

Recommendations



The City Study focused recommendations both within and beyond the footprint of the Sheridan, casting a wide net into surrounding communities. Over 70 recommendations address local needs and priorities, bring together the myriad of previous planning efforts and documents, and leveraging the improvements and investments made to date in the study area. Priority setting done through the community engagement process produced a planning framework that guided the development of recommendations around three major themes.

- Connectivity and Access
- Sustainability and Environmental Health
- Neighborhood Vitality

Recommendations for the Sheridan Expressway and study area neighborhoods are summarized here along with strategies for implementation.

THE PLANNING FRAMEWORK

A planning framework focused on improving area connectivity & accessibility, sustainability & environmental health and enhancing neighborhood vitality informed design scenarios for the Sheridan Expressway, the identification of opportunity or focus areas and final recommendations. This planning framework, established early in the City study process, reflects local priorities, city policy objectives and considers best practices in infrastructure design and neighborhood development.

CONNECTIVITY AND ACCESS

“The best cities in the world today approach streets as vital public places that foster social and economic activity, in addition to their more traditional role as corridors for travel.” (NYCDOT Sustainable Streets Strategic Plan)

Addressing connectivity and access issues in the City study area requires consideration of the recreational, social and economic potential of the city’s streets. If viewed as an asset, streets can be used to create great destinations and vibrant street life leading to safer and more enjoyable spaces. In the land use study area however, streets are often a deterrent to neighborhood connectivity and pedestrian mobility.

The study team examined the streets in the study area from the point of view of regional and local economic development, connectivity for the local community, and as public spaces fronting on stores, housing and schools. In the study area, many barriers exist to east-west connectivity, and this was factored into the value of the varied interventions proposed as part of the redesign scenarios for the Sheridan Expressway, which generally increased connectivity for local trips while speeding regional traffic on its way.

Only four east-west surface roads connect South Bronx neighborhoods that lie on opposite sides of the Bronx River. These key connectors (E Tremont, E174th, Westchester Avenue and Bruckner Boulevard) are a major focus of the City study. Due to the volume of vehicles and pedestrians sharing these often congested local thoroughfares, study recommendations focus on creating new connections, improving the pedestrian experience and, where possible, eliminating points of conflict. Several study recommendations would create new connections and improve the pedestrian experience along these routes. Intersections with a high incidence of traffic injuries and fatalities were further targeted for traffic calming and intersection redesign to clarify traffic movements.

In addition to the surface roads that traverse the study area, four expressways impact the area’s character: the Bronx River Parkway and the Cross-Bronx, Sheridan and Bruckner Expressways. Managing traffic flow onto and off of these expressways is critical to improving traffic safety throughout the study area. These limited-access roadways create barriers to connectivity for local traffic and businesses. Connectivity is further hindered by variable topography, especially around the Bronx River, and rail corridors served by New York City Transit, Metro North Railroad and Amtrak.



EFFICIENT LOCAL AND REGIONAL TRANSPORTATION NETWORK

The Sheridan Expressway links the Bruckner Expressway at its southern end and the Cross Bronx Expressway to the north. Many vehicles using the Sheridan each day are traveling to and from the Hunts Point peninsula. Vehicles traveling to Hunts Point from the Sheridan however, must exit onto local streets and travel over a mile in order to reach their destination. Quick access to an efficient regional transportation network is essential to support the continued growth of this thriving industrial neighborhood. Redesigning the Bruckner-Sheridan interchange and constructing new entrance and exit ramps along the Bruckner Expressway would ease traffic flow while providing direct access to Hunts Point, and could remove a significant amount of truck traffic from local streets.

Recommended actions should promote strategies that:

- Increase efficiency in highway system including improved vehicle access to the Hunts Point peninsula.
- Remove bottlenecks and points of conflict within the network.
- Leverage changes to area highways to improve the pedestrian and bicycle network.

ACCESSIBLE PARKS AND WATERFRONT

The Bronx River Waterfront is the focus of numerous efforts to improve its ecological health, provide a recreational and an environmental resource and realize a continuous waterfront greenway. There are many points along the river that if developed would support greenway connectivity and open up new points of access. In addition, access to existing parks should be improved.

Support ongoing efforts by recommending actions that:

- Establish more direct, pedestrian-friendly routes to neighborhood parks, Bronx River waterfront and Greenway.
- Create new off-street, waterfront connections between now disconnected sections of the Bronx River Greenway.
- Enhance visual connections to the Bronx River, enticing more patrons to the waterfront and providing additional levels of safety.

IMPROVED TRANSIT ACCESS

Neighborhoods in the study area are transit rich, served by several subway and bus lines. Transit ridership in the area is above 50 percent and is the primary way residents travel to work. The Metro North commuter rail station planned for construction at Hunts Point Avenue will bring another transit resource to the area and make public realm improvements all the more necessary and impactful. Amenities like bus shelters, bicycle infrastructure and public plazas, along with simplified crossings at major intersections can amplify transit accessibility and ridership. Zoning changes near existing transit, such as at Whitlock Avenue and Westchester, should focus on increased housing density and street activity.

Recommended actions should promote strategies that:

- Improve public transit access and options, specifically in areas where direct access to subways is limited.
- Consider zoning actions and land use policy that encourage new development or densification and active uses near transit.
- Implement wayfinding, enhance streetscape and provide public spaces near transit.

WALKABLE STREETS

Throughout the study area, proposed changes to the Sheridan will trigger related streetscape and infrastructure improvements. Traffic volumes along corridors such as West Farms Road and Bronx River Avenue, an already challenging pedestrian/cyclist environment, will grow as traffic patterns change. Improvements to pedestrian crossings and bridges and confusing intersections could support active uses and improve the overall quality of life in the area.

Recommended actions should promote strategies that:

- Establish safer, more attractive routes to important neighborhood destinations.
- Simplify complicated intersections especially near transit and entrances to parks.
- Improve network conditions for all users, especially children, seniors, and persons with disabilities.

SUSTAINABILITY AND ENVIRONMENTAL HEALTH

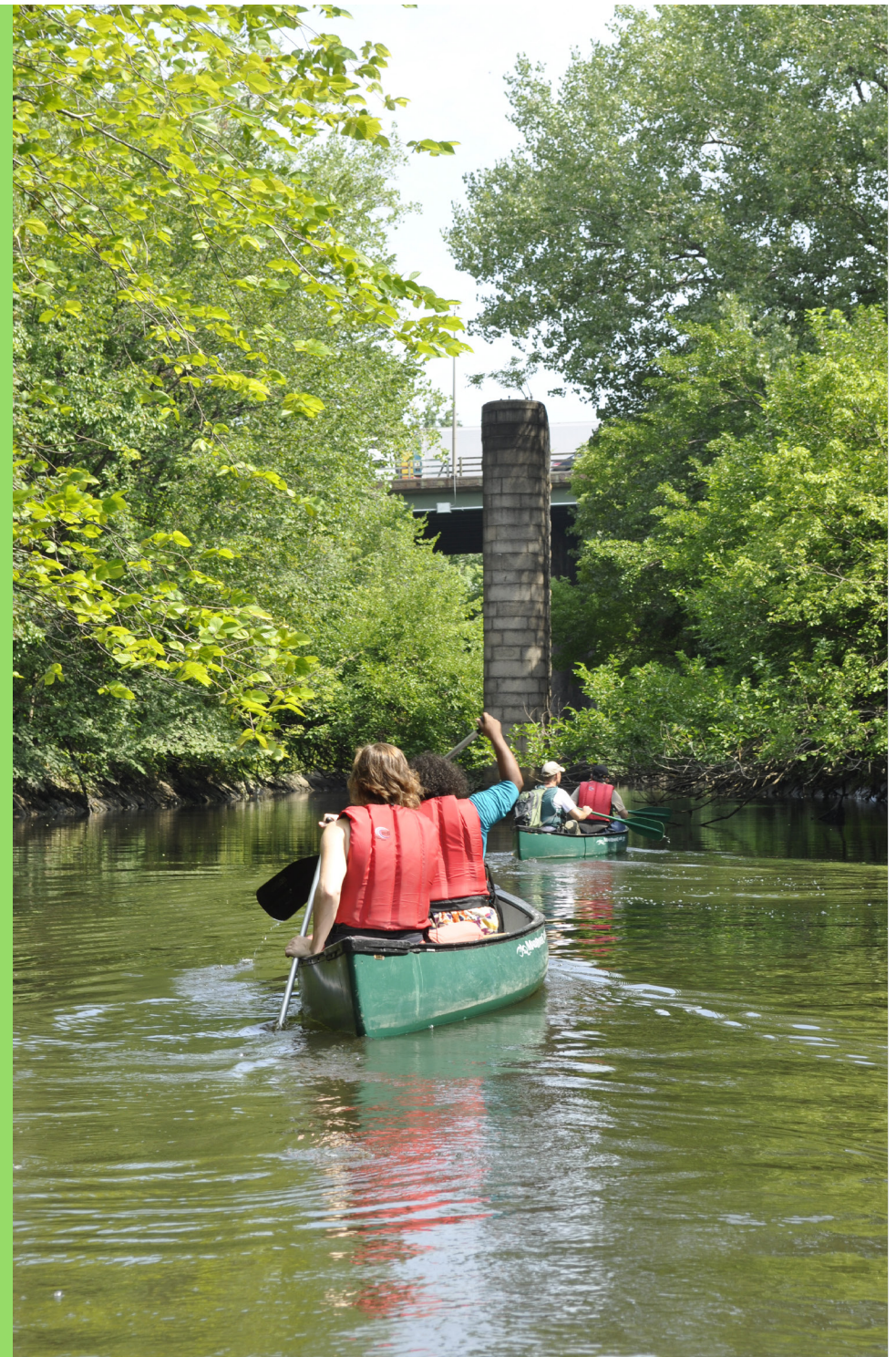
Sustainability means encouraging appropriate growth in areas well served by transit. It means nurturing neighborhoods that provide employment opportunities and housing choices at multiple income levels. It means conserving energy and water in buildings, and cultivating neighborhoods that contain a vibrant mix of uses, including retail that offers healthy foods and other services within walking distance of residences. It means supporting the work of government, communities, and businesses already working to make New York greener and greater.

As laid out in PlaNYC, the City's sustainability goals include promoting sustainable growth in areas served by transit, improving quality of life throughout the city's neighborhoods, and enhancing the quality of the natural environment. These overarching goals have shaped the recommendations of this report, which taken together represent a step toward a more sustainable future for the neighborhoods around the Sheridan Expressway.

The efforts of local leadership with the cooperation of government agencies has had a positive impact on the quality of life of study area residents. Brand new parks and affordable housing particularly have begun to change the character of the area. These investments have created a momentum the study seeks to fortify through its recommendations and subsequent improvements. Though local opportunities for recreation and healthier lifestyles have increased, there is room for further progress in the form of better access to new parks as well as to healthier food options, and working to address health concerns such as obesity, diabetes and asthma. Ongoing citywide efforts like FRESH incentives to encourage full line grocers in underserved areas, to expand cycling as a convenient and efficient mode of transportation and to invest in green, high performance infrastructure will affect the future of the neighborhood and ultimately, the redesign of the Sheridan Expressway and parallel zoning actions.

Another key element of sustainability and community well-being is climate resilience. While New York City has been proactive in grappling with the potential impacts of climate change, Hurricane Sandy, which hit the city in October 2012, provided evidence of the destructive potential of climate events. Though comparatively few waterfront sites in the study area were impacted during this storm because it hit during low tide on the Long Island Sound, future coastal storms could potentially have devastating effects on low-lying coastal areas, including Hunts Point.

The Hunts Point peninsula is surrounded by the East and Bronx Rivers, and FEMA's latest maps for the 100-year flood plain cover a substantial portion of the peninsula, including significant portions of the Hunts Point Food Distribution Center (FDC) and other critical infrastructure. A Stronger, More Resilient New York, the report of the Mayor's Special Initiative for Rebuilding and Resiliency (SIRR), identifies food distribution and other uses on Hunts Point as priority focus areas for resilience to coastal flooding. Any future changes to the Bruckner and Sheridan Expressways and related waterfront zoning and development plans will also be informed by new flood risk information and strategies to improve resilience.



IMPROVE THE HEALTH OF THE BRONX RIVER

The industrial and heavy commercial sites along the southern Bronx River are almost completely impervious, contributing to combined sewer overflows (CSO) directed into the river when drainage systems are overwhelmed. Elevation changes and high bedrock complicate storm water filtration in some areas. Several efforts to ameliorate the amount of pollution and debris that flow untreated into the river during heavy rain events are ongoing. The NYC Department of Environmental Protection has made the area a high-priority sewershed, issuing green infrastructure grants and otherwise supporting projects that improve water quality. Proposed changes to the Sheridan Expressway can further support ongoing efforts, reducing impervious surfaces in the watershed and creating opportunities to realize more sustainable, high performance development.

Make the Bronx River a central focus of future planning and design by:

- Exploring area-wide zoning changes to guide development of waterfront sites. Changes could provide a framework for land use, density, and bulk, and capitalize on opportunities to promote stormwater management and green infrastructure in new development near the Bronx River.
- Addressing water quality issues through a range of best management practices related to CSO events as well as direct runoff to the Bronx River.

HEALTH AND WELL-BEING

Health statistics for the study area population portray a community faced with high rates of illnesses such as asthma, heart disease and obesity. Full service food stores are limited in the area, constraining the easily accessible dietary choices. Residents are also exposed to air pollution from area highways and local roads. Green space that does exist is difficult to access, limiting the number and range of residents able to use the space for exercise or recreation. Public realm improvements, like those recommended, can support positive community health outcomes. Decreasing the width of the Sheridan Expressway and Bruckner Boulevard for example could allow new pedestrian and bicycle amenities to be constructed in excess right-of-way now used by vehicles.

Recommended actions should promote strategies that:

- Expand the Bronx River Greenway and create green buffers along the Sheridan Expressway and Bruckner Boulevard as part of any redesign and reconstruction of the Sheridan Expressway and Bruckner-Sheridan Interchange.
- Identify key improvements to the pedestrian realm to improve walkability and perceptions of safety, increasing likelihood of activity.
- Improve pedestrian connections between the Hunts Point peninsula and adjacent neighborhoods. Make existing crossing safer and accessible.

CLIMATE CHANGE AND RESILIENCY

A wide variety of research, planning, and capital improvement efforts will help the city prepare for climate risks and make flood-vulnerable areas more resilient. Industry and facilities on the waterfront need to be able to restore functionality quickly following flood events or other disasters, and to survive flooding without adverse environmental consequences to themselves or neighboring areas. Cost-effective pollution prevention practices, such as those being explored through DCP's Open Industrial Uses Study, can make unenclosed industrial facilities more resilient to coastal flooding. FEMA will be issuing new flood maps, and the City is strengthening building code standards; both would help shape future development on sites in the study area that fall within the flood zone.

Future planning and design should reinforce these efforts by:

- Improving flood protection through adherence to appropriate building standards in new development, and promoting retrofitting of existing buildings on sites vulnerable to flooding.
- Identifying opportunities to implement storm water management best practices in areas where shallow bedrock levels limit the potential for below-grade storm water detention and filtration.
- Restoring coastline areas where possible to natural, soft edges, increasing ability to absorb stormwater, slowing river flow and reducing potential for erosion.
- Strengthen and increase the resilience of the infrastructure supporting the food distribution center.

BROWNFIELDS

Along the Bronx River Waterfront, multiple opportunities exist to remediate and redevelop brownfield sites, particularly along Bronx River Avenue and adjacent to the Sheridan. The largest vacant site in the study area is located in Soundview, adjacent to an existing residential community as well as a regional park. The site presents an opportunity to provide direct waterfront access for thousands of residents while generating economic activity on a now inactive, contaminated site. Similarly, remediation of waterfront lots adjacent to the Sheridan and on Westchester Avenue coordinated with zoning changes could create new, active uses near transit and existing parkland.

Encourage the redevelopment of underutilized sites by:

- Supporting remediation and redevelopment of existing and potential brownfield sites along the Bronx River through exploration of environmental conditions.
- Identifying funding sources for environmental testing on potential development sites.
- Pursuing Brownfield Opportunity Areas funding where appropriate to facilitate planning for the future of key brownfield sites.

NEIGHBORHOOD VITALITY

A complete neighborhood is one that responds to how people live, work and play and has amenities that allow this to occur in an accessible and affordable way. A complete neighborhood provides easy access to a range of businesses and services, multiple forms of transit, healthy food, parks and gathering places. This interconnected network of places and activities provides residents with options to lead more active lifestyles, fulfill everyday needs locally and connect to job centers regionally. Along with affordable housing and public transit, clusters of services can strengthen both neighborhood livability and the local economy. A market analysis conducted in 2010 by WHEDCo¹ found that retail leakage, or unmet demand, in the area was as much as \$146 million per year, due to the lack of retail diversity along neighborhood commercial corridors. Strengthening existing neighborhood hubs and commercial corridors, providing opportunities for the development of affordable housing and a broader array of retail establishments and services were all described as local priorities by stakeholders involved in the City Study planning process.

Vibrant hubs are central to complete neighborhoods. When neighborhood centers are successful, they are walkable, well-designed spaces that are easy to navigate, feel safe, connect important destinations, and promote a sense of place. Pedestrian-oriented design of streets and sidewalks as well as a variety of transportation options are crucial components of successful hubs that also play a role in improving public health by encouraging physical activity. West Farms Square, E 174th Street at Southern Boulevard, Westchester and Hunts Point Avenues are all local transit and retail centers with differing degrees of success. Planned and future investments can be most supportive if an integrated approach is adopted in planning and design. For example, planned transit enhancements could include funding for pedestrian realm improvements like wayfinding and signage. The design of new housing developments, currently being considered, could intentionally activate adjacent sidewalks, waterfront or plazas.

The City study area is comprised of a set of diverse yet interdependent neighborhoods. The planning process provided a platform for identifying local priorities, issues and opportunities shared across neighborhoods. Past economic disinvestment has had a significant impact on these neighborhoods, leaving current stakeholders faced with serious challenges as well as tremendous opportunity. There are a host of issues to address in study area communities, but many of the building blocks of complete neighborhoods - a long history of cultural innovation, strong, long-standing community organizations and a tradition of community based planning - already exist.

Today, arts, environmental justice, community development and youth focused organizations continue to breathe life into otherwise desolate spaces in the area: under rail, on vacant land, over highways and along industrial corridors. Groups like the Bronx River Arts Center, The Point CDC and the Bronx River Alliance have continued to plan for and invest in area neighborhoods. Community initiated planning processes such as the West Farms Renewal Implementation Strategy and the Bronx River Greenway Plan capitalize on unique cultural and physical characteristics of the South Bronx. Future investments in these neighborhoods should follow this lead by enhancing and celebrating neighborhood character and vitality developed over many years of hard work, vision and ingenuity.



¹ Women's Housing and Economic Development Corporation

LEVERAGE COMMUNITY ASSETS

Encourage visitors to the area by improving accessibility of existing amenities and linking the now disparate points of interest which include access points along the Bronx River, Greenways and bike paths, the Bronx Zoo, neighborhood shopping districts, arts, cultural and medical institutions.

Recommended actions should incorporate strategies for:

- Enhancing cultural and public uses; preserving and celebrating historical and cultural resources.
- Implementing a wayfinding system that would span the neighborhoods and amenities located along the Bronx River from West Farms Square to Hunts Point.
- Introducing art and aspects of local social and cultural history into pedestrian and bicycle infrastructure.
- Supporting the health of existing and establishment of new locally owned and food related businesses.

QUALITY DESIGN AND DEVELOPMENT

New developments occurring in concert with redesigning the Sheridan Expressway should observe best practices for designing dynamic neighborhoods and complement existing neighborhood context. By identifying design principles for the scale and variety of new development, the recommendations seek to strengthen the vibrant communities that already exist in the study area and encourage interaction between pedestrians and the built environment. New development should relate well to the public realm. Active design strategies that are in human scale and include public plazas and green spaces should be included in site design. Water adjacent properties should allow public access to the East and Bronx Rivers.

Future planning and design should incorporate quality design principles by:

- Developing an urban design and land use framework for development on Bronx River waterfront sites.
- Including public spaces, designed to maximize active use, into redevelopment plans.
- Including best practices in waterfront development in New York City into plans for Sheridan Expressway/Bronx River adjacent sites. Particular attention should be paid to upland and visual connections, active ground floors/mix of uses and public realm improvements at the water's edge.

COMPLETE NEIGHBORHOODS

Throughout the planning process, community members have consistently called for “complete neighborhoods”, naming affordable housing, locally focused retail, recreational space and public realm improvements as high priority considerations for future development. City policy, zoning and design guidelines are all tools to achieve the goal of building complete neighborhoods. Zoning and land use assessments should be initiated throughout the study area where initial analysis has determined existing zoning is incompatible with land uses or current development trends, where a zoning change would be required to facilitate changes to the Sheridan, or near subway stops where residential or commercial density is low.

Respond to community priorities by recommending actions that:

- Support a diversity of housing options and types that accommodate different family sizes and are affordable to residents across the economic spectrum.
- Encourage development of full service neighborhood centers near transit and transit facilities.
- Develop a land use strategy that addresses needs and leverages opportunities at Westchester and Whitlock Avenues - an area served by transit, significant new housing development, multiple parks and schools.
- Provide accessible, pedestrian-friendly streets with high connectivity, traffic calming features, landscaping, lighting and benches.

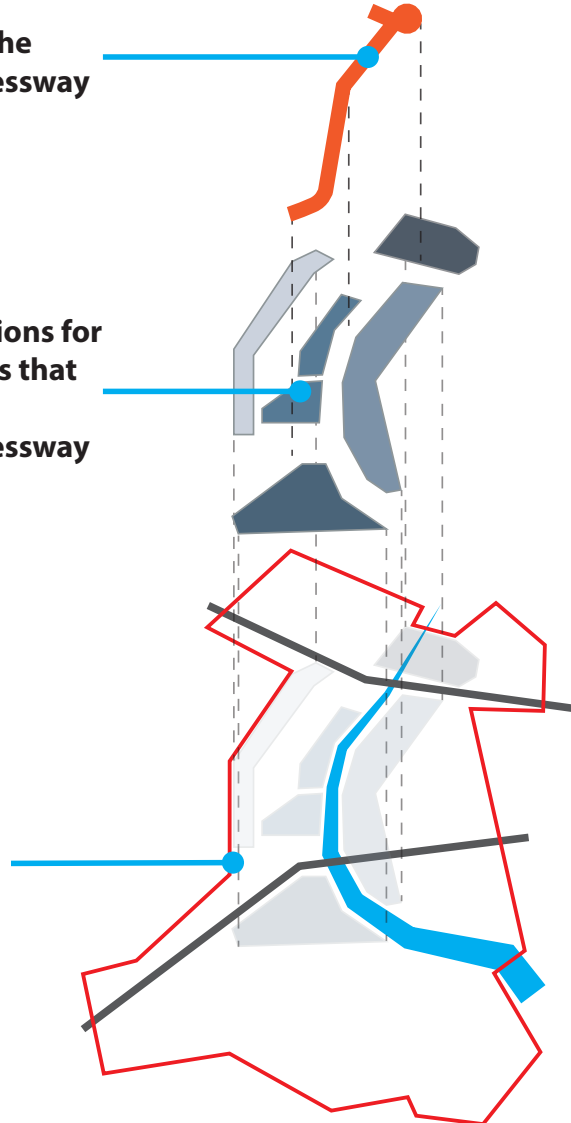
Approach to Recommendations

Recommendations were developed at three levels. Broad policy recommendations relate to the entire study area and provide an overall vision for future implementation. The most extensive set of recommendations is at the neighborhood level and attempts to advance solutions that address many of the area's critical issues. Finally, specific recommendations for redesigning the Sheridan Expressway and related highway improvements are grounded in the overall vision and related to neighborhood recommendations.

Re-designing the Sheridan Expressway

Recommendations for Neighborhoods that Surround the Sheridan Expressway

STUDY AREA



Neighborhood Recommendations

Six neighborhood focus areas were identified as part of the planning process. These areas were each the focus of in-depth land use and transportation analysis. In an effort to effectively develop recommendations for this diverse set of neighborhoods, feedback from local officials and community organizations, a review of locally initiated visioning documents, an evaluation of current development trends and population growth were all considered.

East Tremont

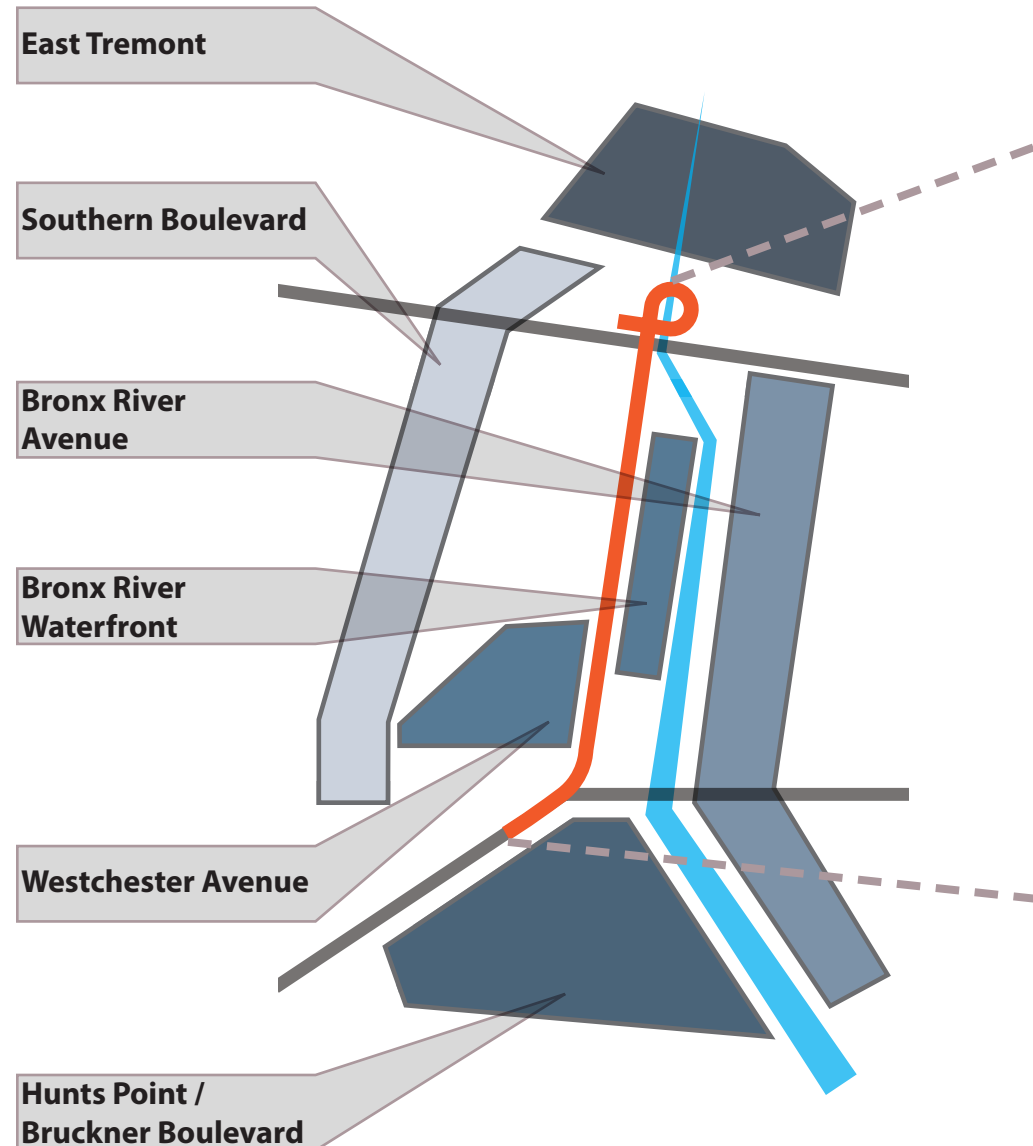
Southern Boulevard

Bronx River Avenue

Bronx River Waterfront

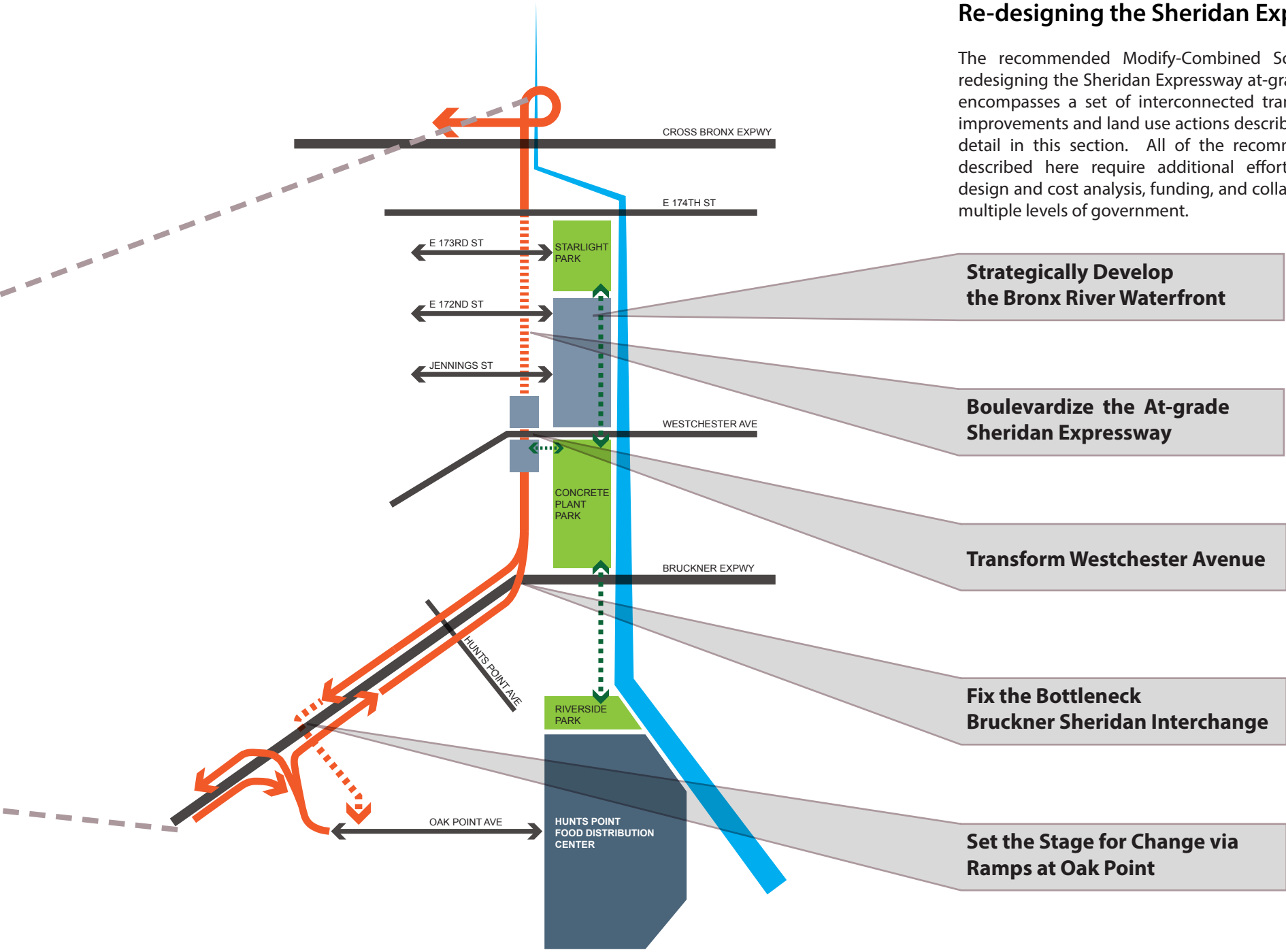
Westchester Avenue

Hunts Point / Bruckner Boulevard



Re-designing the Sheridan Expwy

The recommended Modify-Combined Scenario for redesigning the Sheridan Expressway at-grade section encompasses a set of interconnected transportation improvements and land use actions described in more detail in this section. All of the recommendations described here require additional effort including design and cost analysis, funding, and collaboration at multiple levels of government.



Strategically Develop the Bronx River Waterfront

Boulevardize the At-grade Sheridan Expressway

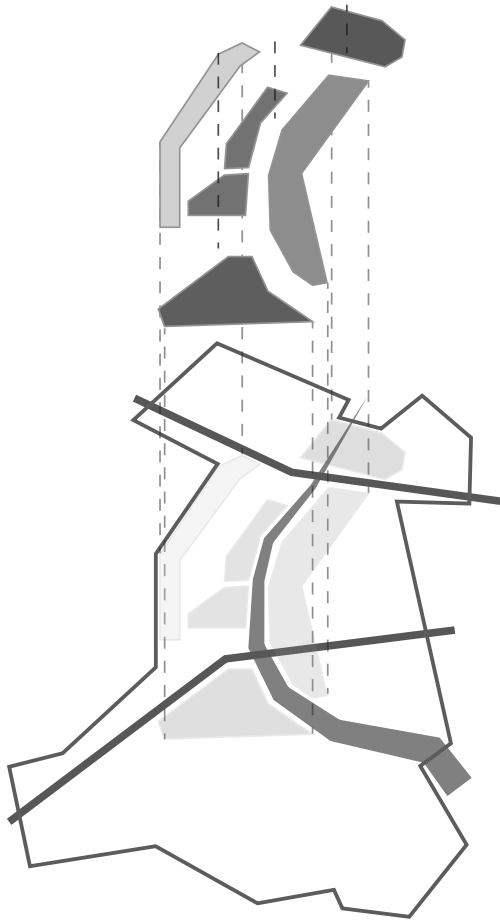
Transform Westchester Avenue



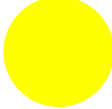
Fix the Bottleneck Bruckner Sheridan Interchange

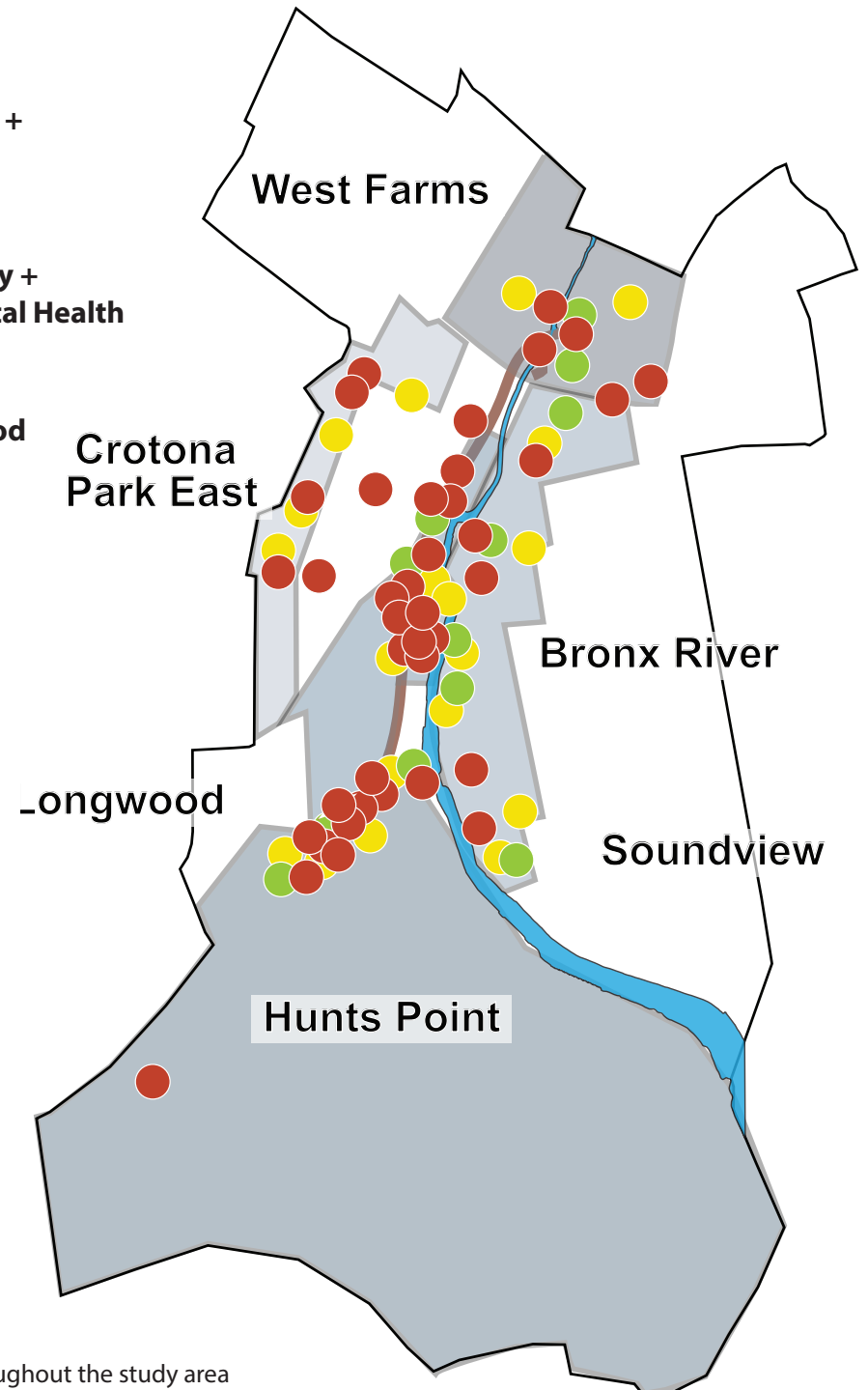
Set the Stage for Change via Ramps at Oak Point

Neighborhood Recommendations

A full set of comprehensive recommendations for each neighborhood focus area can be found in the detailed Sheridan Expressway - Hunts Point Land Use and Transportation Study report to USDOT, accessible on the project website at www.nyc.gov/sehp.



-  **Connectivity + Accessibility**
-  **Sustainability + Environmental Health**
-  **Neighborhood Vitality**

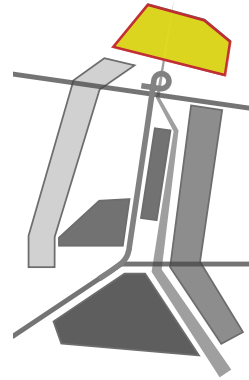


Over 70 recommendations throughout the study area

East Tremont



The major issues affecting this area include a disconnect between neighborhoods and open space resources due to a variety of a transportation infrastructure and complicated intersections. The area has seen a trend towards housing development, which is a divergence from its previous industrial character supported by the current manufacturing zoning.



Improve pedestrian connections by implementing a unified Bronx Park/Greenway wayfinding system from West Farms Square to Hunts Point Avenue and identifying connection points across Cross Bronx Expwy. Maintain essential highway connections and consider a new ramp from Bronx River Pkwy (SB) to ease traffic from 177th Street.

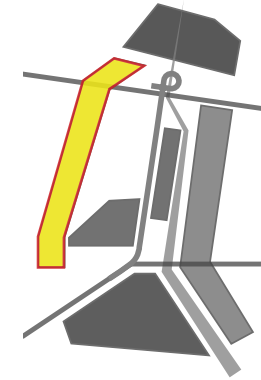
Explore opportunities and strategies for mitigating storm water runoff from MTA bus depot site and work to encourage sustainable development principles in waterfront redevelopment.

Redevelop publicly owned MTA site. Conduct zoning analysis of the focus area to create new opportunities for businesses and affordable housing. Support redevelopment and redesign of West Farms Square including a focus on how the site will relate to the Bronx River waterfront.

Southern Boulevard



Southern Boulevard has attracted new mixed use development in the recent years. However, the transportation infrastructure and zoning need to align with the changing character of the corridor. Ample transit options and proximity to Crotona Park make this area attractive for future redevelopment.



Refurbish the elevated 2/5 subway line with painting and lighting. Improve the geometry and wayfinding of intersections at 174th Street, Freeman Street and Westchester Avenue. Explore creation of public plaza at Freeman Street. Plant street trees and improve sidewalk along Southern Boulevard.

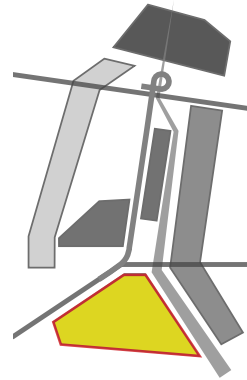
Install new street trees along Southern Boulevard. Work with relevant agencies to redevelop now vacant, publically owned lot (Hoe Ave tot lots) in the focus area. The site would be appropriate as parkland as the area is currently underserved.

Rezoning targeted areas along Southern Boulevard to facilitate an active mixed use corridor with new opportunities for housing, jobs and retail.

Hunts Point / Bruckner Boulevard



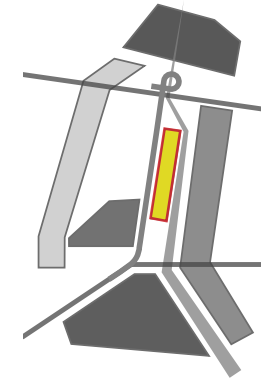
The goals for the Hunts Point/Bruckner area were to address pedestrian and traffic concerns in order to maintain the vitality of the residential and business community. Along with traffic concerns, the area is affected by air and noise pollution, lack of transit options and full service grocery stores.



Bronx River Waterfront



The Bronx River waterfront along the Sheridan Expressway is zoned for manufacturing uses and is mainly occupied by auto-related uses. The lack of public access to the waterfront, uninviting edge conditions of the Bronx River and underutilization of the waterfront properties are the challenges affecting this area.



Construct new ramps to/from Bruckner Expressway providing direct access to Hunts Point. Reconstruct Bruckner Sheridan interchange to eliminate bottlenecks and provide safer pedestrian crossings. Improve the Bryant Avenue bridge. Explore the closure of Sheridan on-ramp at Hunts Point Avenue and improve the intersection of Whitlock Avenue and Bruckner Blvd.

Encourage redevelopment of brownfield sites taking advantage of proximity to transit and residential areas. Make streetscape improvements along Garrison Avenue between Hunts Point and Bryant Avenues. Add a green buffer along Bruckner Boulevard where possible.

Encourage reuse and renovation of old Amtrak train station. Encourage active uses on shallow lots along Garrison Ave and in MTA owned property at Hunts Point Ave and Bruckner Boulevard. Explore potential to redevelop Uhaul site (on Bruckner bridge) with use complimentary to Concrete Plant Park and greenway.

Maintain essential roadway connections between Sheridan, Bruckner and Cross Bronx Expressways while improving pedestrian crossings across the expressways. Reclassification, redesigning and reconstruction of the Sheridan between E 174th Street and Jennings Street is a key recommendation.

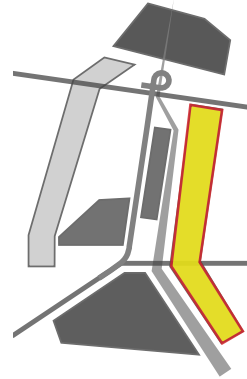
Incorporate elements into Sheridan redesign that reduce surface runoff and promote walkability. Develop the Bronx River waterfront so as to minimize risk of flooding and allow for visual and physical access to the river.

Improve the 174th Street pedestrian bridge through lighting, signage and art so it can function as a gateway to the neighborhoods on either side of Bronx River. Create a zoning strategy which encourages a mix of uses along the Bronx River and facilitates physical improvements to the waterfront.

Bronx River Avenue



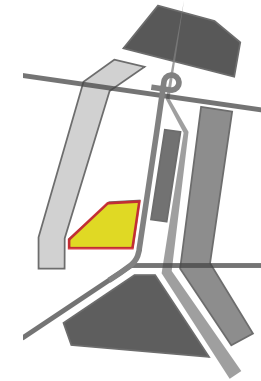
Named for the adjacent waterway, the Bronx River neighborhood is ironically completely disconnected. Improved connectivity, preservation and enhancement of the existing residential community and facilitation of growth of the industrial section of the Bronx River neighborhood were identified as goals.



Westchester Avenue



The Westchester Avenue focus area is bisected by several barriers including the Bronx River, the rail-line, Bruckner Expressway and 6 train. Reconnecting the neighborhood on either side and facilitating the continuation of the commercial corridor across the barriers was a major goal in this focus area.



Facilitate connections between the Bronx River neighborhood and the waterfront including the construction of a new bridge across the railine and river at 172nd Street. Improving streetscape along Bronx River Avenue and safety at major intersections such as at Bruckner Boulevard are key to this area's walkability.

Promote mixed use development at key intersections and encourage redevelopment of vacant sites. Identify economic development policy to support existing and new businesses. Encourage redevelopment of Loral site and publicly owned NYCHA site.

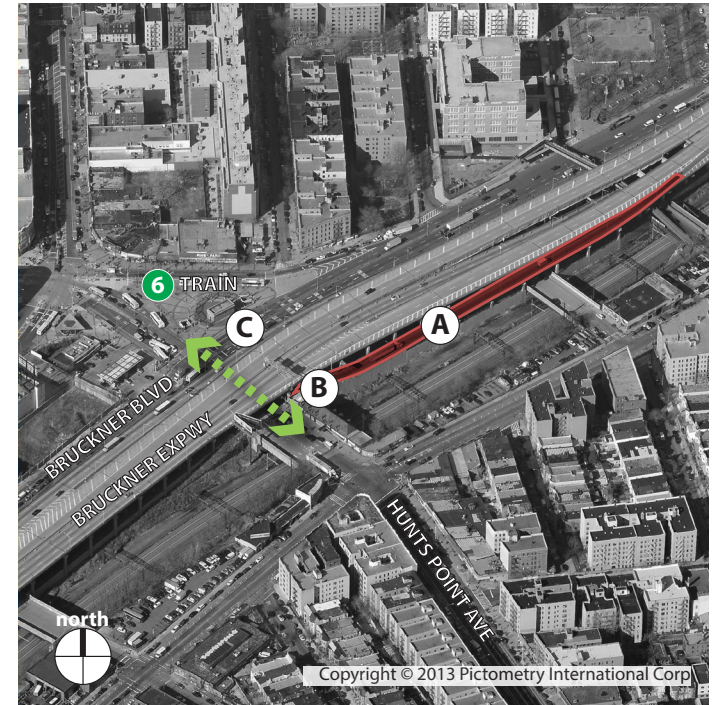
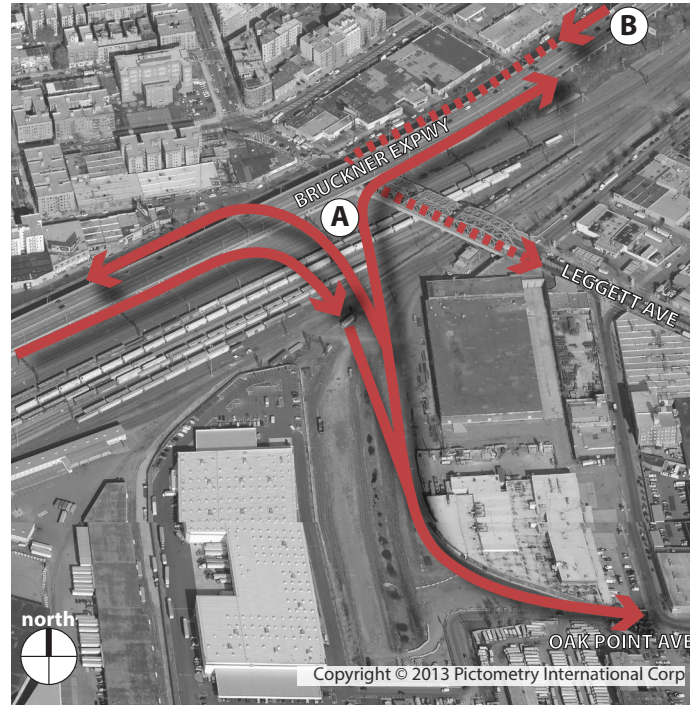
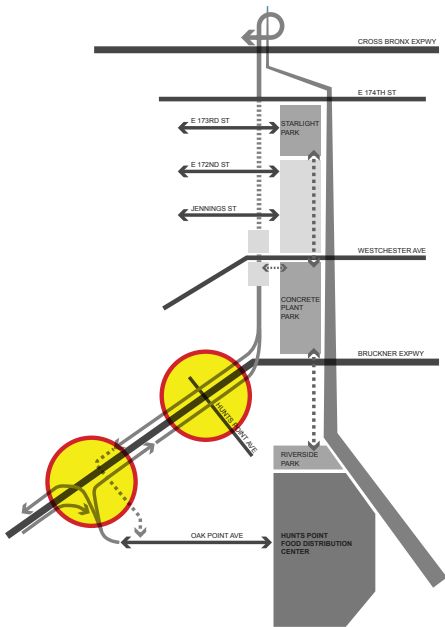
Identify economic development policies that can support existing and attract new industrial businesses to Bronx River Avenue industrial corridor and encourage the redevelopment of area brownfields.

Reduce traffic and pedestrian conflicts by making geometric and traffic changes at Westchester Avenue intersections. Explore closure of Sheridan Expwy SB off-ramp and NB off-ramp at Westchester Ave. Add pedestrian amenities and bike lanes, extend sidewalks where possible and install new screening along Amtrak right-of-way.

Encourage remediation and redevelopment of abandoned gas station. Redevelopment of site is opportunity to visually and physically connect waterfront/greenway/open space to eastern neighborhoods.

Analyze decking at Westchester Ave over portions of Sheridan and/or Amtrak. Evaluate the Manufacturing zoning along Westchester and Whitlock Ave. Consider reuse of old Amtrak station for park access. Identify strategies to continue commercial corridor west of Bronx River along Westchester Ave.

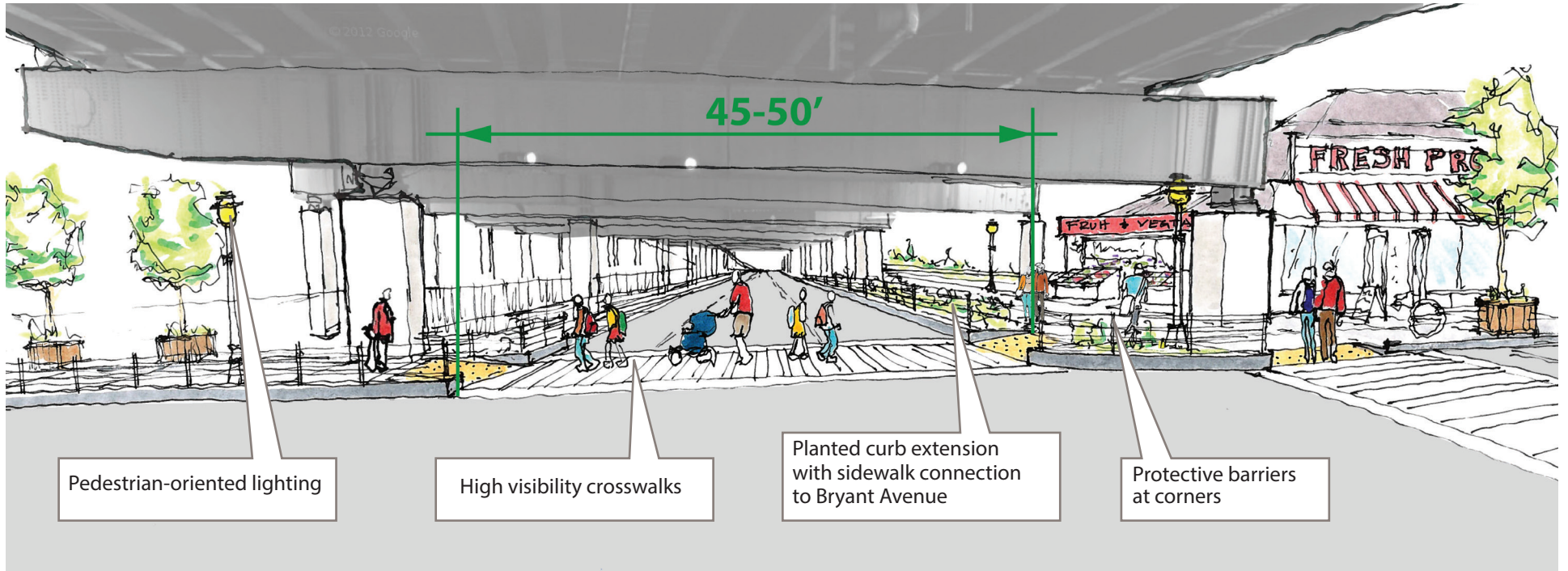
Re-Design the Sheridan: Set the Stage for Change



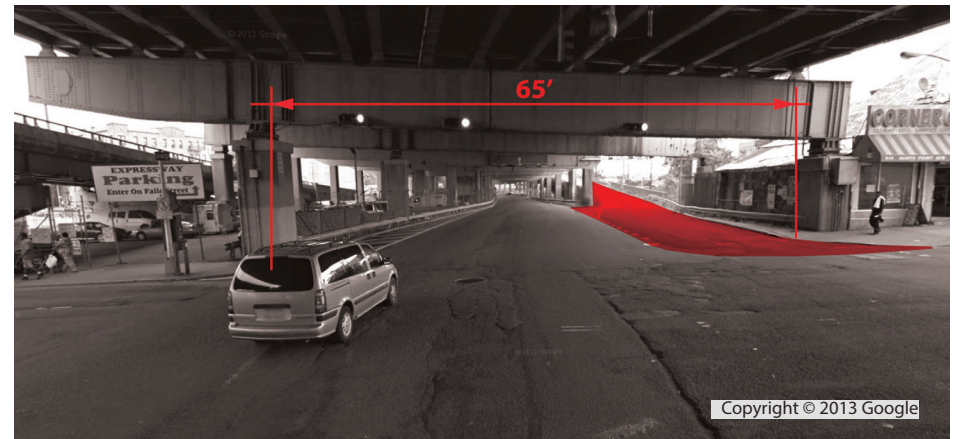
Improving access to the Hunts Point peninsula through the construction of ramps along the elevated Bruckner Expressway are the catalyst for improvements further north along the Sheridan Expressway. New ramps would eliminate the need for vehicles traveling to Hunts Point to exit the Sheridan Expressway at Westchester Avenue. These ramps would potentially allow the removal of an expressway on-ramp at a major pedestrian intersection and transit hub, Hunts Point Avenue - the busiest in the study area and soon home to a new regional rail station.

- A** Construct new entry and exit ramps to/from the Bruckner Expressway between Hunts Point Avenue and E 138th Street exit, providing direct vehicle access to the Hunts Point peninsula.
- B** Vehicles bound for Hunts Point will remain on the Bruckner Expressway, removing a significant amount of traffic from Bruckner Boulevard and other local streets.

- A** Explore the closure of the Sheridan Expressway northbound on-ramp at Hunts Point Avenue.
- B** Reduce crossing distance by reclaiming space now occupied by ramp and extending curb.
- C** Improve safety at intersection of Hunts Point Ave and Bruckner Boulevard:
 - Create techniques that bring attention to motorists while illuminating the area for pedestrians.
 - Explore methods of decreasing pedestrian/vehicle conflicts, such as restricting left turns and modifications to signal timing to allow for longer crossing time.

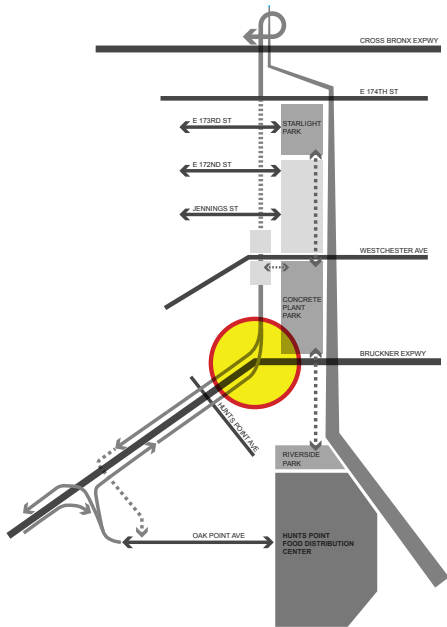


Proposed view of closed northbound on ramp to the Sheridan Expressway at Hunts Point Ave with enhanced crosswalk. Crossing distance can be reduced up to 20 feet.



Existing view from Bruckner Boulevard eastbound at Hunts Point Avenue. The northbound Sheridan on-ramp is highlighted on the right.

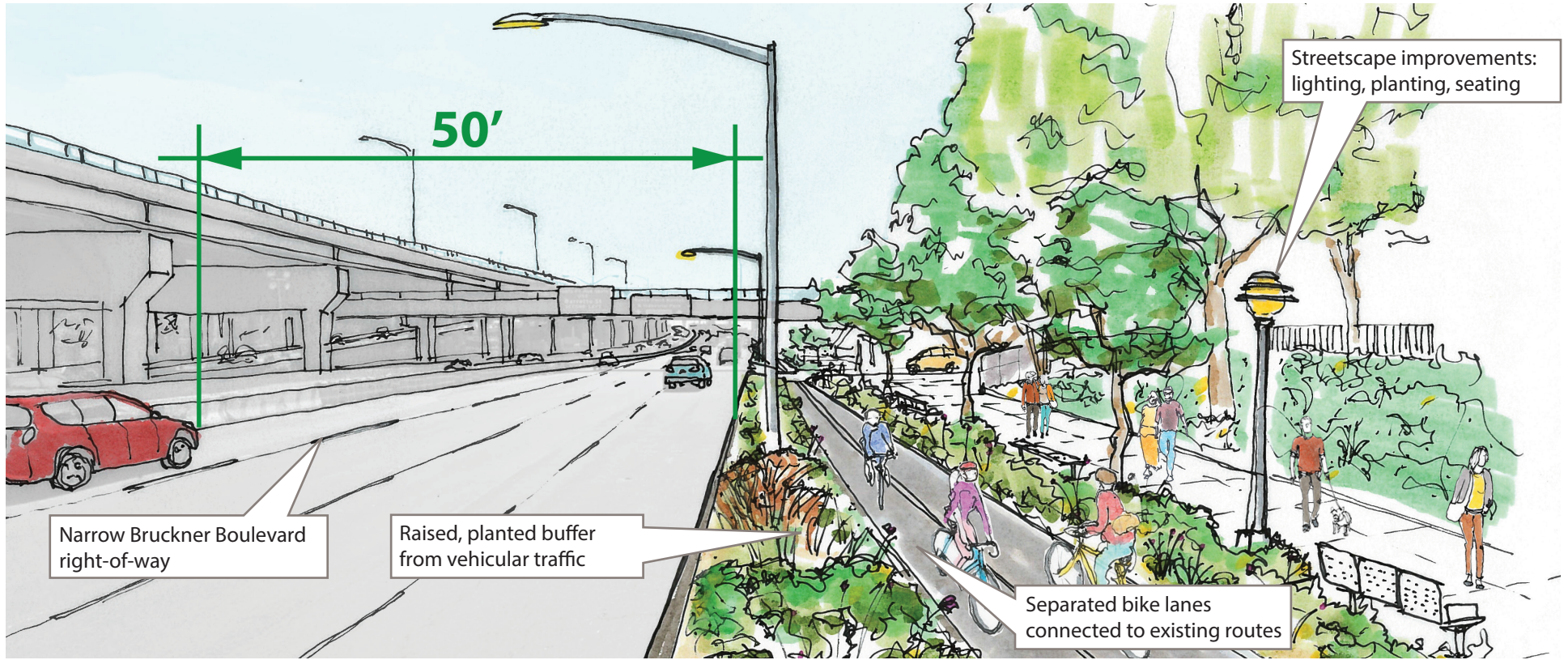
Re-Design the Sheridan: Fix the Bottleneck



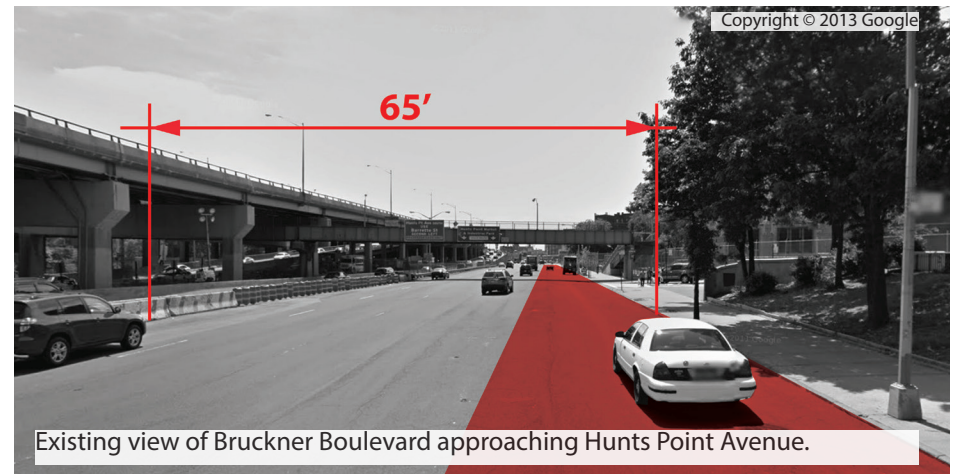
Alleviating the bottleneck caused by the awkward connection of the Bruckner and Sheridan Expressways was the impetus for New York State Department of Transportation's initial study of these roadways. The interchange remains an issue and with traffic volumes in the area predicted to increase, a fix will only grow in importance. In addition, changes to this connection would open up space at-grade, allowing the major arterial below to narrow and for the installation of additional crossings and other pedestrian focused improvements.



- A** Leverage opportunities presented through reconstruction of Bruckner-Sheridan Interchange by making significant improvements to the pedestrian realm.
- B** Narrow Bruckner Boulevard between Whitlock and Hunts Point Avenues to reduce overall right-of-way and allow for integration of key bike and pedestrian routes that provide planted buffers from vehicular traffic.
- C** New at-grade crossings between Hunts Point and Longwood at Faile Street and/or Bryant Avenue. If an at-grade crossing is not feasible, redesign the Bryant Avenue pedestrian bridge to include bike and handicap access. Implement lighting and other safety measures to increase usability.
- D** Create a waterfront connection between Concrete Plant Park and Hunts Point peninsula.

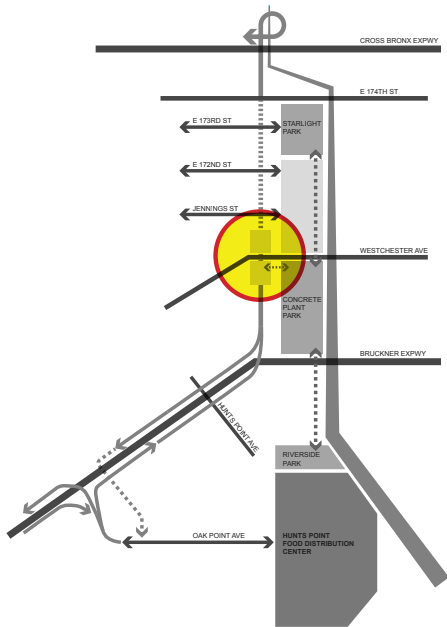


Proposed view of a narrowed Bruckner Boulevard incorporating planted buffer, bike lanes, lighting and other streetscape amenities.



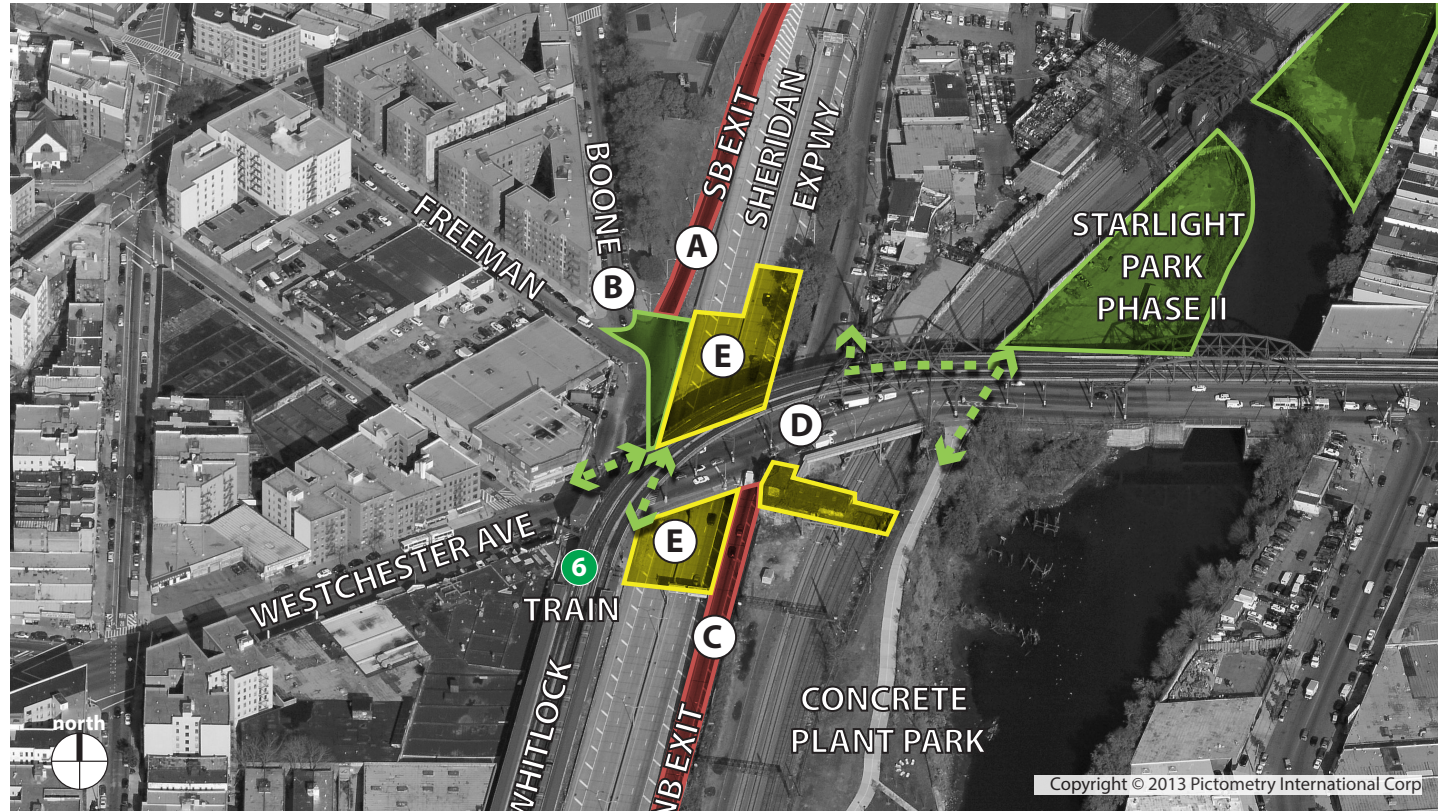
Existing view of Bruckner Boulevard approaching Hunts Point Avenue.

Re-Design the Sheridan: Transform Westchester Ave



Westchester Avenue, between Whitlock and Bronx River Avenues, sits at the relative center of the study area and is one of the most impacted by infrastructure. In this small area, one subway stop, two rail lines, two expressway exits, the below grade Sheridan and two waterfront parks converge. Currently disconnected and unwelcoming, Westchester Avenue presents an opportunity to transform an entire neighborhood.

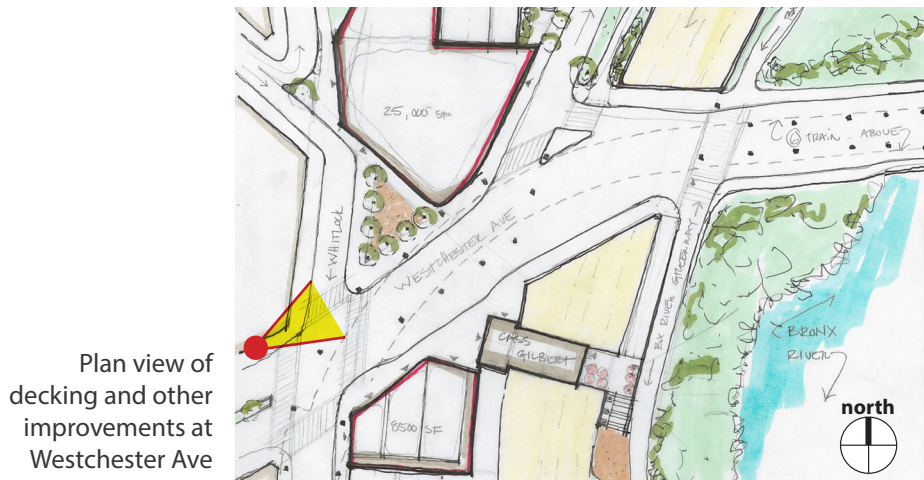
In addition to the hard infrastructure improvements detailed here, zoning changes and better visual connections to the waterfront are needed.



- A** Close the Sheridan Expressway southbound off-ramp to Whitlock Avenue at Westchester Avenue.
- B** Make Boone one-way, add curb extension to allow for sidewalk on the eastern side of Whitlock Avenue.
- C** Explore closure of Sheridan Expressway northbound off-ramp to Westchester Avenue.
- D** Work with Amtrak to reuse old rail station or existing platform to improve access to Concrete Plant Park.
- E** Make crossing Westchester Avenue significantly safer and easier through improvements to the pedestrian realm including new crossings, bike lanes, markings and signage.
- F** Complete design and cost analysis for decking at Westchester Avenue over portions of Sheridan and/or Amtrak including reuse of old rail station. Decking platforms will create new opportunities for development near transit and major public amenities.

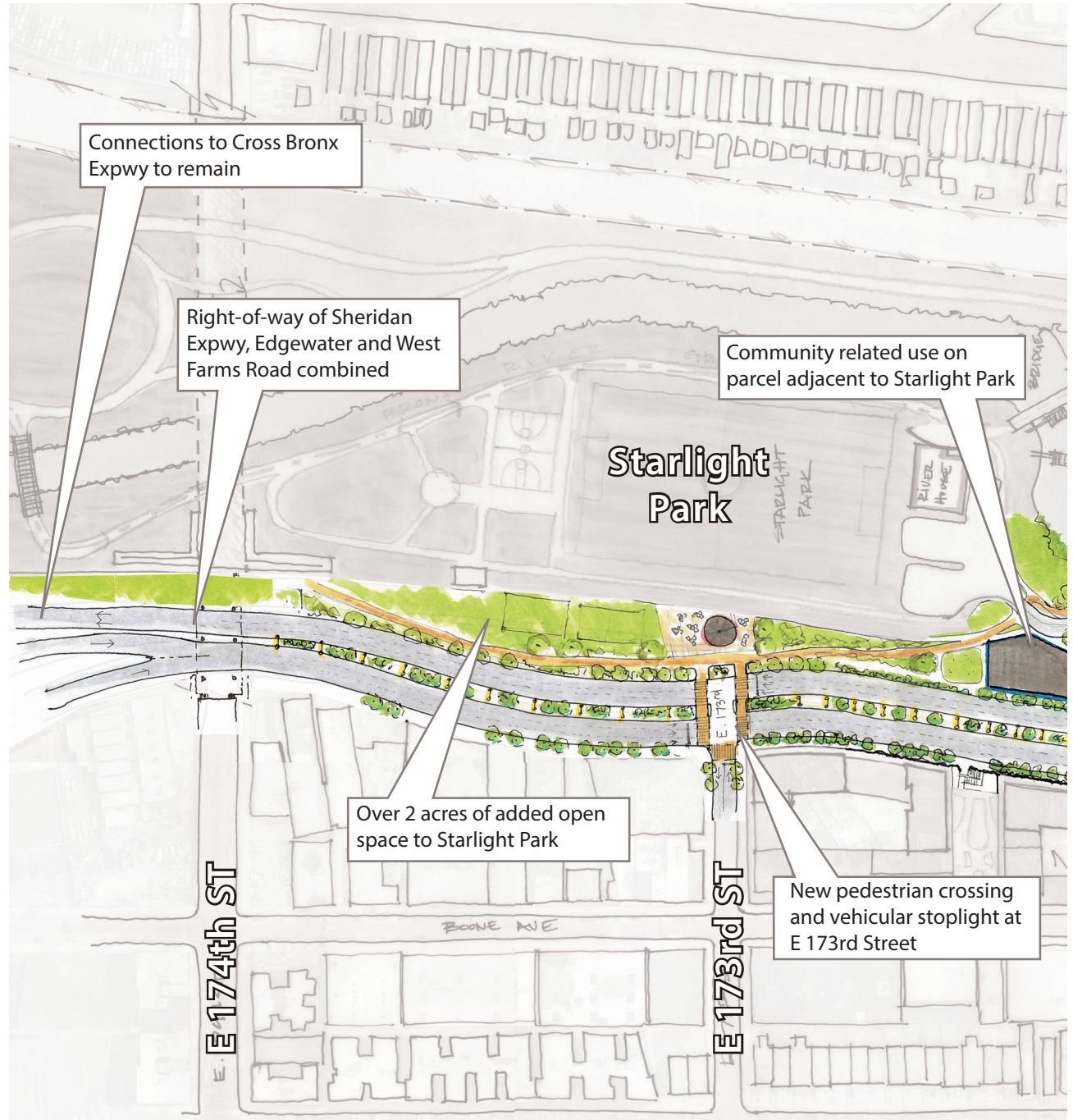


Proposed view of E 172nd Street and signalized crossing to Starlight Park and the Bronx River Waterfront.

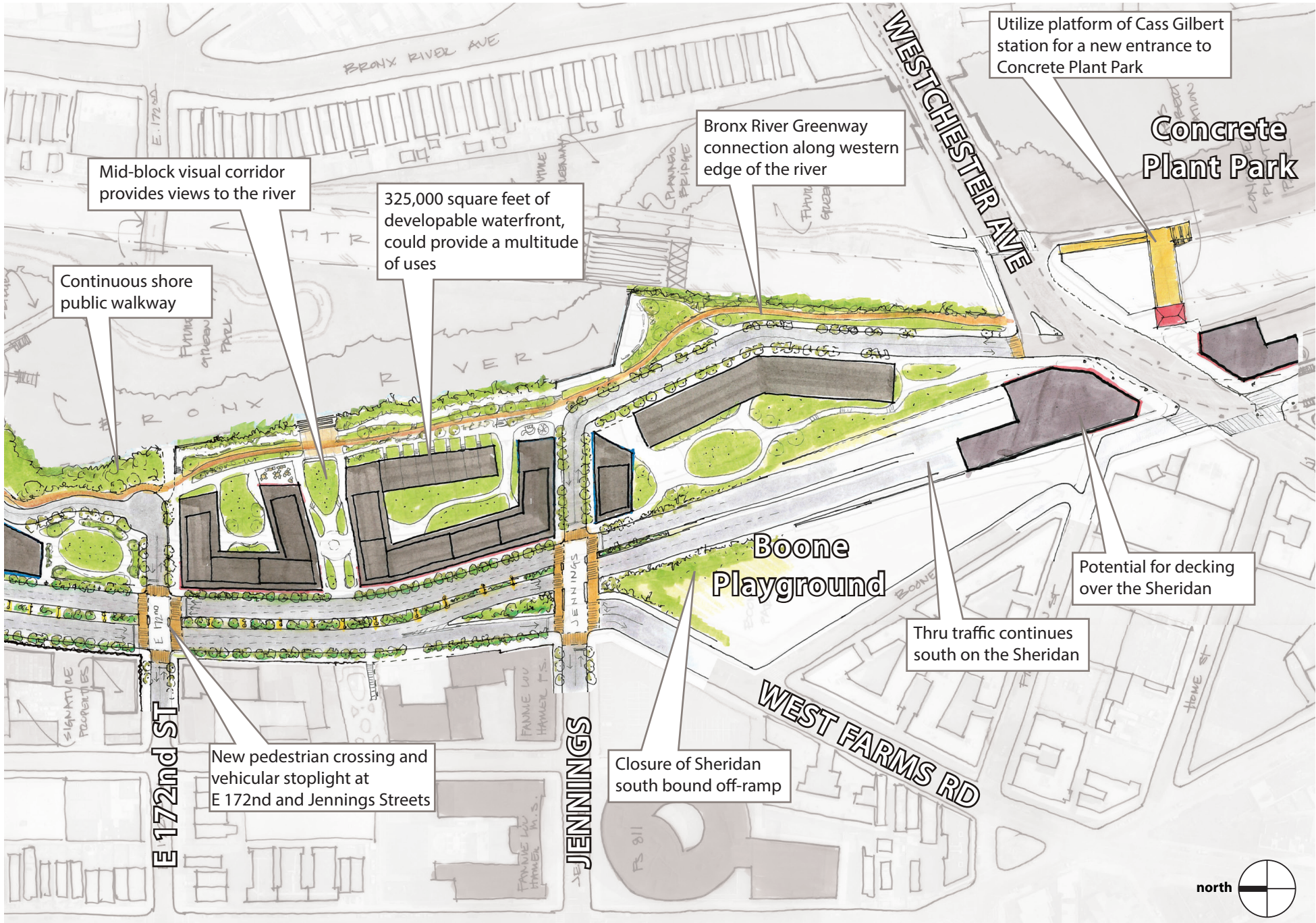


Re-Design the Sheridan: Boulevardize the Sheridan

The recommended Modify-Combined Scenario for redesigning the Sheridan Expressway at-grade section provides benefits to local residents, area workers and visitors, including strong connections to open space and the Bronx River as well as opportunities for new development along the waterfront. New development would build on the planned development of hundreds of new housing units along West Farms Road and provide existing and future residents a sense of safety, while encouraging more continuous use of the parks. Recommended improvements would provide direct and visual connections to the Bronx River waterfront as well as the opportunity for additional mixed use development.



Plan view of the Sheridan at-grade portion and proposed Boulevard.



Mid-block visual corridor provides views to the river

Continuous shore public walkway

325,000 square feet of developable waterfront, could provide a multitude of uses

Bronx River Greenway connection along western edge of the river

Utilize platform of Cass Gilbert station for a new entrance to Concrete Plant Park

Concrete Plant Park

Boone Playground

Potential for decking over the Sheridan

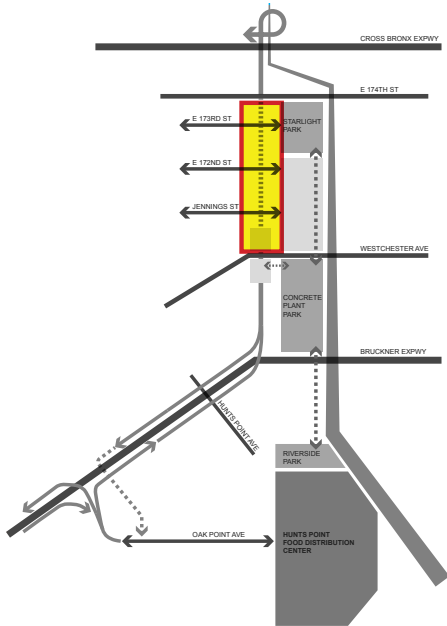
Thru traffic continues south on the Sheridan

New pedestrian crossing and vehicular stoplight at E 172nd and Jennings Streets

Closure of Sheridan south bound off-ramp

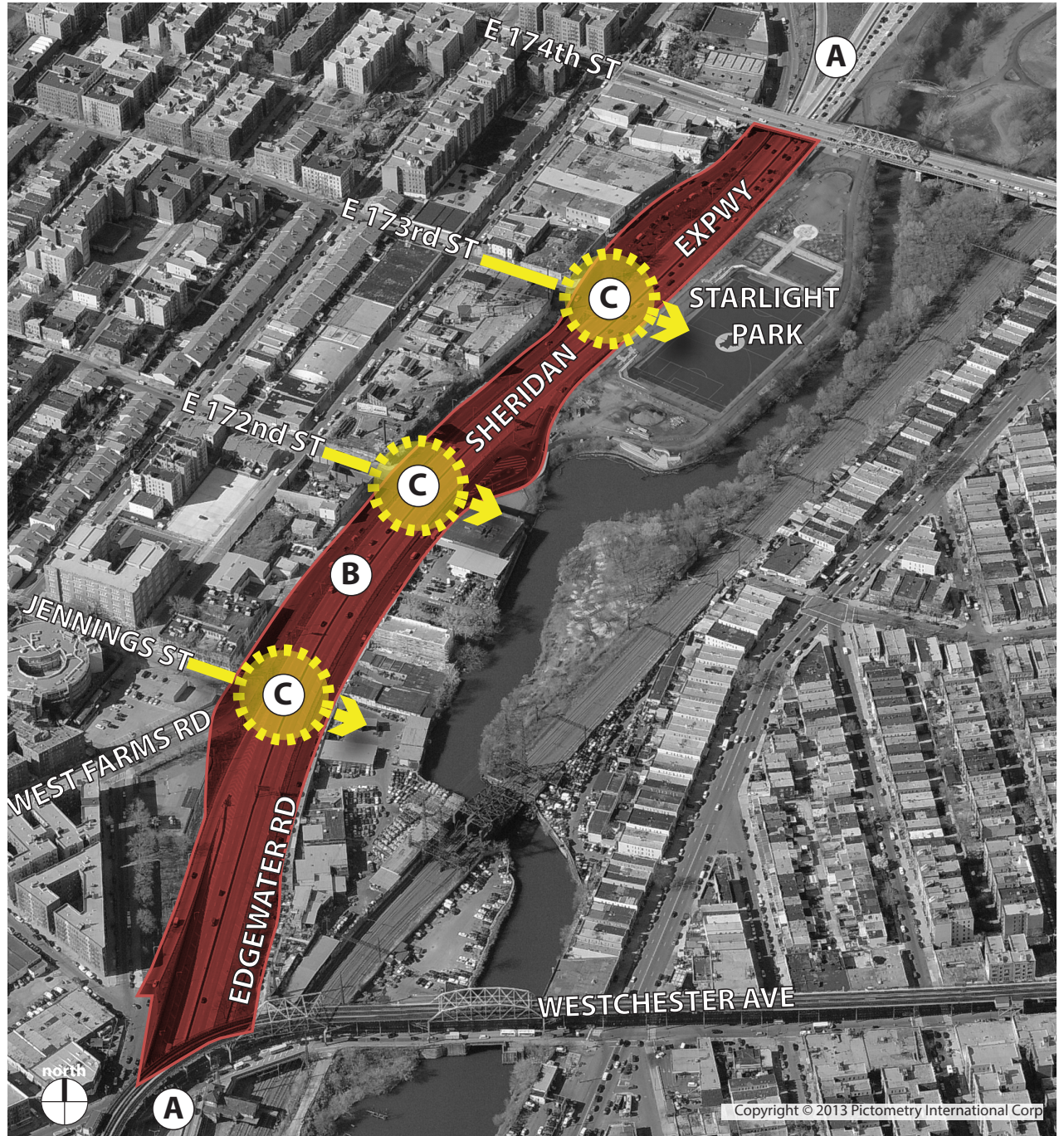


Re-Design the Sheridan: Boulevardize the Sheridan

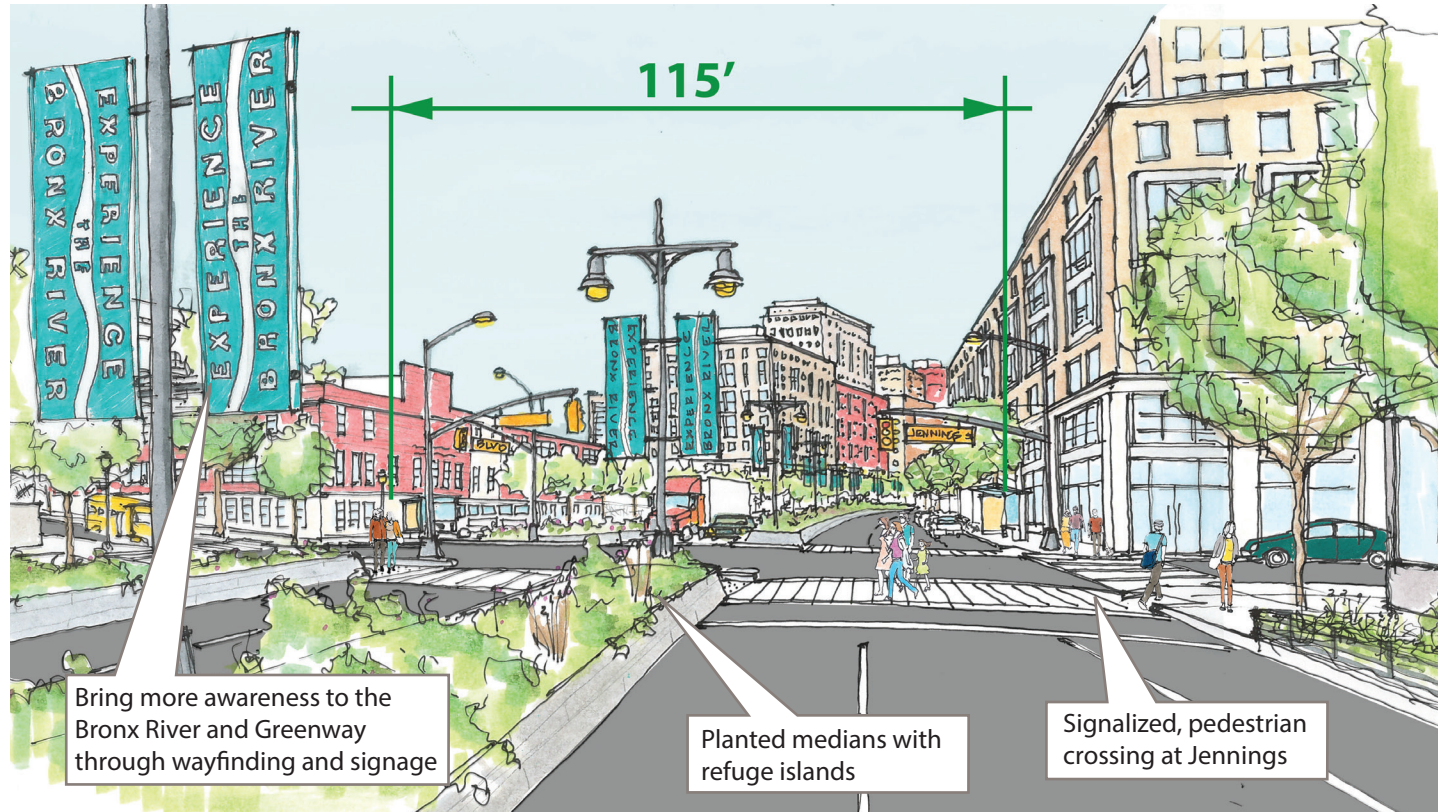


Re-designing and reconstructing the Sheridan Expressway at-grade section as a boulevard can achieve many goals at once. This design connects residents to the waterfront and other key destinations (such as transit and area schools) in a safer, more efficient manner, vehicles will travel through the area at slower speeds while overall roadway efficiency improves and confusing intersections, coterminus with expressway exits, are eliminated.

- A** Maintain connections to the Cross Bronx and Bruckner Expressways, easing flow of traffic from points north to the Hunts Point Peninsula.
- B** Redesignate, redesign and reconstruct portion of the Sheridan Expressway between E174th and Jennings Streets.
- C** Narrow existing right-of-way and create new signalized intersections at Jennings, E172nd and E173rd Streets.



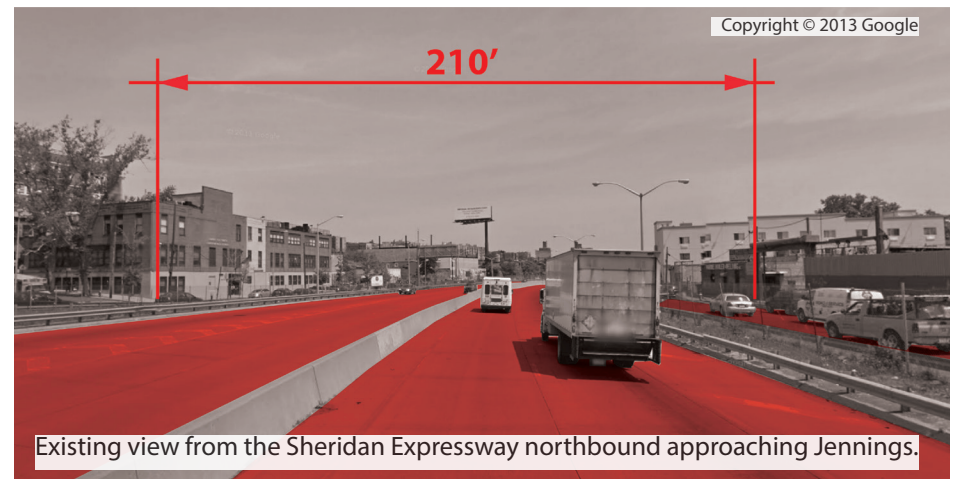
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Proposed view of the Boulevard and signalized crossing at Jennings Street.



Plan view of Modify - Combined at Jennings Street.



Existing view from the Sheridan Expressway northbound approaching Jennings.

Re-Design the Sheridan: Boulevardize the Sheridan

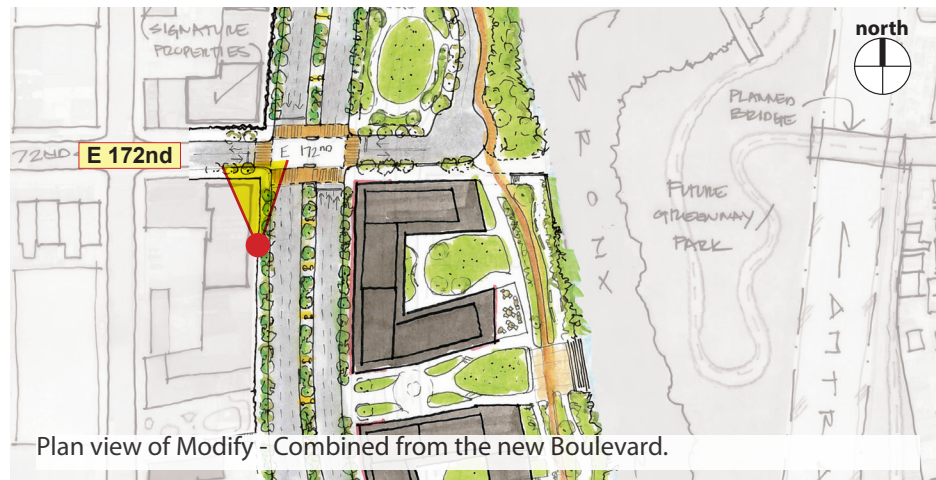
Alongside changes to Sheridan Expressway a robust set of pedestrian realm improvements is needed. The narrowing of right-of-way through this section allows for a full range amenities such as wider sidewalks, seating, lighting, bicycle infrastructure and bus shelters.

Active design concepts, high quality materials and opportunities to implement green infrastructure should be considered as part of a final package of improvements.

Signage identifying connections to the Bronx River Greenway and area transit would help brand the area as a active, waterfront community.



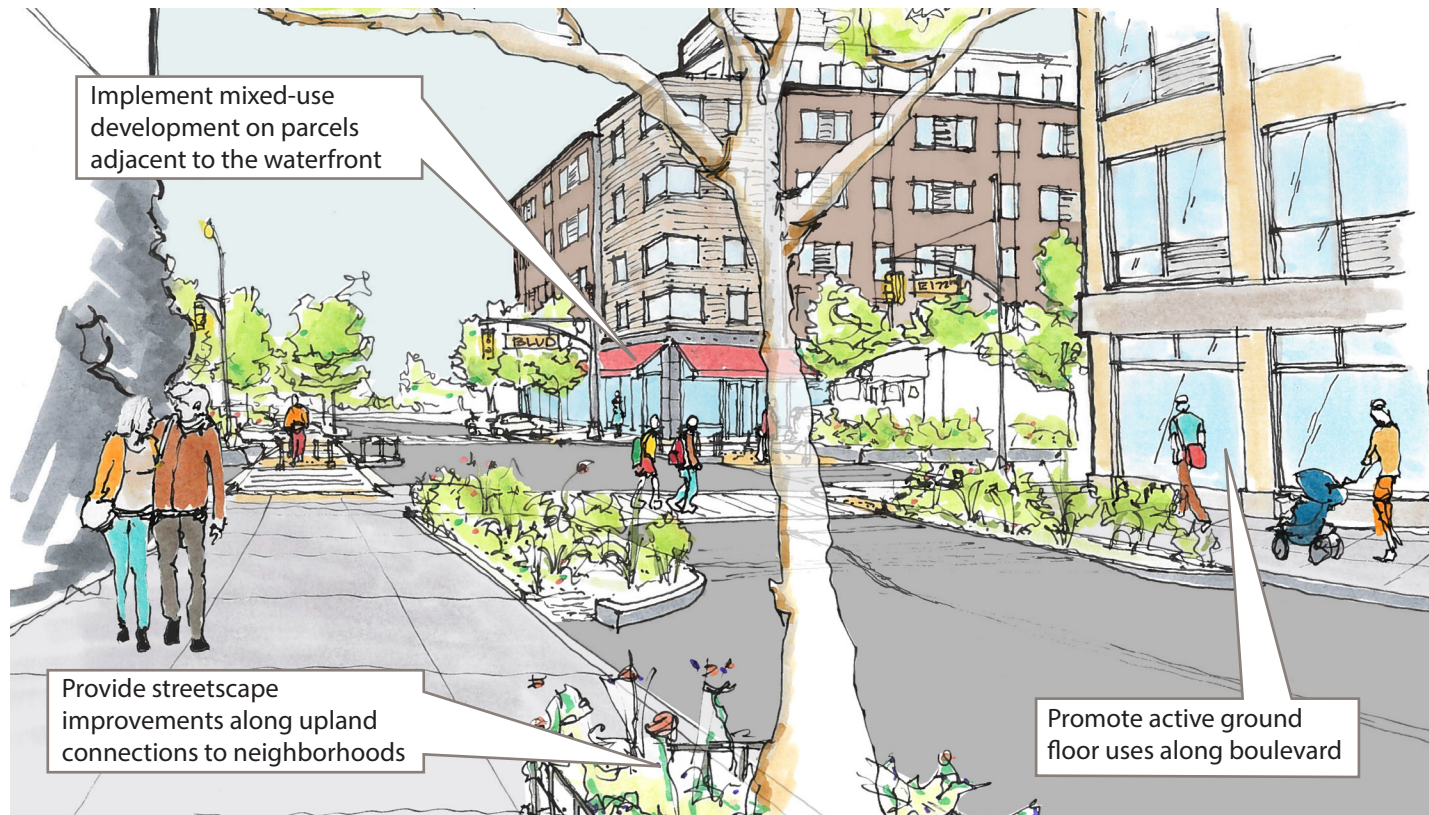
Proposed view from the Boulevard looking north towards signalized crossing at E 172nd Street.



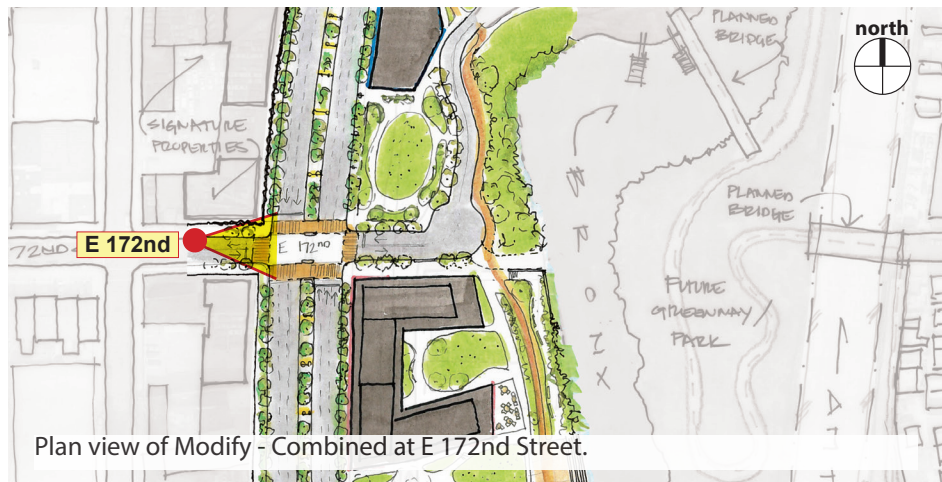
Plan view of Modify - Combined from the new Boulevard.



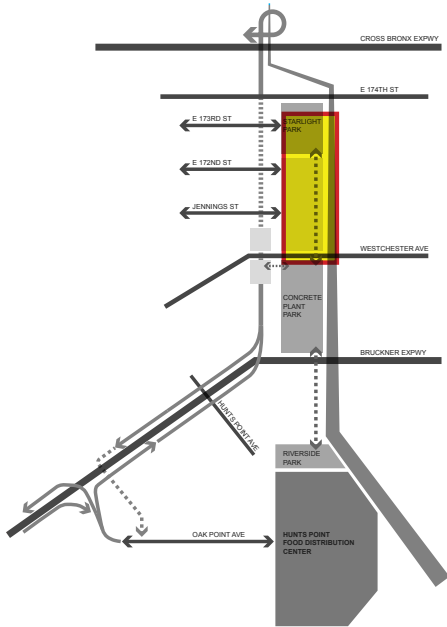
Existing view from West Farms Road looking north towards E 172nd Street.



Proposed view of E 172nd Street and signalized crossing to Starlight Park and the Bronx River Waterfront.

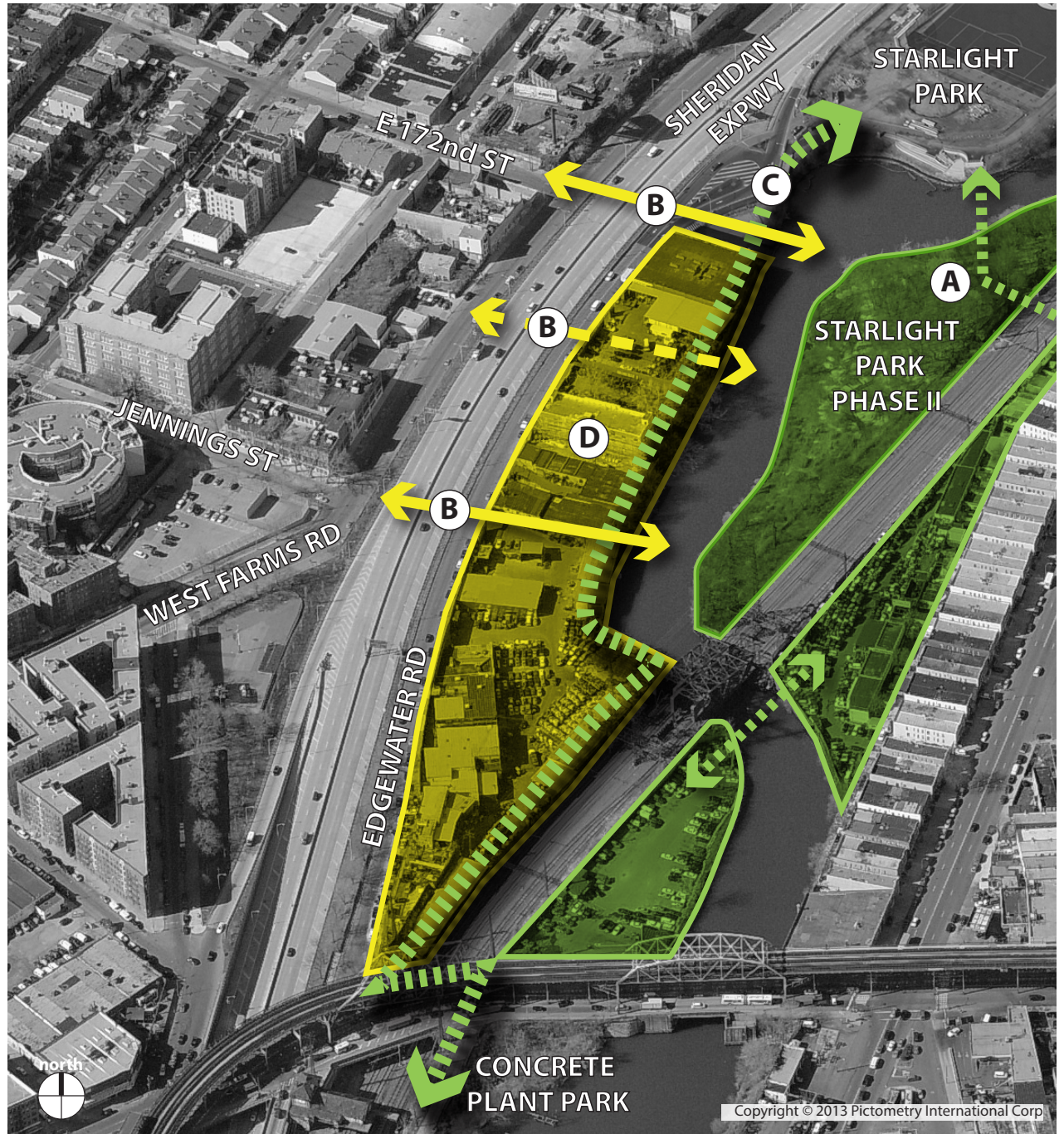


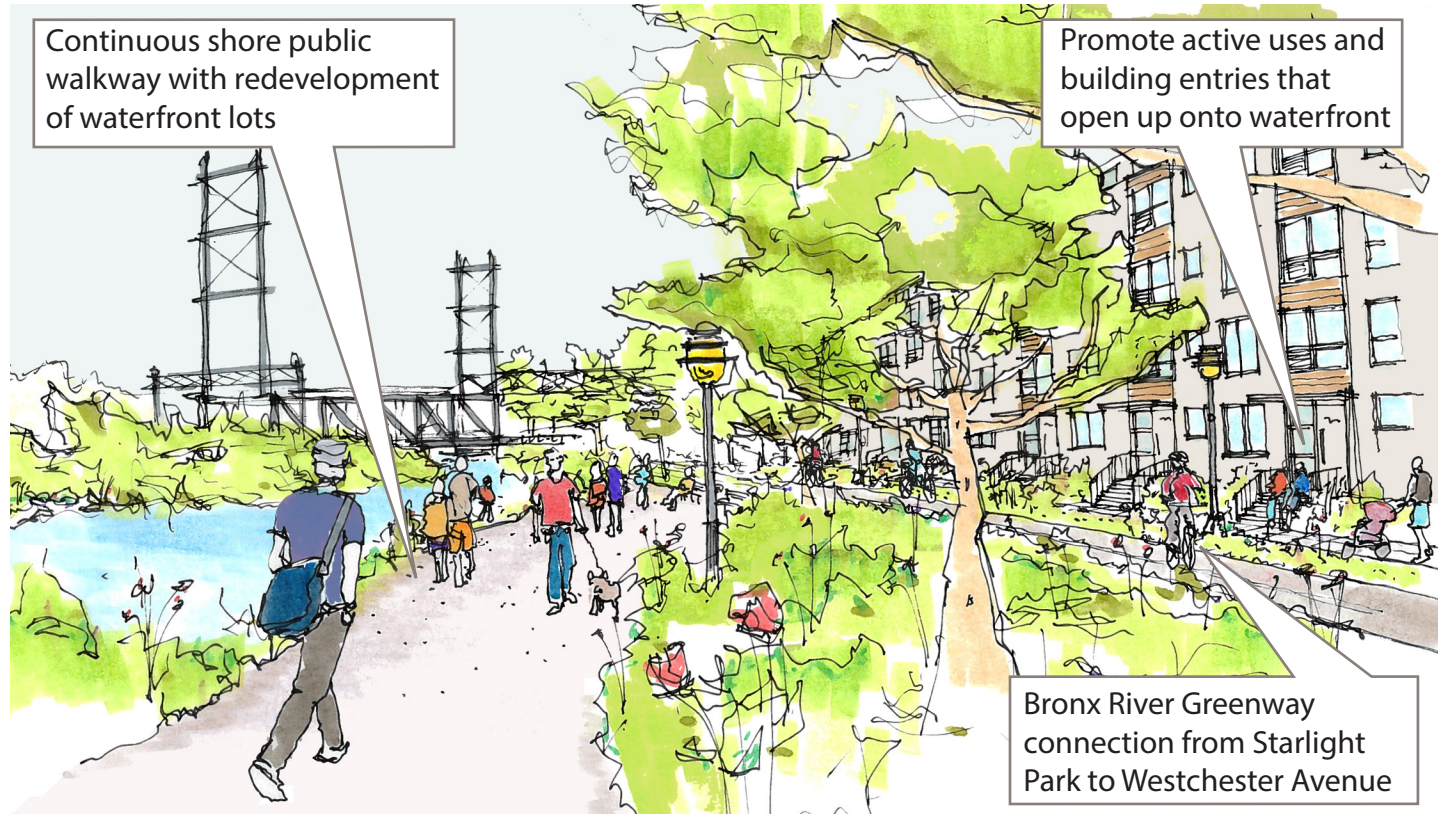
Re-Design the Sheridan: Strategically Develop the Bronx River Waterfront



This proposal requires zoning changes and reconfiguration of waterfront lots, and has the potential to create jobs and new amenities such as community facilities and supermarkets. These zoning and land use changes, combined with improvements such as the decking of Westchester Avenue, could increase the potential for a new residential and commercial center in the area.

- A** Support completion of Phase II for Starlight Park and connections to eastern neighborhoods to waterfront and greenway.
- B** Create and enhance both physical and visual connections, to parks and the waterfront.
- C** Implement a continuous shore public walkway on the lots adjacent to the Sheridan Expressway, from E172nd Street to Westchester Ave.
- D** Provide for a range of uses along the waterfront that complement adjacent neighborhoods, take advantage of transit access and enhance the natural environment of the Bronx River.

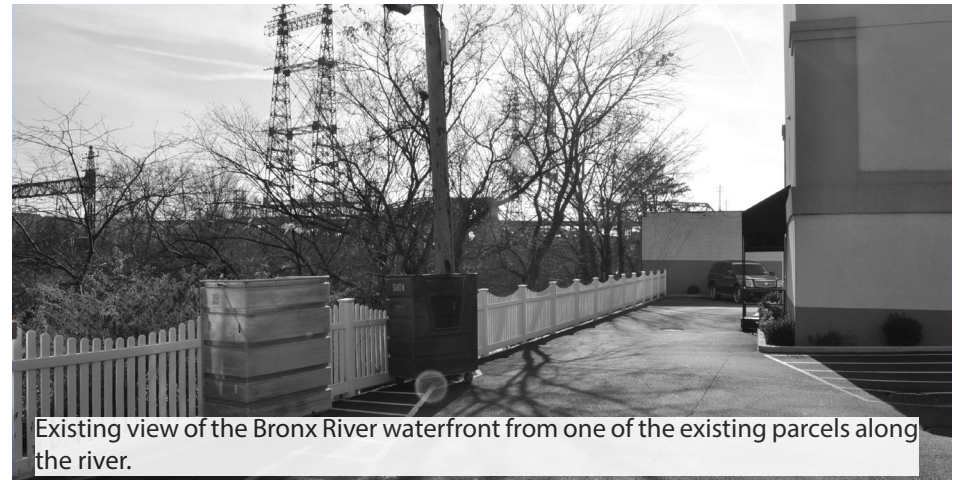




Proposed view of the Bronx River waterfront incorporating a minimum 40' shore public walkway.



Plan view of Modify - Combined at the Bronx River waterfront.



Existing view of the Bronx River waterfront from one of the existing parcels along the river.

Implementation

Full implementation of the land use and transportation recommendations outlined in this report requires collaboration with a number of agencies at the local and state levels. One critical agency is the New York State Department of Transportation (NYSDOT), which is responsible for the Sheridan Expressway and construction of new ramps along the Bruckner Expressway at Oak Point Avenue. NYCDOT will continue to work closely with NYSDOT and appropriate federal and state agencies to take steps towards implementation of these major transportation recommendations, including conducting environmental and design reviews.

While the full redesign of the Sheridan Expressway and surrounding network as recommended by the City study is a long-term project, the interagency team has identified improvements that are either already underway independent of the study, or that can be implemented in a relatively short time span to help meet the goals identified in the study. In addition to these improvements, private development underway will bring 5,600 new dwelling units, 430,000 square feet of commercial space, and 37,000 square feet of community space to the study area. This new development includes the 10-building affordable housing development along West Farms Road, which will add 237 residential units and 4,200 square feet of retail.

Pedestrian Access and Safety

NYCDOT is currently working to make access to the Bronx River safer for pedestrians and bicyclists. Although both Concrete Plant and Starlight Parks have access points off of Westchester Avenue, traversing Westchester Avenue can be dangerous and confusing. NYCDOT is working with the New York City Department of Parks and Recreation and Bronx River Alliance to enhance safety, access, and connectivity along Westchester Avenue, Edgewater Road, and Bruckner Boulevard. Improvements include new crossings, bicycle paths, and pedestrian safety improvements. NYCDOT is also working to improve the geometry of the intersection at E. 177th Street and East Tremont Avenue to make this confusing intersection safer for all to navigate.

At West Farms Square, and possibly other locations in the study area, NYCDOT is also exploring the option of a unified Wayfinding system that incorporates art and lighting. Such a system will increase park and river visibility as well as pedestrian safety and access.

Lighting along Southern Boulevard under the elevated train line was identified as an issue in the study. NYCDOT will explore ways to increase lighting, which would make the street safer for drivers and pedestrians.

Zoning and Land Use

DCP has helped to develop consensus around a set of recommendations that will help the city identify local priorities for additional analysis and rezoning. In each of these areas, primarily focused near existing transit, DCP will work to engage residents, businesses and community representatives to craft a zoning proposal that meets local needs and lays a foundation for implementation of the collective vision presented here. Each zoning change will require outreach, environmental review, and full public review under the city's Universal Land Use Review Process (ULURP).

In order to expand opportunity for new investment and economic activity along Westchester Avenue and the Bronx River waterfront, DCP will, in a next phase of study, take a closer look at zoning in the areas near the Whitlock Avenue 6 train station and along Edgewater Road adjacent to the Sheridan Expressway (currently zoned M1). In addition to improving the livability of the community, DCP is planning for predicted growth. The Crotona Park East rezoning passed in 2012 will bring thousands of units of new housing and new residents to an area along the Sheridan Expressway now dominated by auto-related uses.

Truck Access

As a result of the Hunts Point Vision Plan, NYCDOT designated truck routes to direct truck traffic away from the residential community. The creation of green streets on Hunts Point Avenue, Lafayette Avenue, and Spofford Avenue as part of the South Bronx Greenway will help further reinforce that these residential streets are off-limits to trucks. Additionally, NYCEDC is partnering with a developer to create an alternative fuel station in the Hunts Point Food Distribution Center, which will offer biodiesel, Compressed Natural Gas (CNG), and ethanol to support the conversion of truck fleets from diesel to alternative fuels. This effort will complement NYCDOT's Hunts Point Clean Trucks Program, which provides financial incentives for truck owners and operators to purchase new trucks and adopt clean truck technologies.

Rail Infrastructure

The upgrading of rail infrastructure at the Produce Market will help reduce the volume of truck traffic and emissions on the Hunts Point Peninsula. In 2012, NYCEDC was awarded \$10 million in TIGER funding to help upgrade the aging rail system at the Produce Market.

