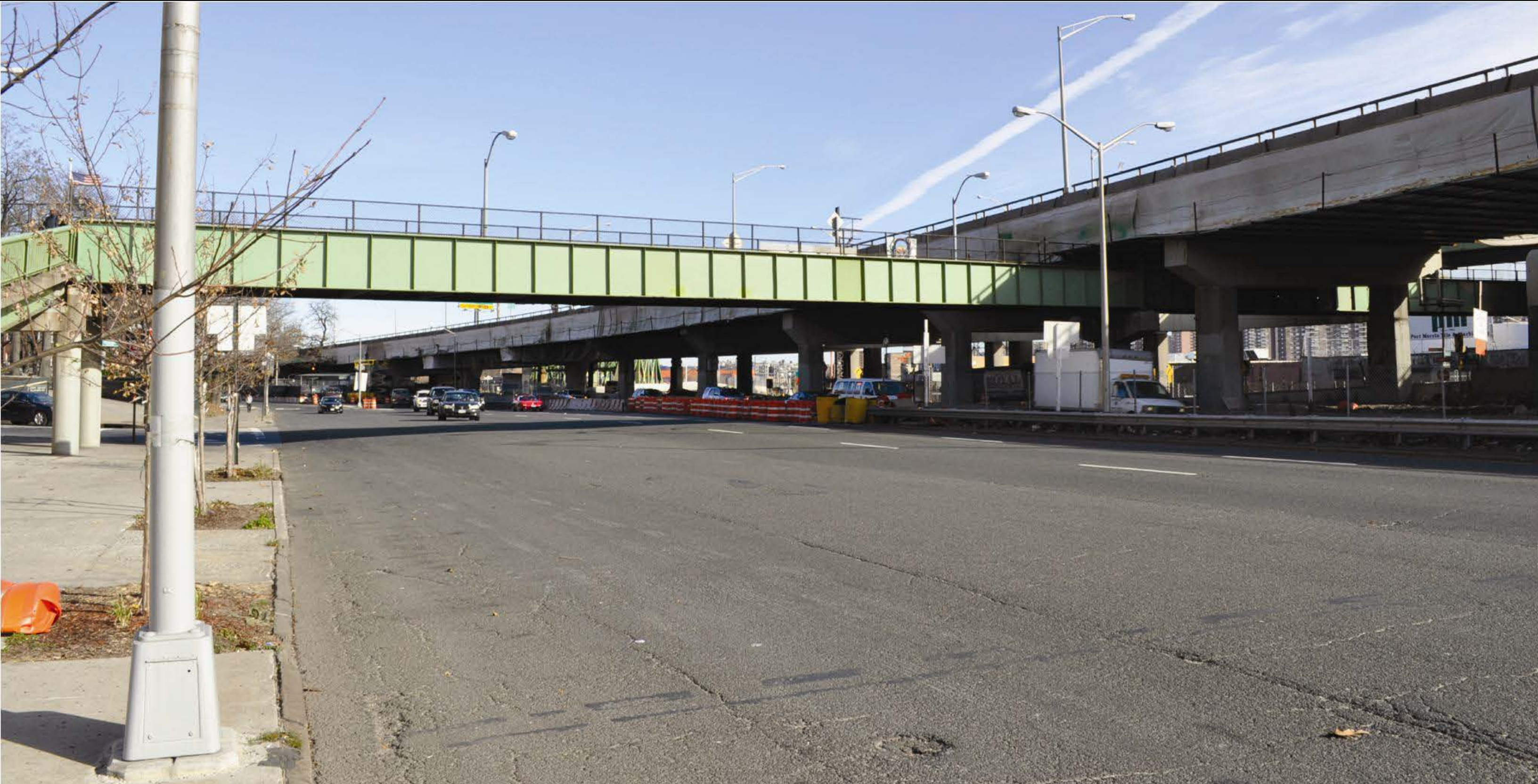
View of Bruckner Blvd at Whitlock



View of Bruckner Blvd towards Hunts Point Ave

- Wide street (+65')
- High speed traffic adjacent to park, school and bike routes
- No buffer protection for pedestrians and cyclists

BRUCKNER BOULEVARD



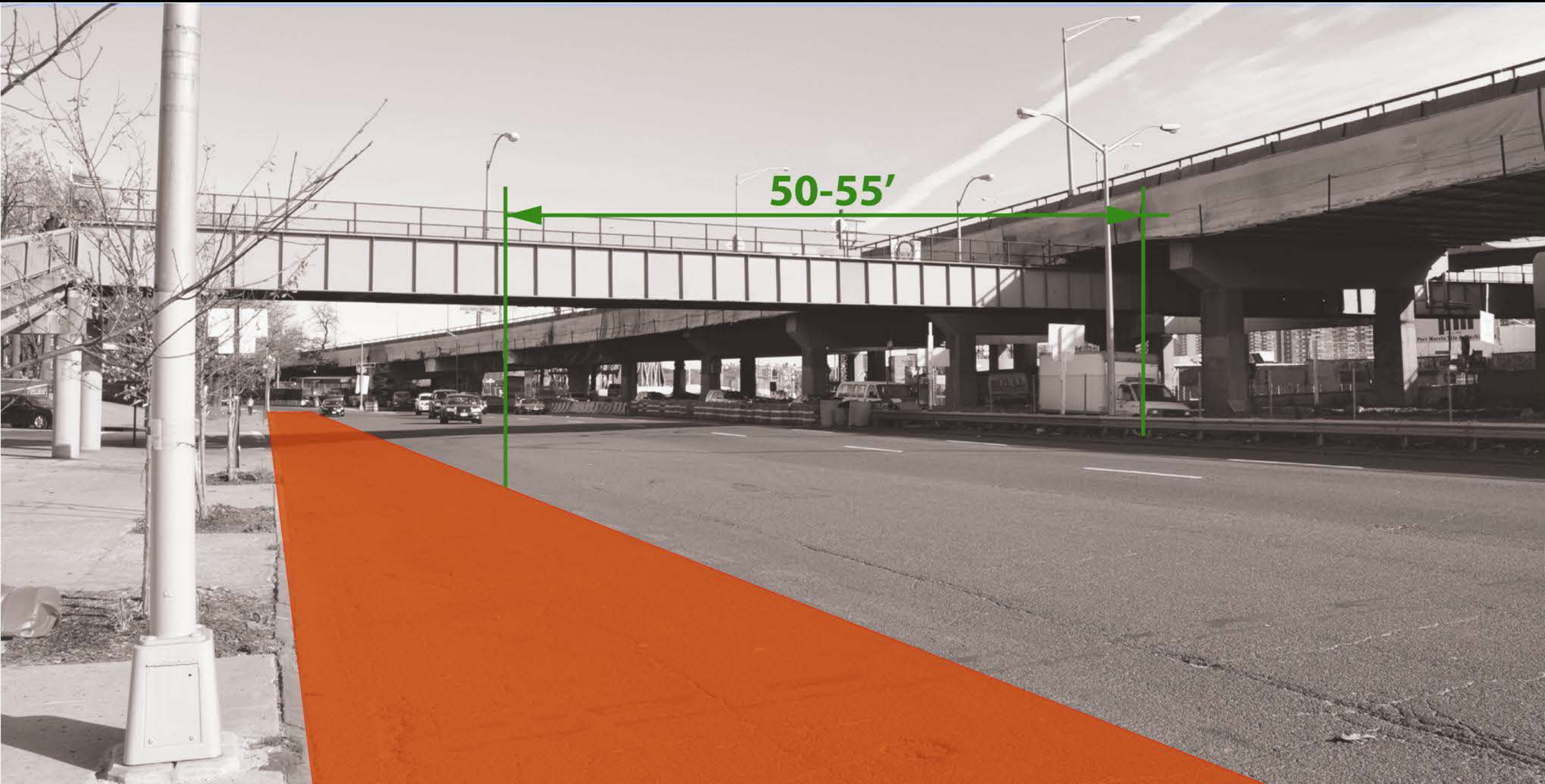
View Bruckner Boulevard south bound

BRUCKNER BOULEVARD



Wide street with high speed traffic adjacent to pedestrian realm

Bruckner Boulevard



Potential narrowing of roadway could allow for buffer from road

Precedents: Pedestrian Buffer



Jonathan Maus/BikePortland

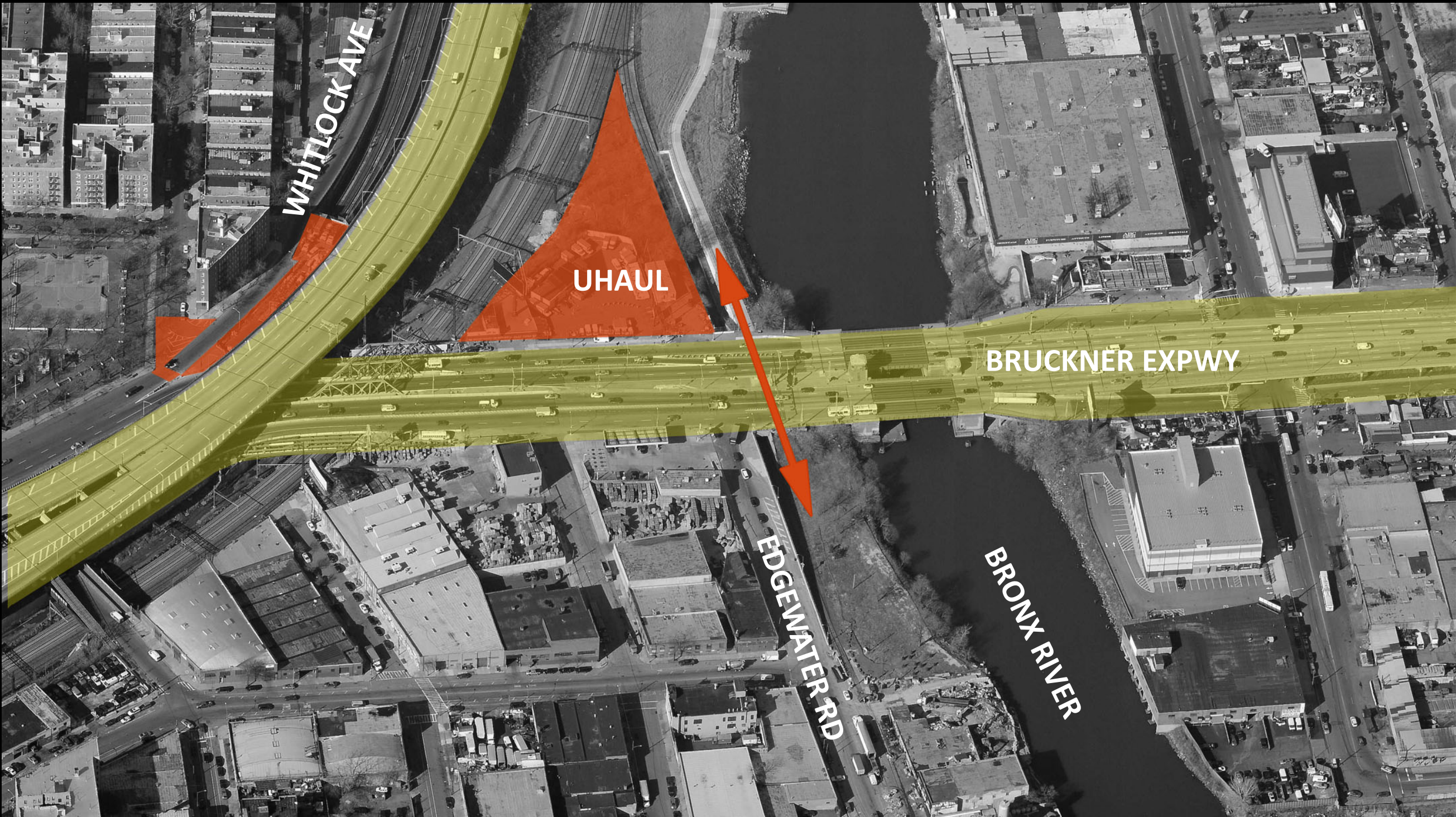
Protected bike lanes, Flushing Ave, Brooklyn






NYCDOT

Planted buffer, Queens Plaza, Queens

BRUCKNER – SHERIDAN INTERCHANGE



- SDOT BRUCKNER / SHERIDAN STUDY 
- PLANNED IMPROVEMENTS 
- POTENTIAL IMPROVEMENTS 

BRUCKNER – SHERIDAN INTERCHANGE



View sidewalk adjacent to U-Haul site



View sidewalk under Bruckner/Sheridan Expressway

Current connection to Concrete Plant Park and Bronx River Greenway. Poor pedestrian experience and safety. Construction staging areas should be reused to construct safer crossing at Whitlock and Bruckner. Explore strategies for redeveloping UHAUL site adjacent to Concrete Plant Park.

WHITLOCK at BRUCKNER



View of Whitlock Ave approaching Bruckner Boulevard – uncontrolled traffic merge and pedestrian crossing

WHITLOCK at BRUCKNER



- Potential to reclaim areas now used for staging to expand pedestrian refuge areas
- Install traffic controls to provide safer merge for vehicles and crossing for pedestrians

SHERIDAN EXPRESSWAY – HUNTS POINT STUDY

Next Steps

- **Ongoing Analysis Winter 2012**
- **Draft Recommendations Spring 2013**
- **Final Recommendations June 2013**