

THE SHERIDAN EXPRESSWAY STUDY

Reconnecting the Neighborhoods Around the Sheridan Expressway and Improving Access to Hunts Point



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Sustainable South Bronx
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THE SHERIDAN EXPRESSWAY STUDY

Reconnecting the Neighborhoods Around the Sheridan
Expressway and Improving Access to Hunts Point

THE CITY OF NEW YORK

MAYOR MICHAEL R. BLOOMBERG

project website at www.nyc.gov/sehp

Foreword

The recommendations in the Sheridan - Hunts Point Transportation and Land Use study are the result of an extensive community planning process and set the stage for dramatic improvements in the southeast Bronx. By transforming a highway into an accessible neighborhood boulevard, establishing new connections to the Bronx River waterfront, steering truck traffic off residential streets, and enabling more direct access for trucks to Hunts Point, the recommendations offer benefits to residents and businesses alike and will help foster the continued revitalization of the South Bronx. And the residents and the businesses of the South Bronx deserve no less.

Michael R. Bloomberg
Mayor
The City of New York

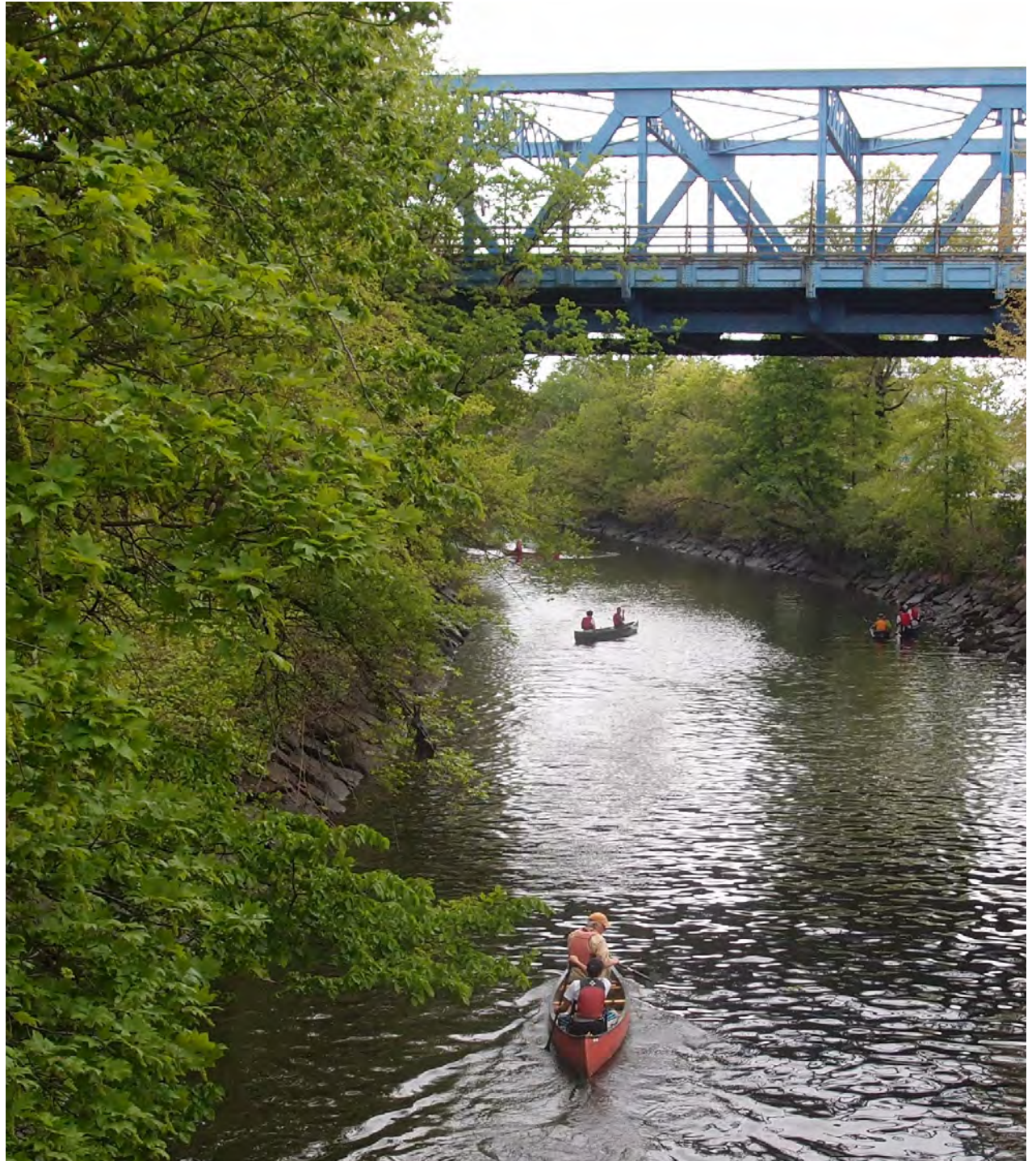




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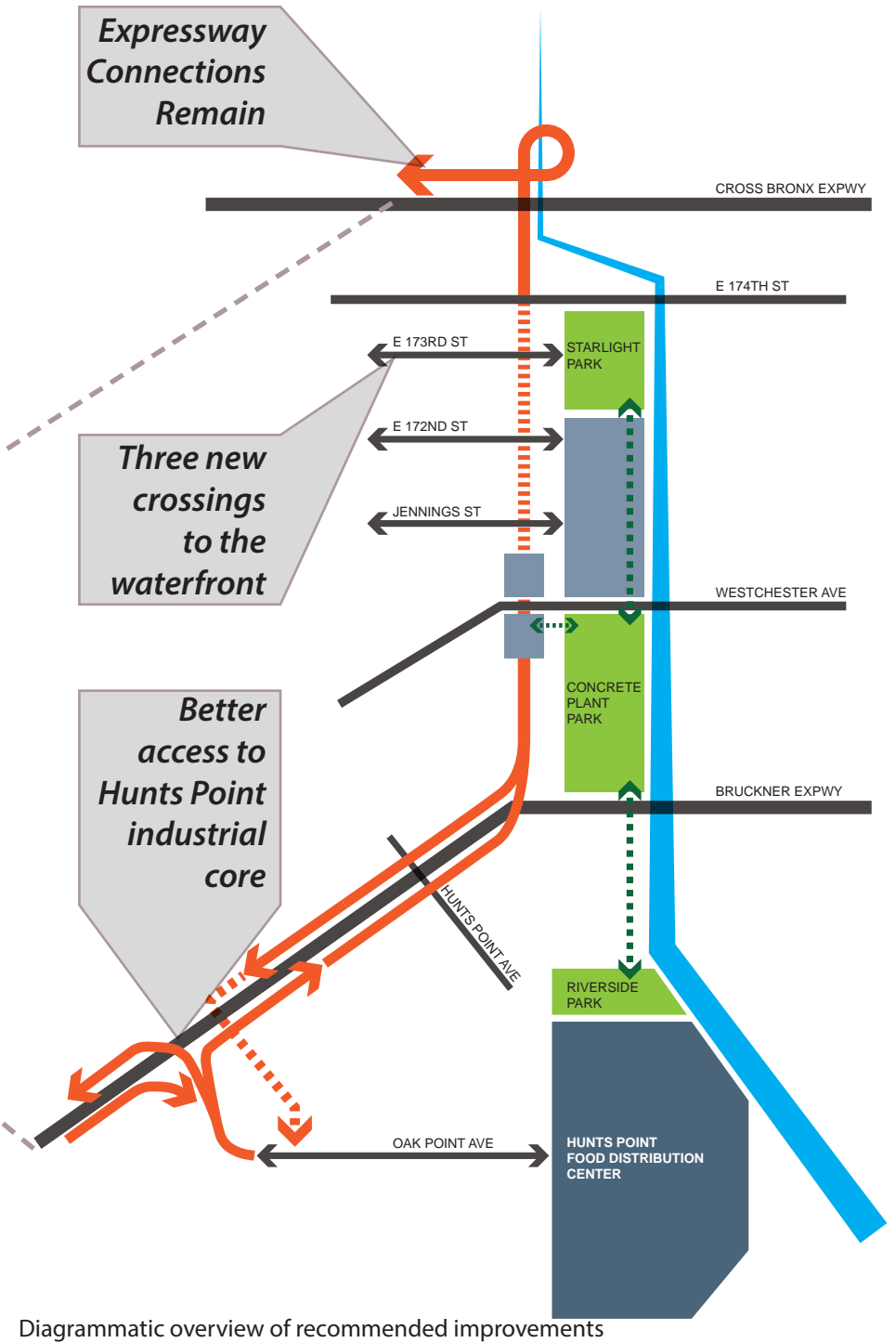
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Executive Summary

The City's recommended scenario, the Modify-Combined, supports decades of efforts to restore vitality to this section of the South Bronx. The City selected this scenario based on extensive data collection and analysis, state-of-the-art transportation modeling, comprehensive community engagement, and frequent meetings with elected officials, community organizations, and other stakeholders. The Modify-Combined scenario is endorsed by political leaders and community organizations as a solution to the decades-long dispute over the future of the Sheridan Expressway.

Transportation recommendations include the construction of ramps at Oak Point/Leggett Avenue; combination of the at-grade section of the Sheridan with existing service roads to create a narrower 115 foot right-of-way; addition of crosswalks at E. 173rd, E. 172nd, and Jennings Street to allow pedestrians to cross the Sheridan; and targeted safety improvements at dangerous intersections. Land use recommendations include rezoning to encourage a mix of uses along the waterfront, and focusing growth and job opportunities along transit rich corridors.

All of the recommendations, described in more detail in this report, require additional analysis, design, and coordination.



Creates significant potential for new development



Over 1,600 linear feet of publicly accessible waterfront along the Bronx River



Increases pedestrian access to the Bronx River and waterfront amenities



Negligible change in travel time accessing Hunts Point Food Distribution Center via Sheridan Expressway (-2 to +1 minutes during peak travel periods)



Creates up to 2,600 permanent jobs and 7,200 temporary construction jobs



Improves pedestrian safety at dangerous intersections



Enhances access to Hunts Point Peninsula and removes truck traffic from local roads through construction of ramps at Oak Point



Sheridan Expressway Existing Conditions

The half mile at-grade portion of the Sheridan Expressway blocks east-west connections for local businesses and residents and restricts access to the newly constructed Starlight Park along the Bronx River. A lack of street activity and congested, confusing intersections makes the area unwelcoming and accessing transit and area parks challenging.



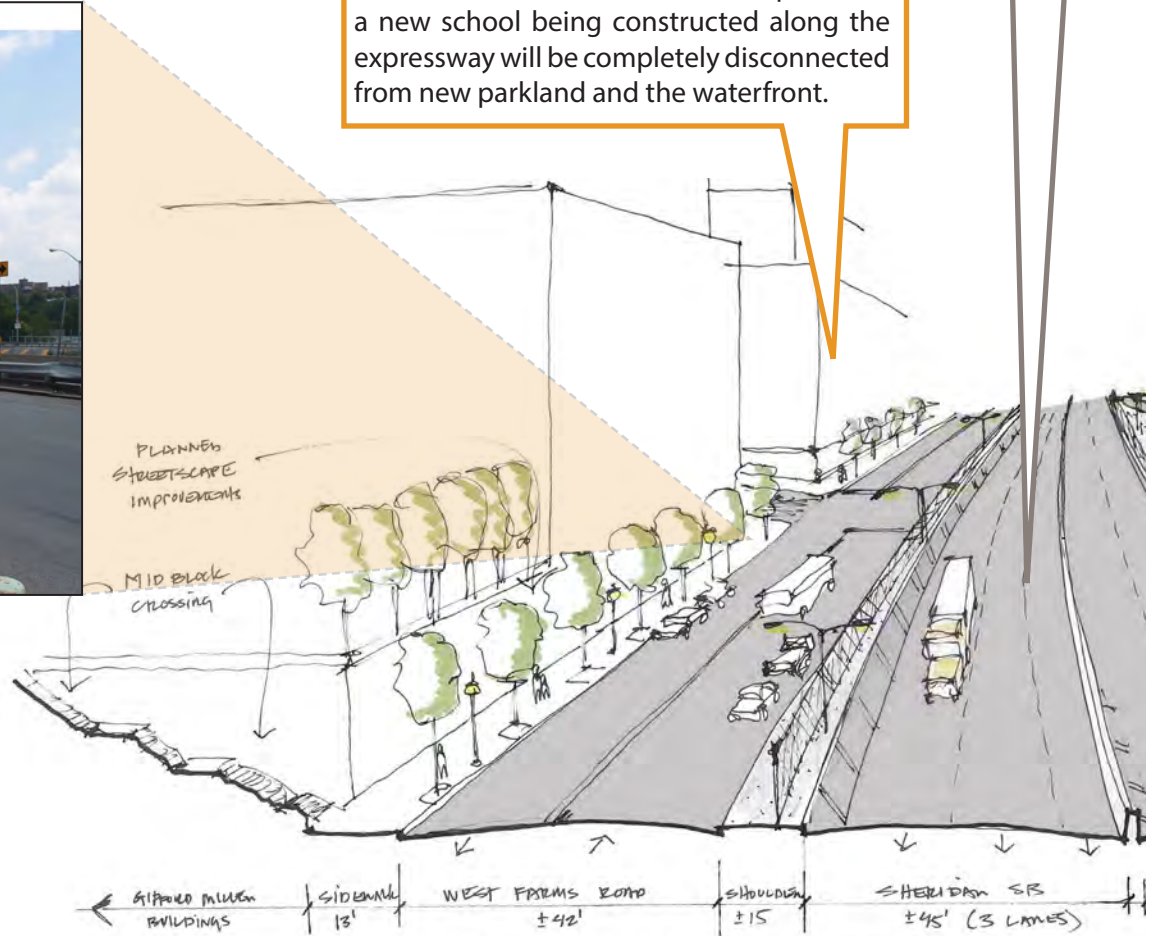
View looking north on West Farms Road from E. 172nd Street.



At-grade portion of the Sheridan Expressway highlighted in green.

210' Right-of-Way includes West Farms Road, Sheridan Expressway and Edgewater Road.

900 new residential units, retail space and a new school being constructed along the expressway will be completely disconnected from new parkland and the waterfront.



LAND

ROAD

Residential Zoning

West Farms Rd

Sheridan

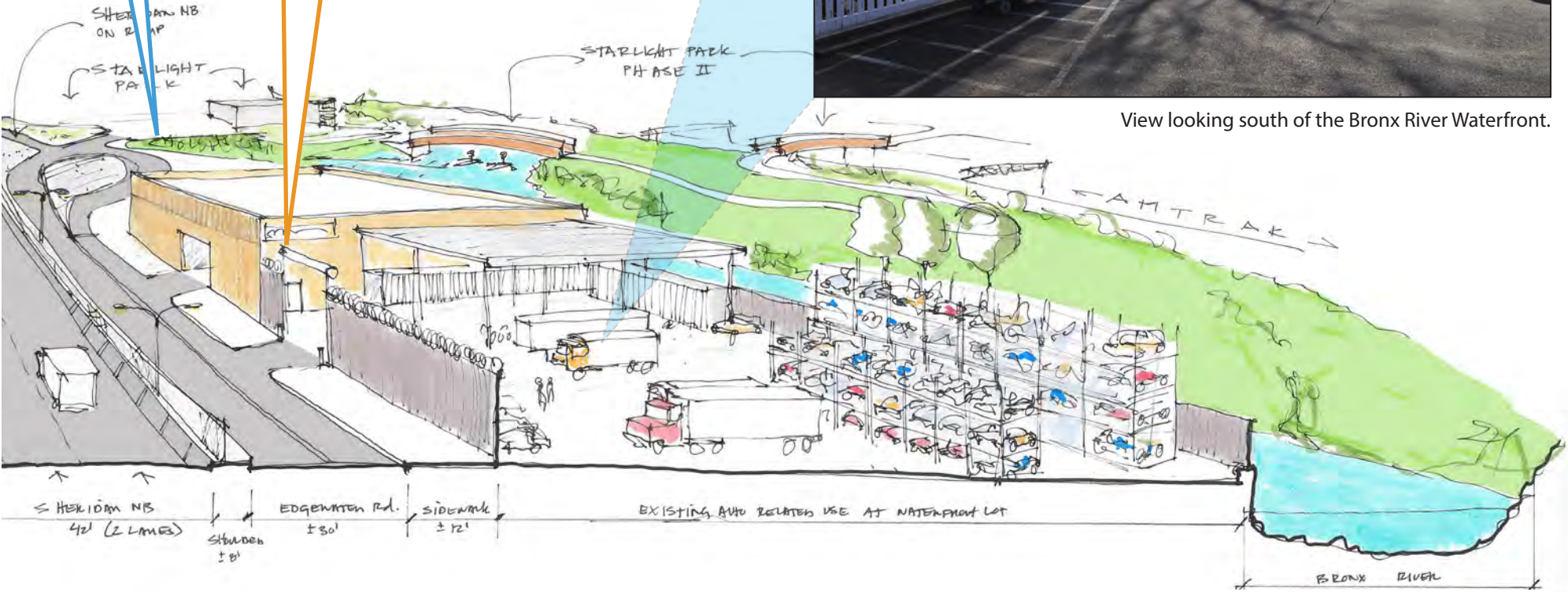
Illustrative section of the Sheridan Expressway at-grade Right of Way

\$81 million of public investment along the southern Bronx River has led to a cleaner more active waterfront. Safe access for residents remains a challenge.

The zoning along Edgewater Road (Sheridan service drive) is **manufacturing**. Over half of the land area is dedicated to auto related uses.



View looking south of the Bronx River Waterfront.



Modify-Combined: The City's Recommended Scenario

Proposed changes to the at-grade portion of the Sheridan Expressway will greatly reduce the footprint and impact of the roadway on local neighborhoods. Recommended changes will significantly enhance pedestrian access to waterfront parks and the Bronx River Greenway.

Transportation recommendations include new highway ramps in Hunts Point, removal of barriers to join the northern section of the Sheridan with existing service roads while establishing three traffic-signal-controlled crosswalks to allow pedestrians to cross. Alongside these improvements, rezoning actions to foster a mix of uses along the waterfront and target growth and job opportunities along transit rich corridors will be considered.

West Farms Road, Sheridan Expressway and Edgewater Road are combined allowing for a 115' Right-of-Way.

Three at-grade crossings at E. 173rd, E. 172nd and Jennings Streets.



Proposed view looking north on West Farms Road from E. 172nd Street.



At-grade portion of the Sheridan Expressway highlighted in green.

LAND

Residential Zoning

ROAD ± 115'

Sheridan Boulevard

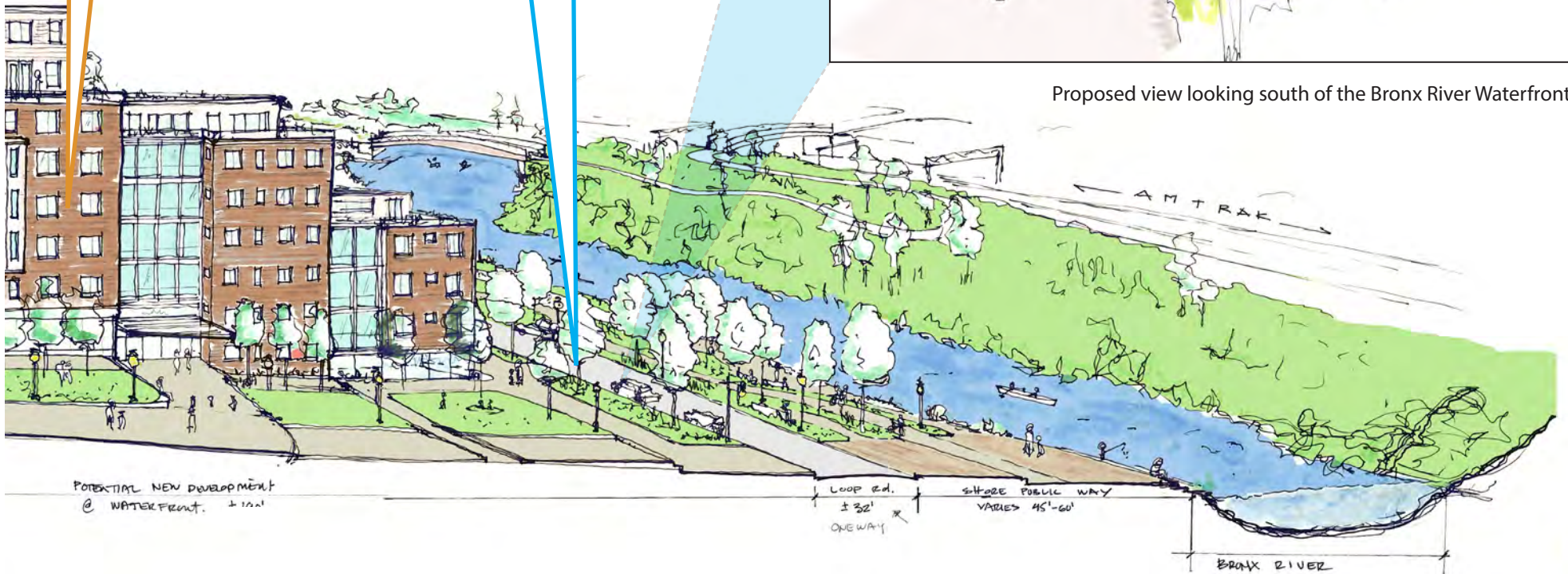
Illustrative section of the Modify-Combined at-grade

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

1,600 linear feet of continuous, publicly accessible waterfront and connected Bronx River Greenway from Starlight park to Concrete Plant Park.



Proposed view looking south of the Bronx River Waterfront.

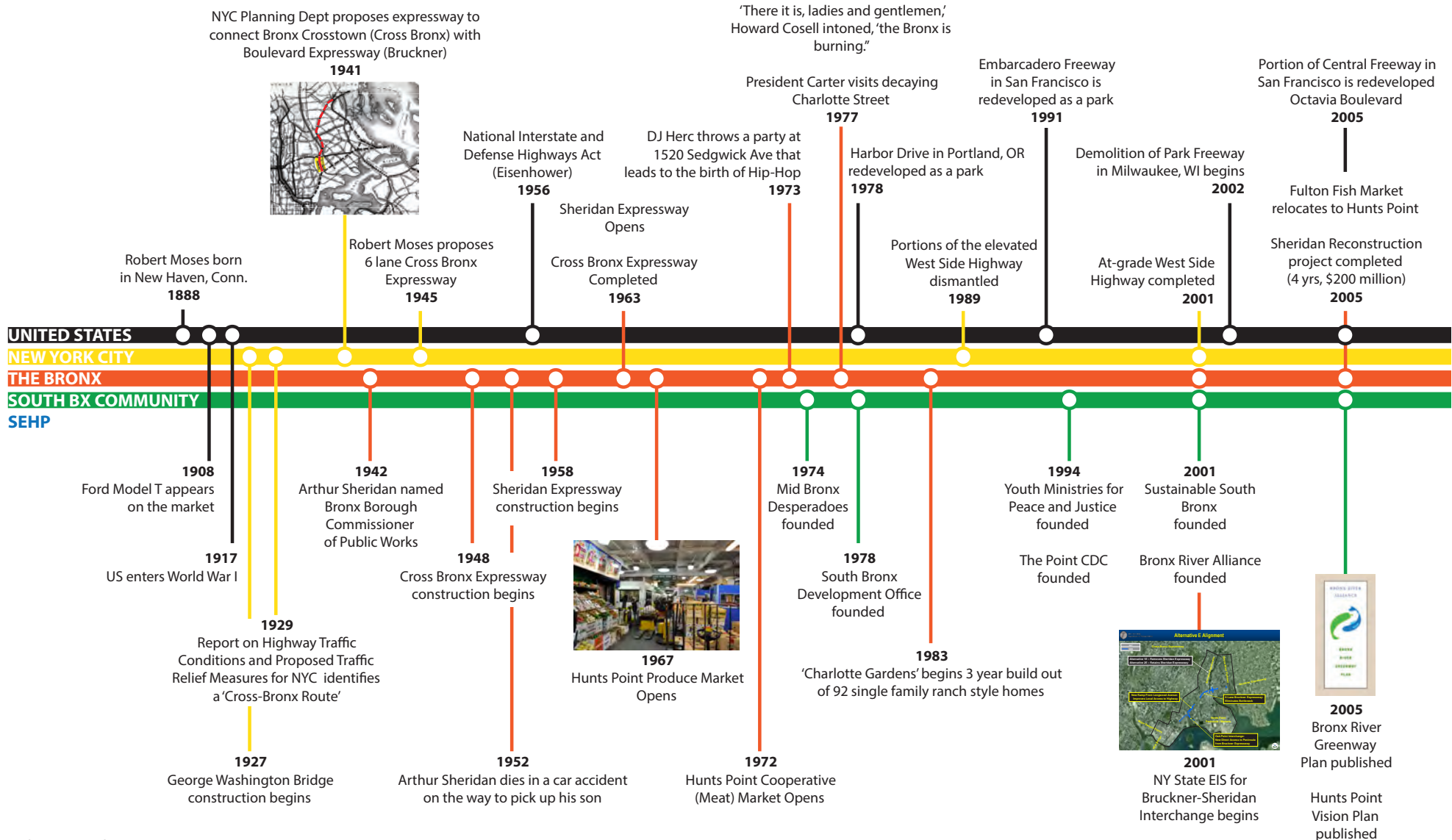


LAND ± 200'

WATER(front) ± 150'

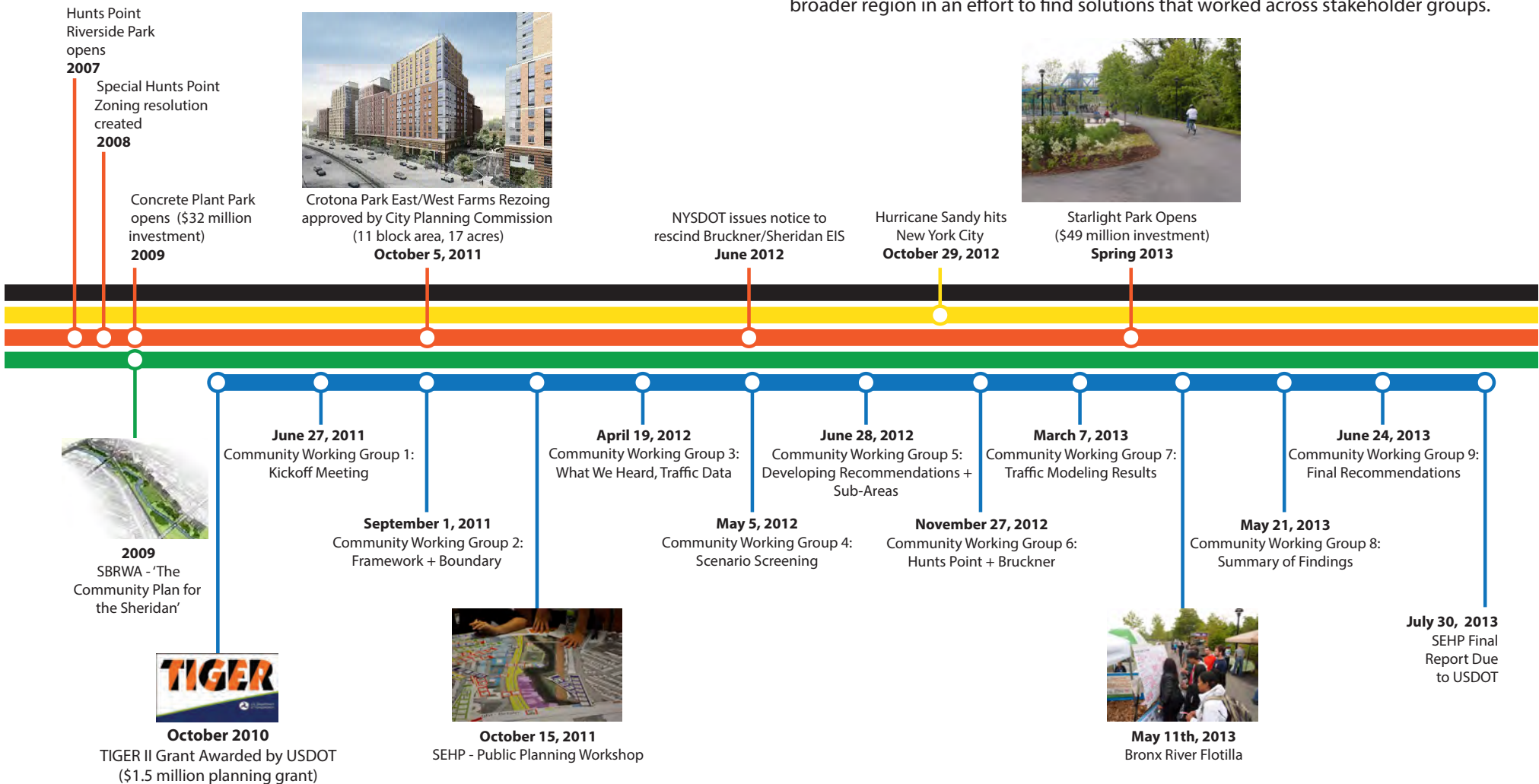
Mixed Use Zoning

Shore Public Walkway / BX River Greenway



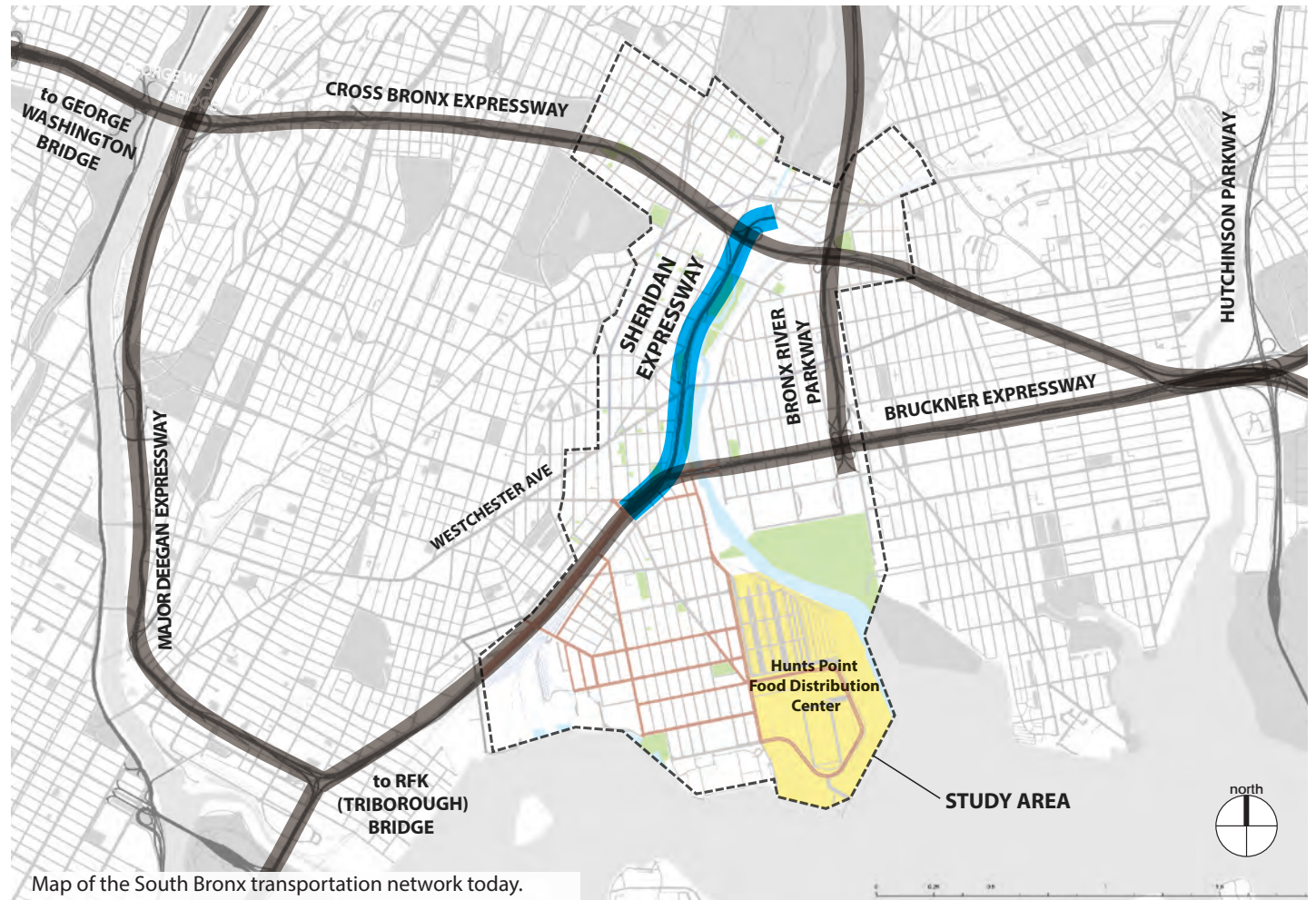
The City Study

The City study included an intensive interdisciplinary examination of the neighborhoods and infrastructure surrounding the Sheridan Expressway, along with the expressway itself. The future of the Bruckner and Sheridan Expressways has been the focus of debate and discussion at the local level for over a decade. The planning process led by the City Study team brought together the land use and transportation needs and priorities of the City, local residents, the business community and the broader region in an effort to find solutions that worked across stakeholder groups.



The Sheridan Expressway

The Sheridan Expressway (I-895) remains today as it was first constructed in 1963 and, along with the Bronx River Parkway, serves as a link between the Bruckner Expressway (I-278) to the south and the Cross Bronx Expressway (I-95) to the north. The Sheridan Expressway has one pair of on- and off-ramps that provide access to Westchester Avenue, a major commercial corridor in the area. Traffic on the expressway, which operates below 50 percent of capacity during peak rush hour, is relatively light in comparison to other roadways in the area.



Map of the South Bronx transportation network today.



View of the Sheridan Expressway looking north. The southern entrance to Starlight Park is to the right.

History

In the 1940s, when Robert Moses first planned the Sheridan Expressway, it was intended to extend from the Bruckner Expressway northward past the Bronx Zoo and into Westchester County, creating a direct connection between the Triborough/Robert F. Kennedy Bridge and the New England Thruway. However, strong community opposition prevented the completion of the original plan. When the expressway finally opened in 1963, it was only 1.25 miles long and terminated at the Cross Bronx Expressway.

During the original construction in the early 1960s, thousands of residents and several local businesses were displaced as the Bronx River was moved to make way for a more linear roadway. The South Bronx entered a vicious cycle of decay, due in part to the completion of the highway network that crisscrosses the area and acts as a barrier to the Bronx River waterfront. During the 1960s, as housing stock began to decline, long time residents began to move out of the Bronx, a process that increased into the 1970s. With the population in decline, neglect and arson decimated large areas of the South Bronx. In Crotona Park East alone, 15,000 housing units were lost to fires and the neighborhood population dropped by 75 percent.



City Planning map showing proposed New York City highway network in the South Bronx circa 1945. The portion of the Sheridan highlighted in yellow was never realized.



Trucks heading south on Whitlock Avenue must weave around the elevated subway rail.

Critical Issues in the City Study

The City study focused on critical issues in the study area, as defined through community input and prior planning studies.

Access to Parks and the Bronx River

The limited-access expressway, as built, prevents east-west connections for local businesses and residents, divides local communities from each other and blocks access to the newly constructed Starlight Park along the Bronx River.

At the same time, the lack of an exit to Hunts Point further south forces many trucks using the roadway to exit the Sheridan Expressway after the first half-mile and utilize local streets to reach the major industrial area located in the Hunts Point peninsula. Members of the community have been calling for changes to this arrangement for many years, and past efforts to make improvements to the adjacent expressways in the study area were hampered by divisions among stakeholders over the future of the expressway.



View from the Bronx River near Starlight Park.



View of Sheridan Expressway traffic from the Starlight Park waterfront.



The path to the southern entrance to Starlight Park along Edgewater Road (Sheridan service drive).

Pedestrian Safety and Traffic Congestion



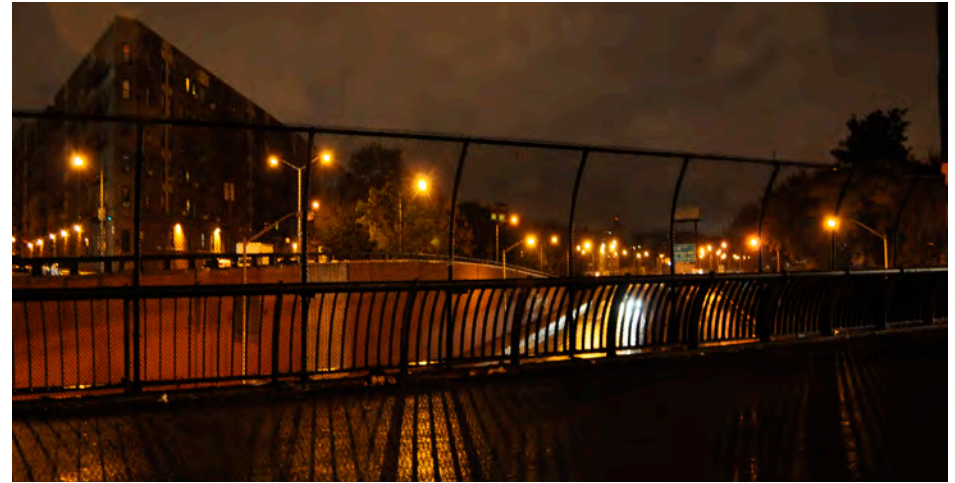
A primary concern for the community is the need to increase pedestrian safety at major intersections on the Sheridan and reduce traffic congestion. Improved connectivity includes regional vehicular access to the Hunts Point Food Distribution Center; safe access to the new Starlight and Concrete Plant Parks along the Bronx River and to public transit, and local vehicular access to food-related businesses in the Hunts Point peninsula.

Housing



Residents identified as an issue a continual shortage of affordable housing in the South Bronx, especially near transit and existing retail corridors. The need for increased diversity in housing type, programs that encourage home ownership and programs that seek to address the high percentage of residents who pay more than 50% of their income on rent was also identified by stakeholders.

Public Safety



The community expressed concerns about safety, particularly when walking at night, because of lack of activity, poor lighting, and low visibility around highway infrastructure. Improved lighting and improved sidewalk design are crucial to increasing mobility and activity in the area.

New Industry / More Jobs



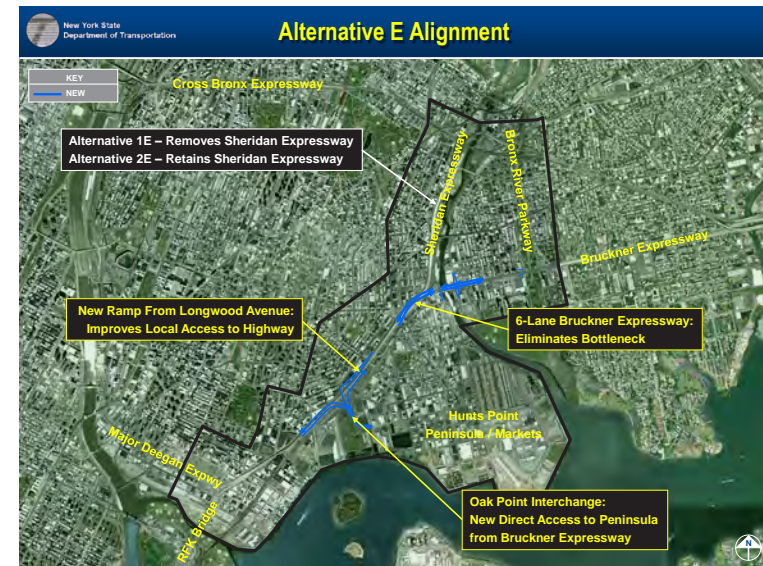
Supporting industry and existing job centers, specifically the Hunts Point Food Distribution Center, is a shared goal across stakeholder groups. Any changes to the traffic network must improve conditions and not harm the ability of Hunts Point businesses to function and grow. It was also noted that if existing industrial areas or manufacturing areas are considered for rezoning, the potential impact on job creation must be examined.

Prior Studies on the Sheridan Expressway

As early as 1980, the New York State Department of Transportation (NYSDOT) flagged the need for improvements to safety and traffic flow on the Bruckner Expressway at the interchange with the Sheridan Expressway. In 2001, NYSDOT began a formal study as part of the Environmental Impact Statement (EIS) for the redesign of the Bruckner-Sheridan interchange and related transportation improvements. NYSDOT's long-term plan was to upgrade the Bruckner-Sheridan Interchange. Two additional additional major changes were also considered: one to improve access to the Hunts Point peninsula, located just south of the interchange, and one to remove the Sheridan.

The State resolved the issue regarding access to Hunts Point by selecting a set of flyover ramps to Oak Point in its EIS process. These ramps were generally supported by local stakeholders. However, NYSDOT was unable to come to a final decision about removal of the Sheridan. In part this was because they were unable to evaluate the land use changes that might be associated with removal. The State requested information from the City regarding land use plans for the area, but no comprehensive plan existed nor was there consensus among the four community boards bordering the Sheridan.

Meanwhile, in response to a NYSDOT recommendation to extend the Sheridan Expressway to ease truck traffic into Hunts Point, a coalition of Bronx community groups formed the Southern Bronx River Watershed Alliance (SBRWA). The SBRWA initiated a planning effort in 1996 to formalize their vision for the removal of the Sheridan and alternative truck access to the Hunts Point Market. In 2006, the SBRWA began work on a formal plan to remove the Sheridan and in its footprint, build a significant housing and mixed-use development that would take advantage of subway access at Westchester Avenue, as well as proximity to the Bronx River and new parks being constructed along the waterfront. The plan was submitted to NYCDOP in August 2009 for review.



NYSDOT looked at multiple options for the Sheridan and Bruckner Interchange with access to the Peninsula via ramps at Oak Point.



In addition to increasing access to the Hunts Point peninsula, SBRWA study envisioned new housing and increased open space through the removal of the Sheridan Expressway.

Why a New Study?

SHERIDAN EXPRESSWAY CORRIDOR

TIGER II

APPLICANT/SPONSOR: New York City Department Transportation

TOTAL PROJECT COST: \$2,021,418

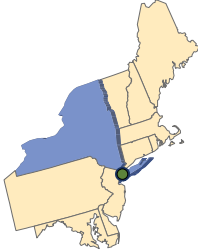
TIGER II GRANT: \$1,510,171

PROJECT DESCRIPTION

The project will create a neighborhood development plan for the Sheridan Expressway and Hunts Point area. Through a City-led, multi-agency, holistic planning process the plan will identify the needs and goals of the business and residential communities in the area. Technical analysis will examine alternatives to improve access to the Hunts Point Food Distribution Center allowing the area to come to an informed position about how possible solutions will affect the community. Alternatives under consideration include removing the Sheridan, rebuilding the interchange of the Sheridan and the Bruckner, or creating a new interchange for Hunts Point at Oak Point Avenue.

PROJECT HIGHLIGHTS

- » Addresses a critical need for changes to transportation and housing provision in a high traffic area
- » Features strong and varied partnerships and a significant opportunity to build community capacity for planning efforts



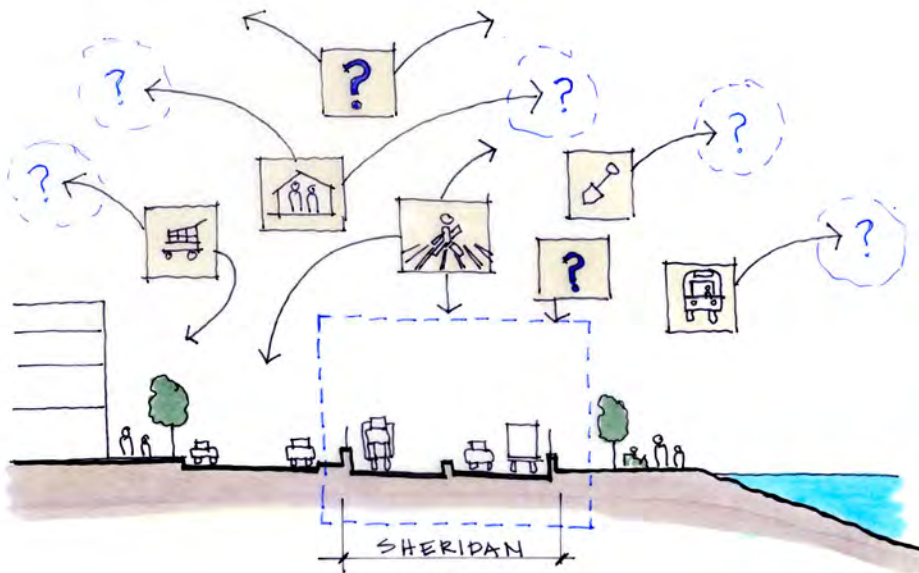
NORTHEAST

The State, City and communities in the vicinity of the Sheridan Expressway all recognize the importance of coming to consensus on future plans for the expressway and surrounding neighborhoods. With the receipt of a \$1.5 million TIGER II grant from the U.S. Department of Transportation in 2010, the City built an interdisciplinary team to address the multitude of issues and concerns, undertake an extensive data collection and analysis effort and lead a robust community engagement process. The primary goal of the City Study was to facilitate comprehensive fact-gathering and collaboration among parties to make sound policy decisions.

The broad objective of the City Study was to balance transportation needs with community concerns over land use, waterfront access, transportation and economic development, and to take advantage of opportunities for new housing and retail. Understanding and addressing the priorities of both businesses and residents was central to identifying the option that would create the most value over the long term for all of the stakeholders. The City Study team sought to create an actionable plan, build consensus locally, and develop a set of recommendations focused on area neighborhoods that would leverage infrastructure investments to address existing issues and further City policy goals.

City Study goals, identified early in the planning process through public meetings and direct stakeholder outreach were to:

- Increase the efficiency of transportation networks and access to Hunts Point
- Improve options and access to transit
- Increase access to new and existing open space and the waterfront
- Improve neighborhood air and water quality
- Provide safer streets
- Provide community services and successful schools
- Provide affordable housing
- Invest in improving health via food options and improved public realm

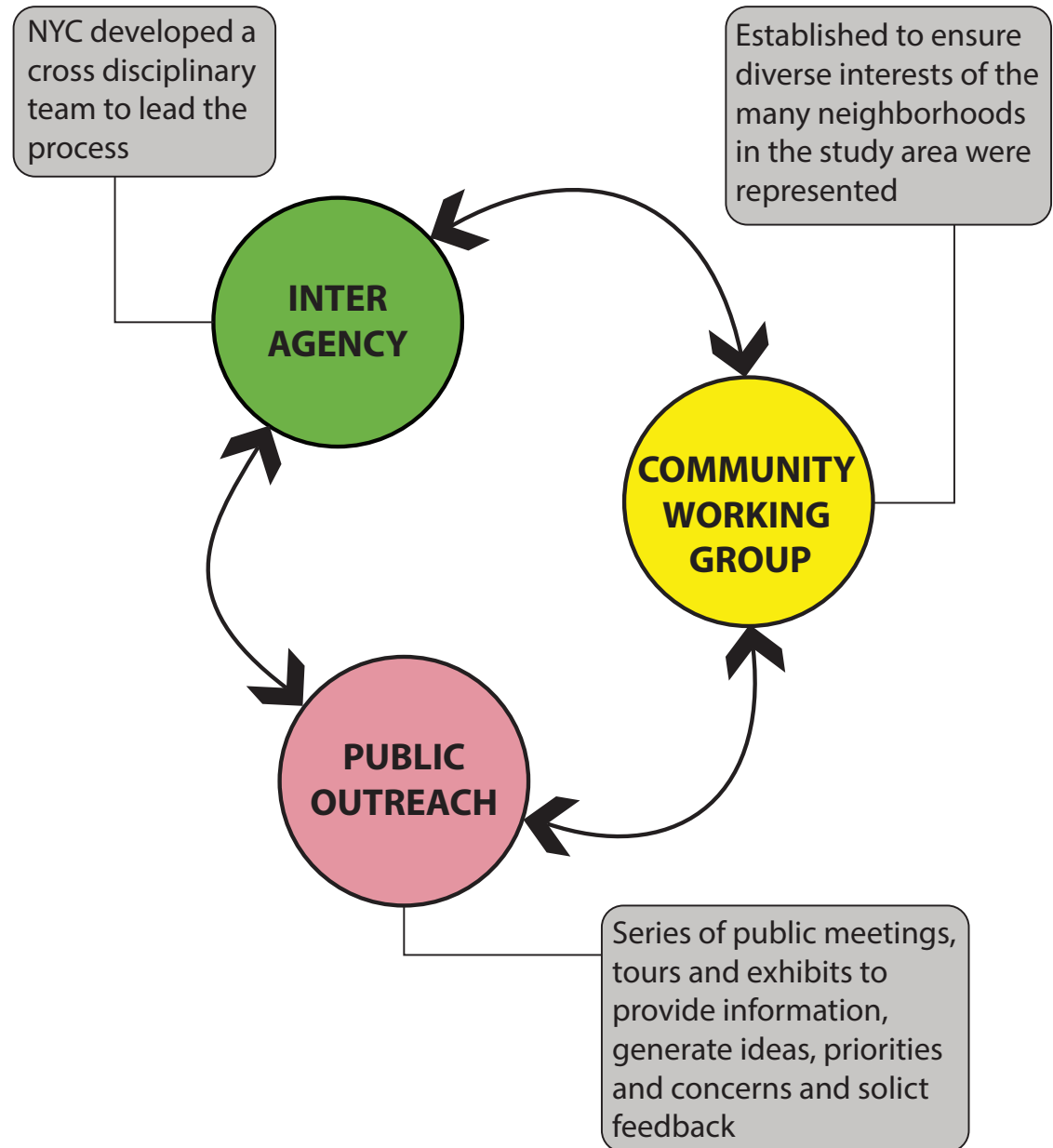


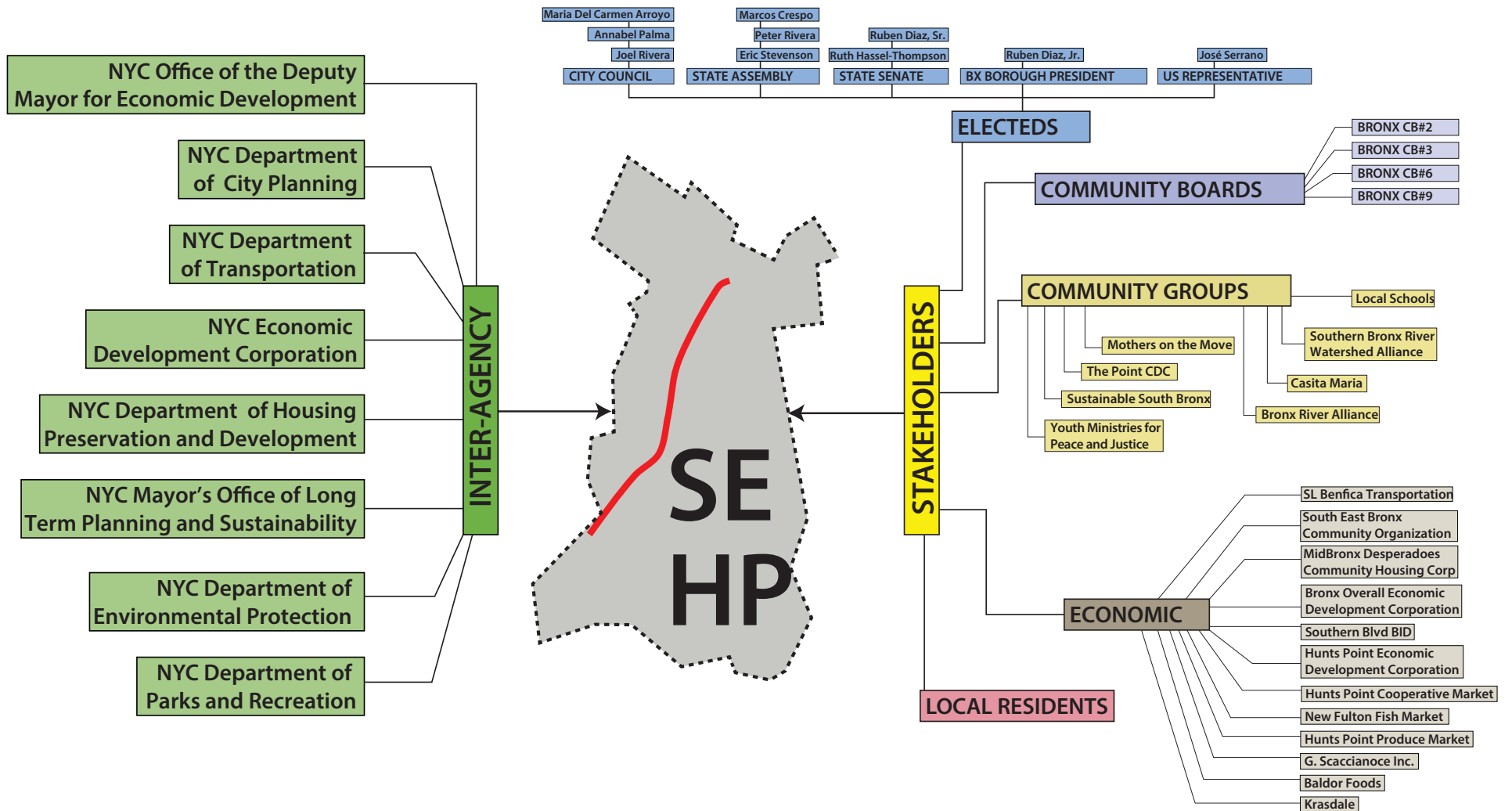
A 2010 TIGER II Planning Grant was awarded to the City of New York to facilitate a consensus among all parties on the future of the Sheridan Expressway and surrounding neighborhoods.

Community Engagement

The City Study process was grounded in the understanding that interagency cooperation and an engaged, diverse group of stakeholders were crucial to consensus building; the central goal of the process.

A Community Working Group (CWG) was established to ensure that the diverse interests of the many neighborhoods in the large study area were represented in the process. The City also held a series of public meetings to provide information and solicit feedback on ideas, priorities and concerns. In addition to the public meetings, the City met frequently with representatives of Community Boards 2, 3, 6 and 9, hosted tours in the area, held open houses and hosted several other events including displays at The Point CDC and the Bronx River Arts Center. Announcements and information were transmitted via email and via the DCP website.





Community Engagement

The input of the CWG was invaluable throughout the planning process. From the gathering of data to identifying priorities, the CWG provided the City Study a local perspective. During early stages of the process, conversations about existing conditions, issues and opportunities led to an articulation of community needs and goals. These needs and goals focused on local and regional transportation and land use opportunities and after being prioritized became the framework for decision-making. The planning framework helped create a common vocabulary for the planning process and ensured that local priorities were accurately captured and understood.

Through one-on-one and group discussions and a public design charrette, several options for land use and transportation improvements in the study area were developed. Defining and synthesizing a vision was a critical precursor to identifying the specific types of economic, sustainability, and transportation analyses needed. The last step in the process was to use the data and information gathered to develop and evaluate the final land use and transportation scenarios and to select the scenario that provided the greatest long term benefit.



Developing the Planning Framework

What is the Planning Framework?

The Planning Framework establishes the needs, policies, and goals to be addressed through the planning process.



Community goals enter the planning framework via personal participation and planning statements. As part of the SEHP study, a Community Working Group of local stakeholders was convened to help guide the planning and analysis process. Varied opportunities for community input were key to developing a clear understanding of community goals and needs.

These opportunities included:

- Public Workshops
- Open Houses
- Community Working Group (CWG)
- Walking tours of the area
- Personal briefings
- On-line comments
- Existing community plans and needs statements

City goals and policies entered the planning framework via policy statements, agency strategic plans, comprehensive planning efforts, and city participation including:

- PlaNYC
- Comprehensive Waterfront Plan
- New Housing Marketplace Plan
- Sustainable Streets Plan
- Hunts Point Vision Plan
- Active Living By Design
- A Stronger, More Resilient New York
- Bronx River Greenway Plan
- Green Infrastructure Plan

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:

We want to be better connected and have access to our neighborhood, our region.

Land Use and Community Infrastructure:

We want to live in an affordable neighborhood with a full range of amenities and services.

Waterfront and Open Space:

We want green spaces and nature that contribute to our relaxation and health.

Economic Development:

We want good jobs and thriving businesses that support local residents and the region. We want the Hunts Point markets to prosper.

Sustainability:

We want to grow and develop in responsible ways that will support our wellbeing and our future.



Analysis



The City study sought to identify major opportunities for improvements to local neighborhoods and to analyze the impacts of those improvements, on future development patterns, economic conditions and infrastructure needs.

Prior to in-depth analysis, land use and design scenarios for the Sheridan Expressway were developed and publicly vetted. The scenarios focused on improving quality of life for residents and taking advantage of emerging opportunities for new housing and retail, while preserving or improving highway access to the Food Distribution Center and surrounding industrial businesses on the Hunts Point peninsula.

The traffic, land use, economic and sustainability impacts of improvements being considered were all included in City Study analysis. A brief overview of this analysis and a summary of findings follows.

Process drawings and images of the City Study

Land Use Study Area

Analysis conducted as part of the City Study focused on two related study areas: the land use study area and the transportation study area. The transportation study area included five major highways that traverse the South Bronx providing connections between New York City, Connecticut, New Jersey, Long Island, Westchester and beyond. The land use study area encompassed multiple neighborhoods surrounding four of these five highways, and was developed with an eye towards the important relationship between the transportation network and neighboring land uses.

A closer focus on the communities that surround the Sheridan Expressway and the related road network reveals that while there are similarities, there are differences in the way history, natural resources infrastructure and economic development have impacted each neighborhood.

More than 200,000 people live within a mile of the Sheridan Expressway. Neighborhoods adjacent to the expressway include Crotona Park to the west, West Farms to the north, Longwood and Hunts Point to the south, Bronx River and Soundview to the east. The expressway, despite its short length, runs through four community districts: 2, 3, 6, and 9.

Public Transit

The study area is served by three subway lines, the 2, 5, and 6, and several bus routes. Sixty-four percent of the study area population uses public transit to commute to work, and on average close to 700,000 passengers ride buses in the study area every week. Between 2007 and 2012, subway ridership increased significantly. Ridership levels will continue to grow as new businesses and residents move into the neighborhood.



The Whitlock stop on the 6 subway line has the lowest ridership in the study area and one of the lowest system wide.

For example, the NYC Human Resources Administration (HRA), will soon relocate to Hunts Point, bringing with it a large staff and hundreds of visitors each day. Given the study area's transit network, there is opportunity for residential development near subway stations consistent with the city's goal to build 95 percent of new housing within a ten minute walk of a subway station.

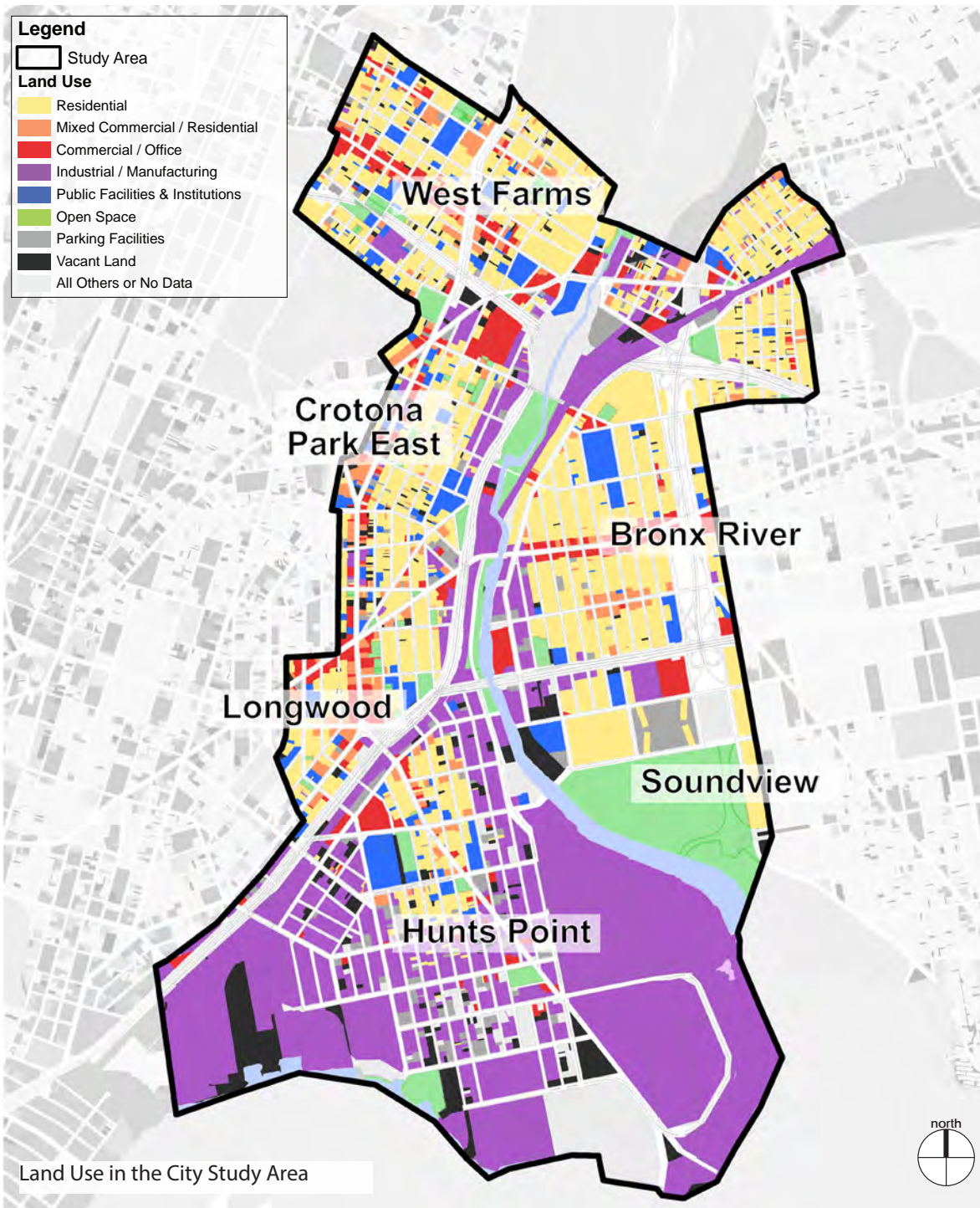
Population Growth

The City study area has experienced large swings in population size since the 1970 census. Between 1970 and 1980, declines in shipping and manufacturing jobs and increasing suburbanization, coupled with the City's fiscal crisis and widespread housing disinvestment, led to a 20 percent decline in the population of the Bronx, from 1,472,000 to 1,169,000 residents. During this time, the communities to the west of the expressway experienced the greatest population loss in the entire Bronx – a two-third population loss – but the area also saw some of the first signs of renewal in the 1980s and today Crotona Park East and Charlotte Gardens are stable residential communities.

Between 1980 and 1990, the economies of the Bronx and NYC improved and immigrants and domestic residents moved into the Bronx. These conditions contributed to a moderate increase of 2.9 percent population growth in the Bronx. During the 1990s, the population of the Bronx grew more quickly than that of NYC overall, with the Bronx experiencing a 15 percent increase while the NYC population increased by 11.6 percent. Growth continued between 2000 and 2010, again with larger increases in population in the Bronx than in NYC overall. Population growth is expected to continue and according to projections, the population in the Bronx will have regained its 1970 population levels by 2030.



One of many recent new developments in the South Bronx

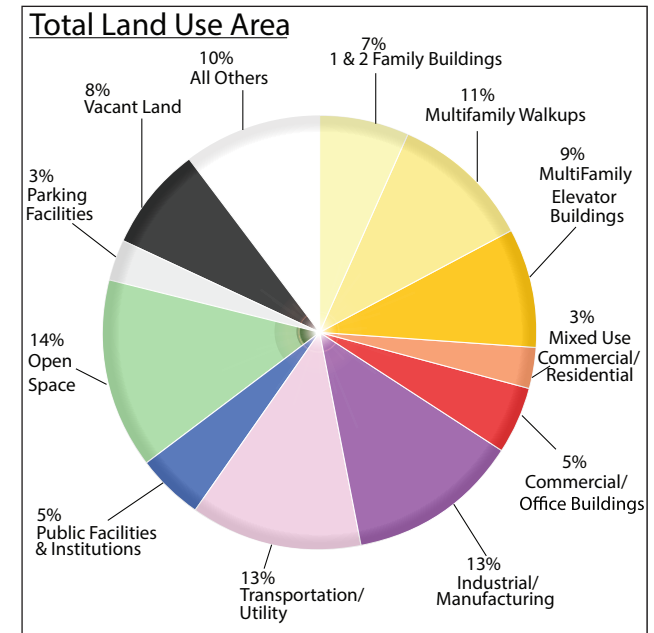


Land Use in the City Study Area

Land Use

A broad range of land uses characterize the study area. The Bronx River and Soundview neighborhoods contain predominantly low-scale residences with some notable high-rise developments such as the Soundview and Bronx River Houses, both New York City Housing Authority (NYCHA) developments. The Hunts Point peninsula to the south includes a stable residential population of approximately 11,000 amongst industrial and food-related businesses in the city's largest industrial business zone.

Immediately surrounding the Sheridan Expressway are light industrial uses, auto related uses, warehouses, a small motel, multiple schools, an MTA bus depot, and three parks. With support from the City over the past two decades, more than 4,600 new affordable housing units have been developed in the vicinity of the expressway. The Bronx River runs parallel to the expressway to the east, and the elevated 6 subway line and regional rail/Amtrak line run along the expressway and cross it near Westchester Avenue.



Transportation Study Area

Detailed traffic analysis included the Bronx River Parkway, Major Deegan, Sheridan, Cross Bronx and Bruckner Expressways along with adjacent local thoroughfares. Changes to one of these highways would have an impact on the others as they work together to carry traffic throughout the region.

Traffic Patterns

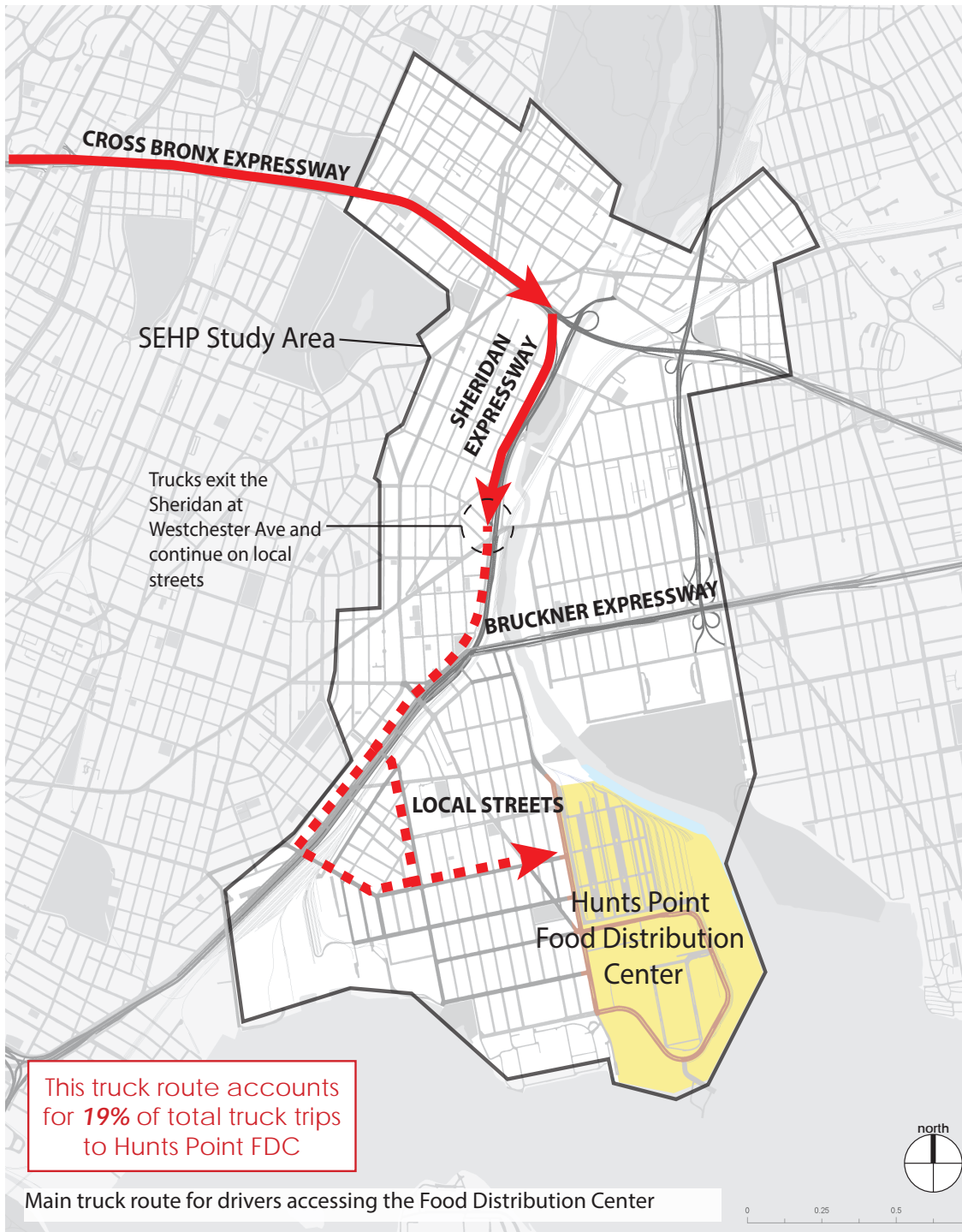
In 2011, NYCEDC and NYCDOT performed a survey of drivers at the three wholesale food markets (produce, meat, and fish) at the Food Distribution Center (FDC) to ascertain their trip patterns. The analysis of these traffic patterns provided a proxy for understanding the larger transportation patterns of trucks traveling to and from the food-related businesses in the FDC.

Approximately half of all vehicles entering and exiting the Hunts Point FDC use the Bruckner Expressway (50% and 52%, respectively), and can be impacted by congestion related to the bottleneck at the interchange between the Bruckner and the Sheridan. Approximately one-third of vehicles entering or exiting the Markets (29% and 33%, respectively) use local streets or other access routes, highlighting the close connection between local commercial establishments and the markets.

In addition:

- Most drivers from New England use the New England Thruway and connect to the Bruckner Expressway or the Sheridan.
- Drivers from New York State north of the 5 boroughs typically use I-87 or the George Washington Bridge to cross into the Bronx. Most drivers then use the Cross Bronx Expressway to the Sheridan, or stay on the Major Deegan Expressway to connect to the Bruckner Expressway.
- From Manhattan, the Willis Avenue Bridge is often used to enter the Bronx and travel to the FDC. Returning into Manhattan, the Third Avenue Bridge is most often used.
- From the west, the George Washington Bridge –Trans-Manhattan Expressway –Alexander Hamilton Bridge Corridor is used to cross into the Bronx, followed by two primary routes to access the market including the Major Deegan/Bruckner Expressway or the Cross Bronx/Sheridan Expressway combination.
- Overall, the Sheridan is used for approximately 19% of all trips into and out of Hunts Point.



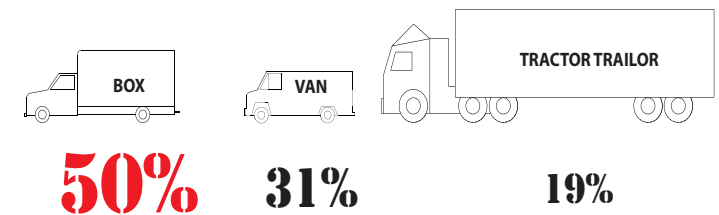


Truck Access to Hunts Point

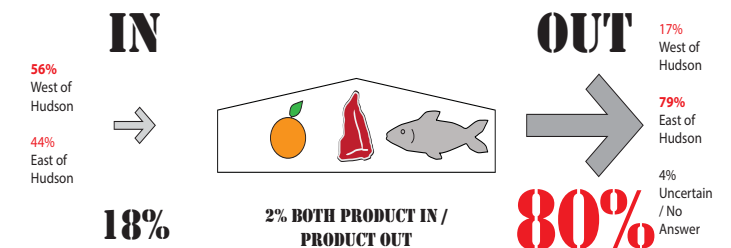
Maintaining truck access to Hunts Point was a critical goal of this study. Key findings from the driver intercept survey show that approximately one in five vehicles (19%) entering the Markets use the Sheridan, while somewhat fewer (17%) use the Sheridan upon exit. These vehicles are mainly generated by traffic entering or exiting the Bronx via the George Washington Bridge.

Market Driver Survey: Produce, Fish, and Meat Market

I. Vehicle Class



II. Product In / Product Out



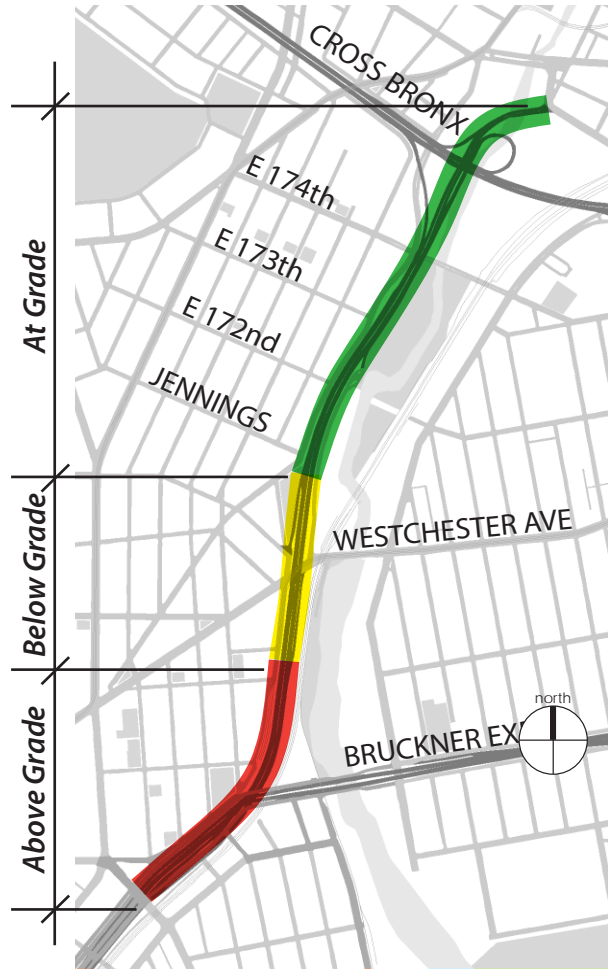
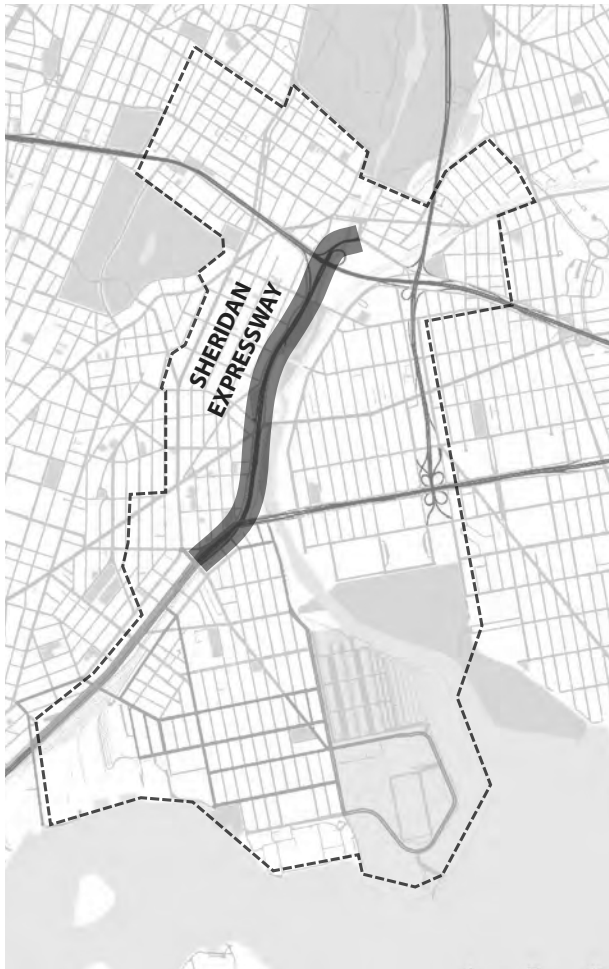
III. Frequency of Visits



Summary of driver market survey for Food Distribution Center

Existing Conditions

Conditions along the Sheridan Expressway's single mile transform from north to south. The northern section of the roadway, between the Cross Bronx Expressway and Jennings Street, is at-grade. South of Jennings Street, the expressway dives under Westchester Avenue, where most trucks exit to take local streets to the Hunts Point peninsula. The expressway then climbs to meet the elevated Bruckner Expressway. Because connections to the Cross Bronx and Bruckner Expressways must be maintained, the focus of any redesign of the Sheridan Expressway will be of the at-grade portion.



Physical conditions of the Sheridan Expressway's 1.2 mile length



At-Grade



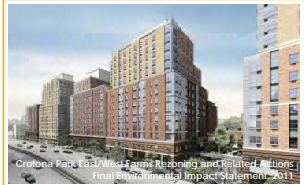
Below Grade



Above Grade



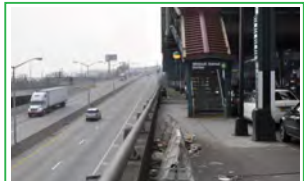
\$81 million of public investment along the southern Bronx River has led to a cleaner, active waterfront. Safe access for residents remains a challenge.



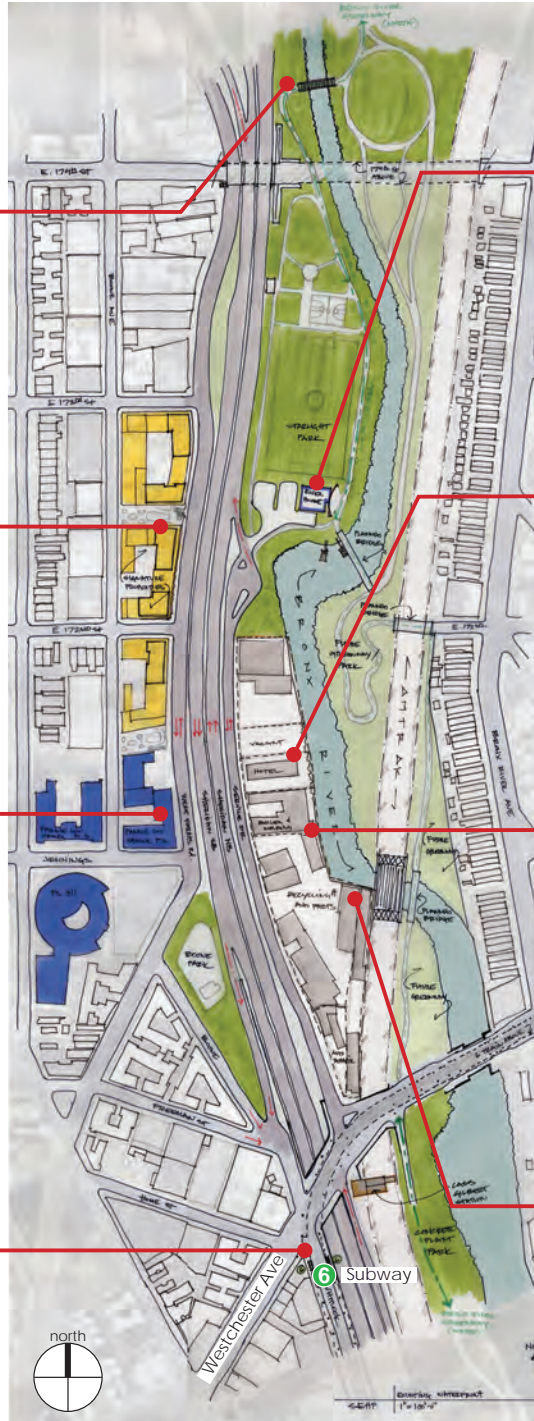
Over **900 new residential units**, retail space and a new school being constructed along the expressway will be completely disconnected from new parkland and the waterfront.



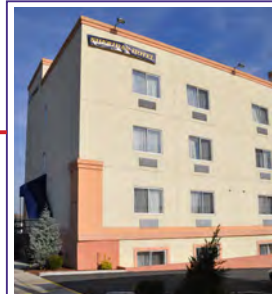
Institutions serving children K-12th grades are located along the expressway. Walking routes from these schools to parks and nearby transit are complicated and unsafe.



Whitlock subway stop is near the bottom in annual ridership, ranked 389 of 468 stations.



On the horizon - The Bronx River Alliance is expected to begin construction of its main offices at Starlight Park in 2013.



New development - The Sheridan Hotel, 2005 and Starlight Park, 2013.



The zoning along Edgewater Road (Sheridan service drive) is **zoned manufacturing (M-1)**.



Seven businesses - primarily auto wreckage, storage and parts are located along the waterfront.

Area Around the At-Grade Sheridan

The area adjacent to the Sheridan Expressway is undergoing significant change and has attracted new investment in housing, infrastructure and open space, making this an opportune time to consider land use and transportation projects that support redevelopment.

As efforts to improve the health of the Bronx River take hold, the river is being transformed into a recreational and scenic amenity. The Bronx River Greenway, nearing full implementation, will eventually provide off street connections north to Westchester County and south to Manhattan.

The recent Crotona Park East/West Farms Rezoning, west of Starlight Park, includes 16.8 acres of now industrial property. This is the largest private rezoning in the Bronx in decades. Vacant buildings and underutilized properties will be replaced by new development that could add 8,000 residents, 2,365 units, 93,000 square feet of commercial space and 12,000 square feet of community space by 2022. This development will significantly change the population and related needs in the area directly adjacent to the Sheridan Expressway.

Orthophoto Base Map Copyrighted by the New York City Department of Information Technology and Telecommunications. All rights reserved.

Access to the Bronx River Waterfront

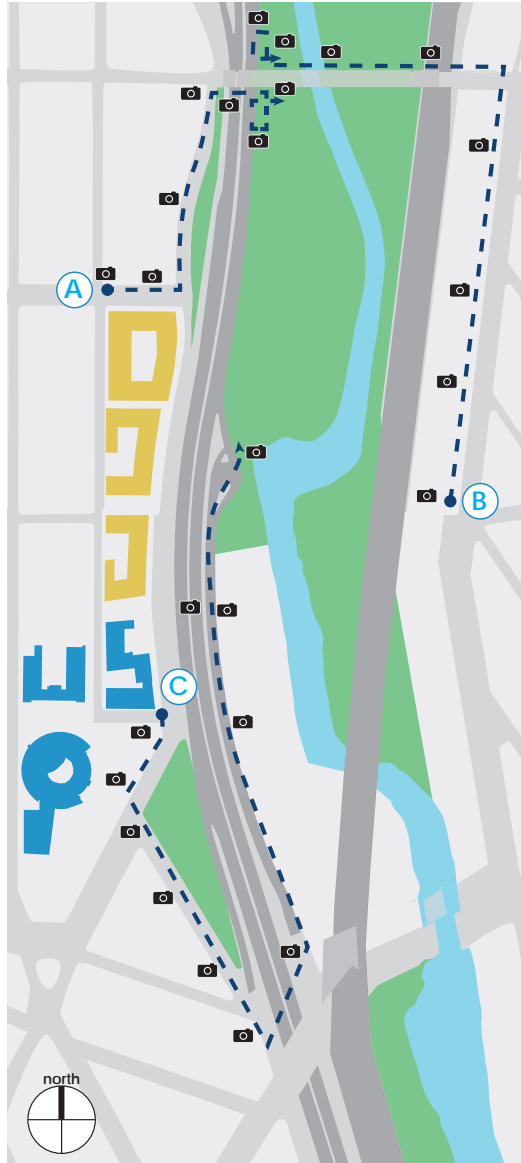
The Bronx River has been the focus of myriad efforts to improve its environmental quality and establish opportunities for active use. In recent years, New York City and State have committed millions of dollars to the development of parks along the southern portion of the Bronx River. Two new waterfront parks recently opened in the City study area: Concrete Plant Park (2009) and Starlight Park (2012). Together these parks have replaced 20 acres of industrial uses along the Bronx River with open space, but access to these parks is limited.


Both parks are part of the Bronx River Greenway and provide access to the waterfront and on-water recreational opportunities. Park amenities include playgrounds, ball fields, and benches and there are plans to include a boathouse and comfort station. Access points to the parks, however, are difficult to find as they are hidden from view at the street level, located in less traveled industrial areas, and separated from adjacent residential neighborhoods by infrastructure.



Access to Starlight Park


Within the study area, there are several routes pedestrians take to access new waterfront amenities. The routes depicted below and on the map to the right represent three possible routes from key points in the neighborhood to Starlight Park. More accessible, at-grade connections to open space and the Bronx River waterfront are possible through changes to the Sheridan Expressway.



(A) 1,400' 
E 173rd + Boone Ave




174th St Pedestrian Bridge Entrance

(B) 2,350' 
E 172nd + Bronx River Ave



174th St Pedestrian Bridge Entrance

(C) 3,250' 
Jennings + West Farms Rd



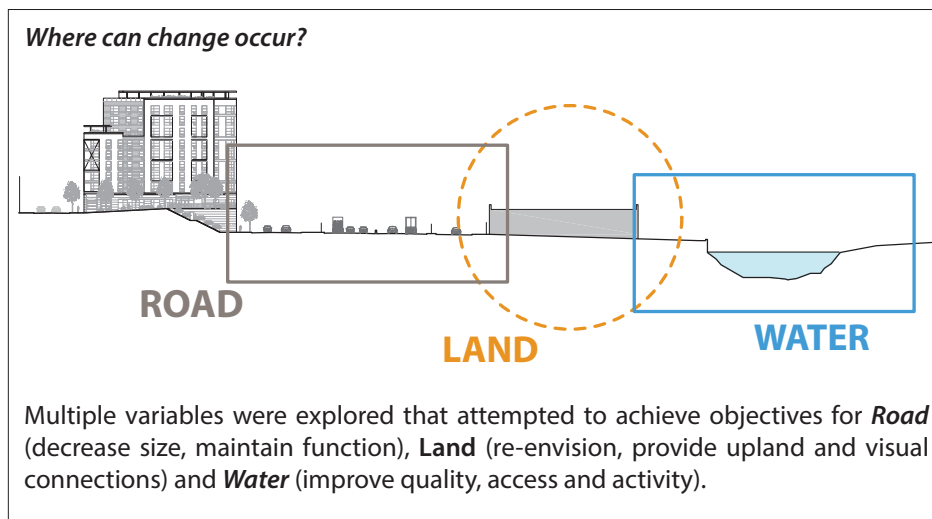
Southern Entrance at Edgewater Road

Scenario Development

The City study team developed scenarios for land use and transportation improvements for the Sheridan Expressway and surrounding neighborhoods. Roadway redesign options, detailed in this section, were developed after consideration of critical local issues, a public design charrette, series of community meetings, and a review of relevant best practices and city agency policy goals.

Comparative analyses of three design scenarios for the Sheridan Expressway were conducted through the lens of transportation, land use, economic development and sustainability. Each of the scenarios included the construction of new on- and off-ramps to the Bruckner Expressway at Oak Point and Leggett Avenues to improve access to Hunts Point. Associated with the construction of these ramps are modifications at the Bruckner-Sheridan Interchange and closure of the northbound entrance ramp at Hunts Point Avenue. One scenario *Retains* the Sheridan Expressway as it exists now. The *Modify*, or a “boulevard” option, was looked at in two versions: *Modify-Separated* and *Modify-Combined*. As part of the analysis, a “no-build” option was considered and provided a point of comparison to all of the “build” options noted above.

A significant element of all three scenarios was the maintenance of connections to the Cross Bronx Expressway (north) and the Bruckner Expressway (south). Other common elements of the three scenarios included improved access to Hunts Point through the construction of highway ramps and improvements along several major arterials. A fuller description of common elements can be found on page 36.



Retain

In this scenario the Sheridan Expressway remains in its current configuration and location and maintains the same operational characteristics. This scenario includes construction of ramps at Oak Point and the other common elements listed above. Access to Starlight Park and Bronx River Waterfront from existing entry points at E177th Street, the E174th Street Bridge and at the northern terminus of Edgewater road would also be maintained.

Modify-Separated Scenario

This scenario modifies the northern, at-grade portion of the Sheridan Expressway by de-mapping Edgewater road and narrowing the width of the Sheridan and West Farms roads. West Farms road remains as a separated, local access road. The local street network is reintegrated via new signaled crossings at E173rd, E172nd and Jennings streets. This scenario reduces right-of-way width providing shorter crossings and direct access to Starlight Park and the Bronx River waterfront. Along with the ramp at Hunts Point Ave, the southbound Westchester Ave ramp is also closed. This scenario also includes strategic investments throughout the study area.

Modify-Combined Scenario

This scenario modifies the northern, at-grade portion of the Sheridan Expressway by *combining* the right-of-way of the Sheridan, West Farms and Edgewater roads into a single roadway. The local street network is reintegrated via new signaled crossings at E173rd, E172nd and Jennings streets. This modification significantly reduces roadway width providing shorter crossings and direct access to Starlight Park and the Bronx River waterfront. Along with the ramp at Hunts Point Ave, the southbound Westchester Ave ramp is also closed.

Both modify scenarios would allow the following:

- Reconfiguration of Sheridan Expressway which allows for better waterfront access and potential for significant redevelopment of waterfront properties
- Connection of Bronx River Greenway in and around Sheridan as well as points south

Boulevard Precedents

Ultimately, two alternatives or scenarios for the Sheridan at-grade section were included in the analysis phase of the study. The scenario development process included an extensive review of precedents and best practices in boulevard design. Many examples were researched both within New York City and the country. Below are a examples that are comparable to the modify scenarios that were included in analysis.

SEPARATED - LOCAL / THROUGH TRAFFIC

- Speed limit of 35 mph
- Narrow lanes, shorter blocks
- Clear, deliberate separation of access road and central roadway
- Include mid-block or pedestrian only crossings
- Medians raised above level of street

COMBINED

- Speed limit of 35 mph
- Pedestrian space near or over 50%
- Parking lane acts as buffer to traffic
- Substantial pedestrian refuge areas in center of roadway
- Planted medians can accommodate lighting and amenities like seating

Octavia Blvd, San Francisco, CA

Aerial



Grand Concourse, Bronx



West Street (9a), Manhattan

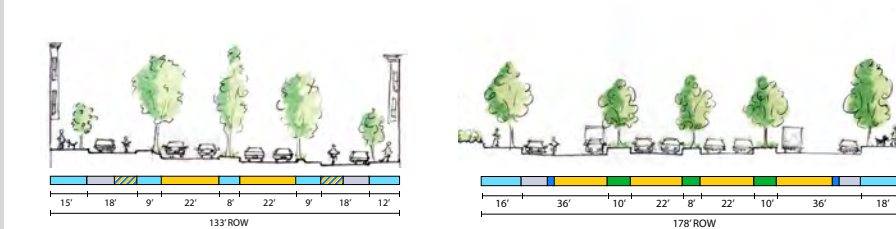


Lenox Avenue, Manhattan

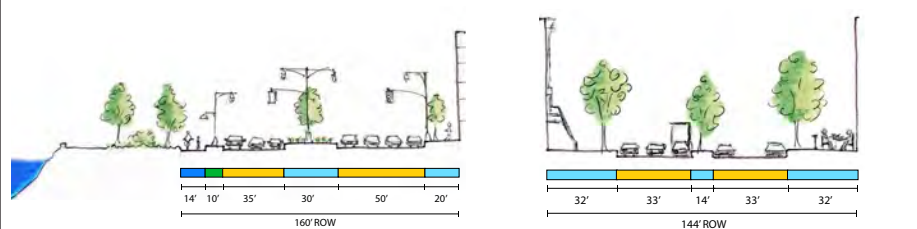


Section

MOTOR VEHICLE
 SHARED BIKE
 DEDICATED BIKE
 PEDESTRIAN
 GREEN SPACE
 PARKING



<p>60% vehicular space 6 travel lanes</p>	<p>40% pedestrian space</p>	<p>2 shared bike lanes</p>	<p>65% vehicular space 8 travel lanes</p>	<p>35% pedestrian space</p>	<p>2 dedicated bike lanes</p>
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<p>53% vehicular space 7 travel lanes</p>	<p>47% pedestrian space</p>	<p>2 separated bike lane* *Hudson River Greenway</p>	<p>46% vehicular space 6 travel lanes</p>	<p>54% pedestrian space</p>
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Boulevard designs that enhanced pedestrian safety and amenities, including shortened crossing distances, view corridors to the waterfront, planted and other buffers between traffic and sidewalks, and opportunities for green infrastructure were incorporated in scenario designs.

Improved Access to the Peninsula

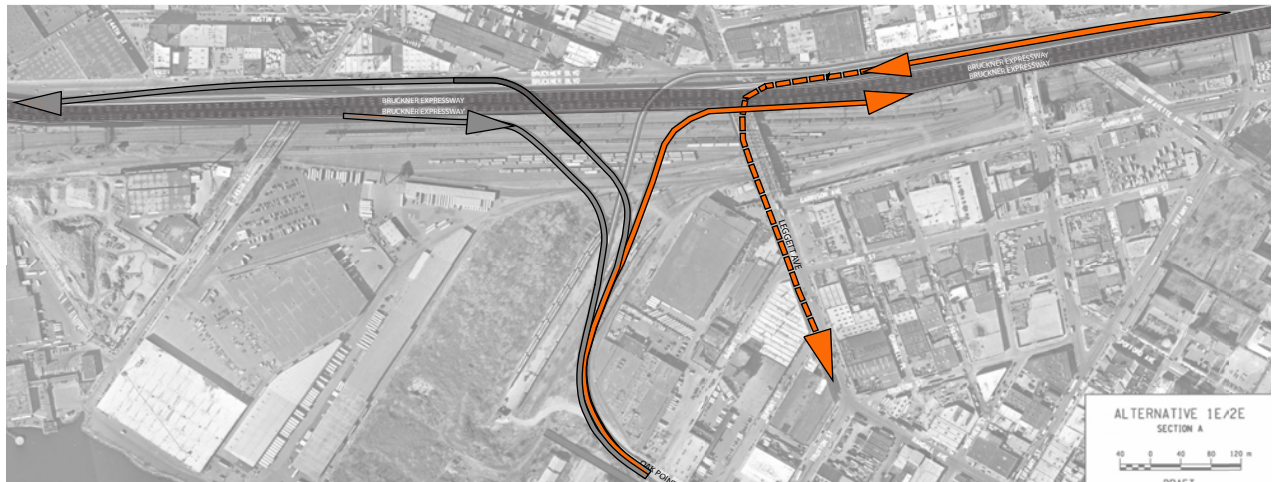
More direct access to the Hunts Point peninsula, specifically for vehicles traveling to industrial businesses, is needed. New ramps along the Bruckner Expressway would allow vehicles currently traveling on local streets to Hunts Point to remain on expressways, reducing traffic volumes along pedestrian routes. The ramps at Oak Point are critical to improving access to Hunts Point and catalyze changes to the Sheridan at-grade section. The ramps were included in all scenarios considered as part of the City Study.

Though the City supports the full construction of the ramps proposed in the State EIS, the configuration of ramps in the City study is scaled down to provide a more economical approach. The ramps in the City study are estimated to cost \$72 million, while the four ramps in the State proposal would cost approximately \$200 million. At a third of the cost, the two ramps in the City study could be part of a phased approach toward full implementation of the ramps proposed by the State.



The State proposal includes the following elements:

- On/off ramps going east and west on the Bruckner Expressway
- Ramp design requires approximately 9,000 linear feet of roadway
- Potential to remove traffic from Hunts Point Avenue through Sheridan on-ramp closure
- Design requires acquisition of private property and potential realignment of rail lines



The City study includes the following elements:

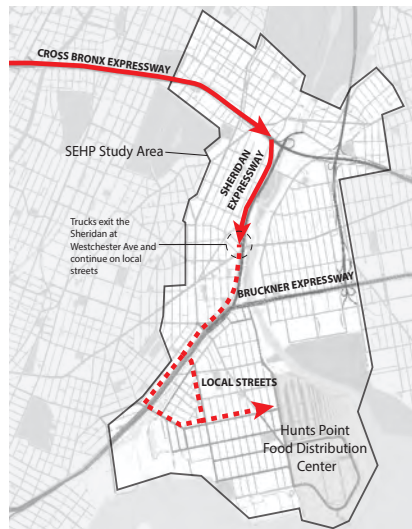
- On/off ramps going east on Bruckner Expressway
- Ramp design requires approximately 4,000 linear feet of roadway
- Less impact on private or rail properties
- Potential to remove traffic from Hunts Point Avenue through Sheridan on-ramp closure
- Catalyzes changes to Sheridan Expressway at-grade section
- Could serve as phased approach to full Oak Point ramps

Travel Times

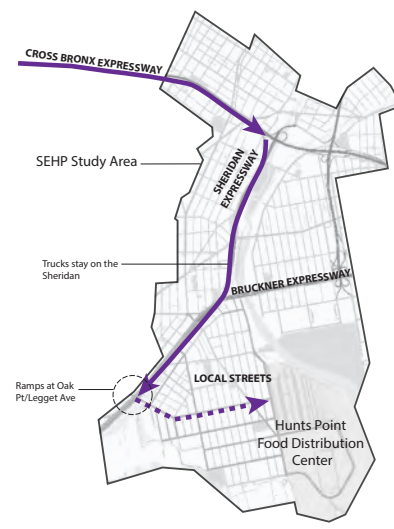
Under current and No Build conditions, vehicles traveling to Hunts Point from the eastbound Cross Bronx Expressway typically exit the southbound Sheridan at the off-ramp to Westchester Avenue, travel south on Whitlock Avenue to westbound Bruckner Boulevard, and then turn into Hunts Point at either Tiffany Street or Leggett Avenue. Under both Modify scenarios, with the off-ramp to Westchester Avenue closed, Sheridan traffic would travel through the boulevard section with three proposed signalized intersections, continue on the Sheridan section to the Bruckner Expressway, and exit at the proposed Leggett Avenue ramp. Under the Retain scenario, the proposed route would be the same as the two Modify scenarios, but without the “boulevard” conversion of the northern section of the Sheridan.

The modeled travel time show a difference of -2 to +1 minutes for each scenario in both the morning and evening peak hours.

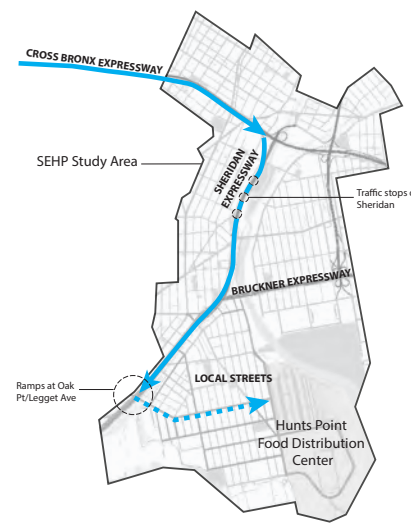
Existing / No-Build



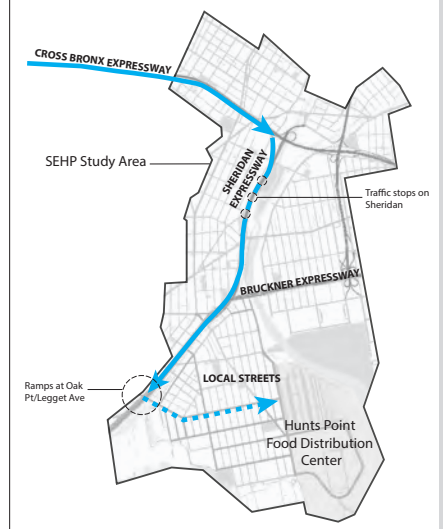
Retain



Modify-Separated



Modify-Combined

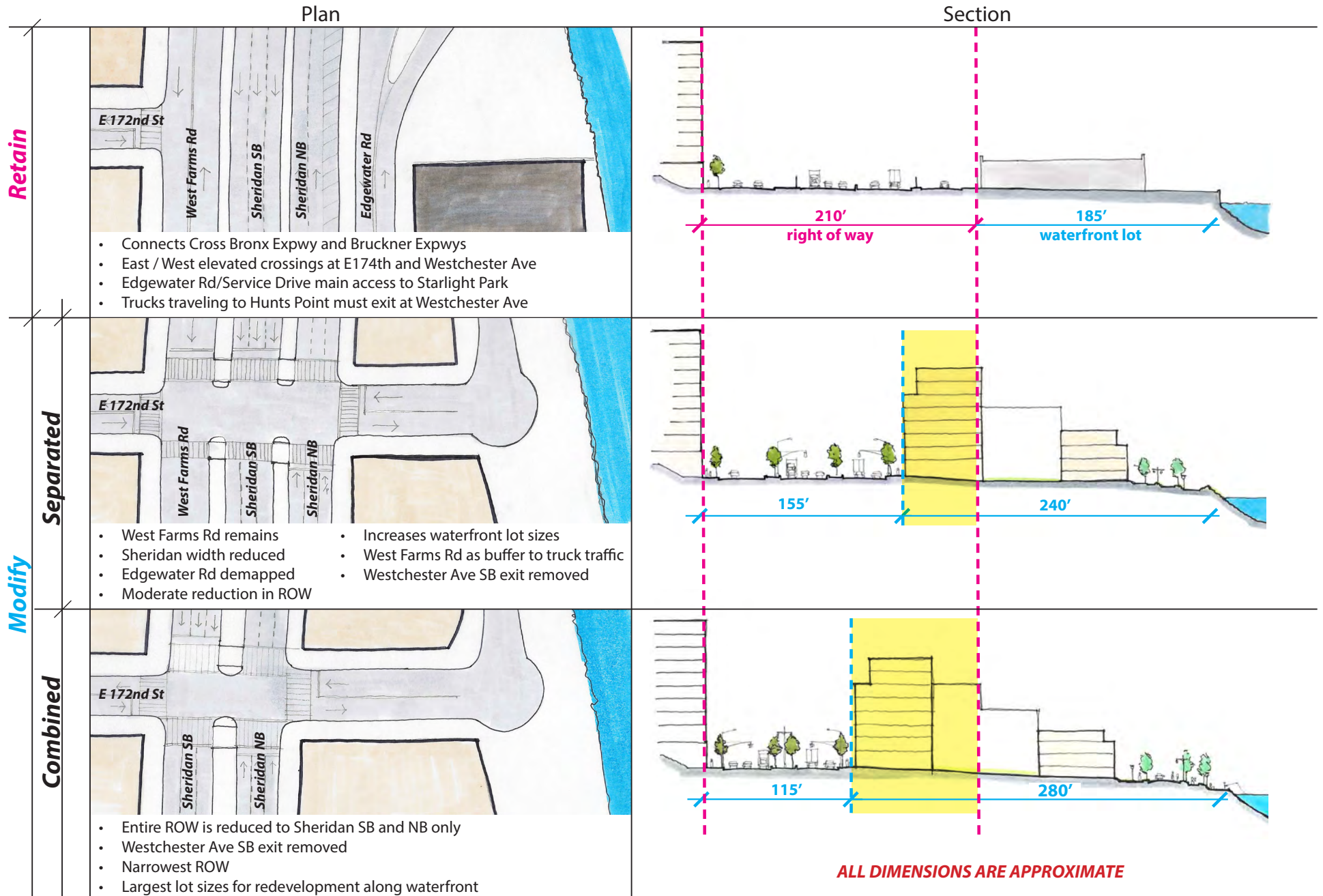


Route Travel Times

am	inbound	7-8 min	am	inbound	6-7 min	am	inbound	7-8 min	am	inbound	8-9 min
peak	outbound	8-9 min	peak	outbound	5-6 min	peak	outbound	6-7 min	peak	outbound	6-7 min
am	inbound	8-9 min	am	inbound	5-6 min	am	inbound	6-7 min	am	inbound	6-7 min
peak	outbound	8-9 min	peak	outbound	6-7 min	peak	outbound	7-8 min	peak	outbound	8-9 min

Scenarios Analysis

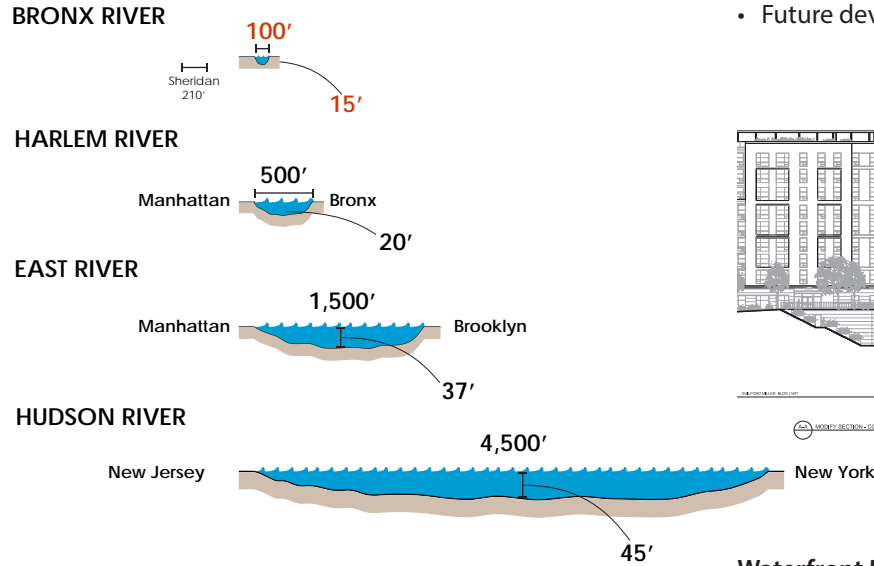
The diagrams below compare the existing Sheridan right-of-way (ROW) and how a reduction would increase the size of the adjacent waterfront lots.



ALL DIMENSIONS ARE APPROXIMATE

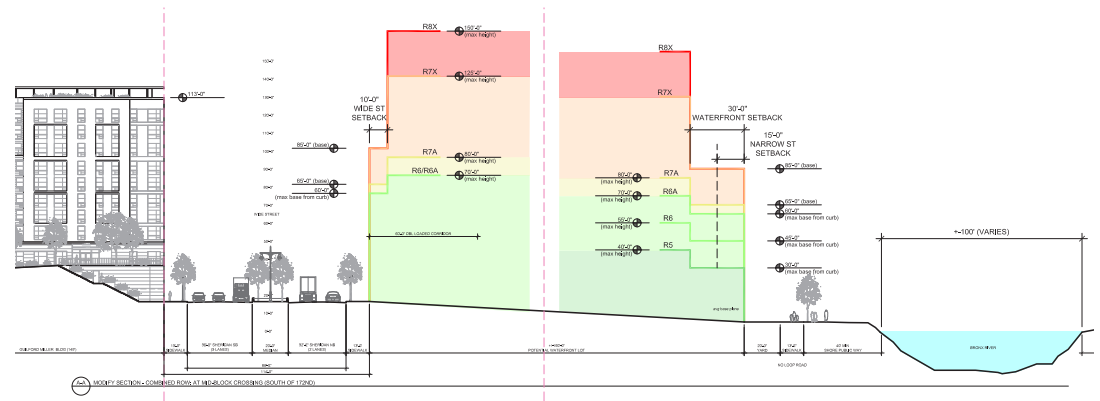
Development along the Bronx River

The Bronx River is one of the narrowest rivers in NYC. Any new development along the Bronx River should be in scale and proportion to the river's width, provide a range of uses and activate the water's edge.



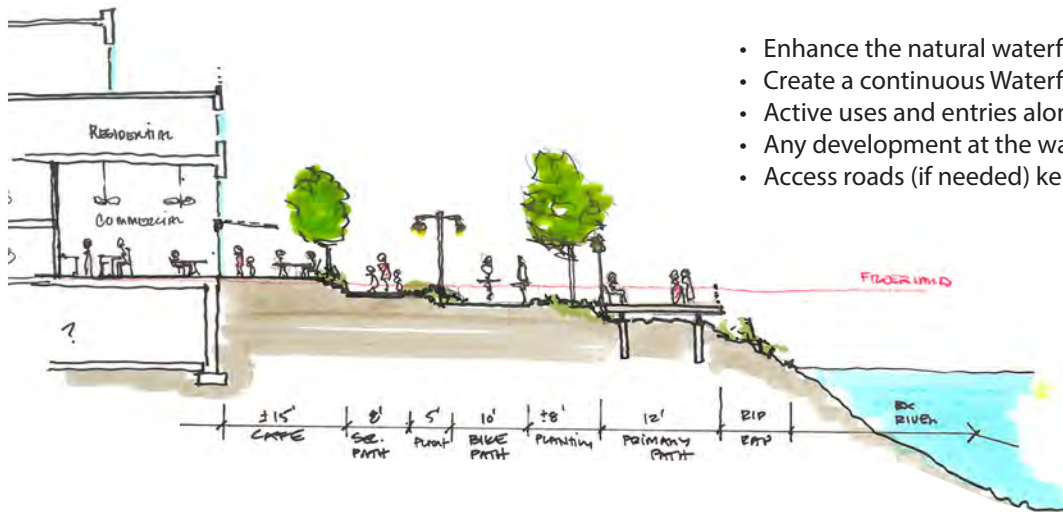
Waterfront Lots

- Minimize width of roads to increase narrow lots to be similar in size to adjacent neighborhoods
- Use adjacent zoning as reference while respecting the uniqueness of the Bronx River
- Mix of uses that compliment and activate the area
- Future development should be higher along Sheridan side, stepping down to waterfront



Waterfront Program

- Enhance the natural waterfront, support expansion of and connections to the Greenway
- Create a continuous Waterfront shore public way
- Active uses and entries along waterfront
- Any development at the waters edge to provide for necessary resiliency measures
- Access roads (if needed) kept to minimal width



Scenario Analysis

The City study expanded on transportation analysis conducted in the area by the New York State Department of Transportation (NYSDOT) and included land use, economic and sustainability analysis to aid in identifying the best possible set of investments and improvements to the Bronx highway system and the complementary economic, zoning and housing plans.

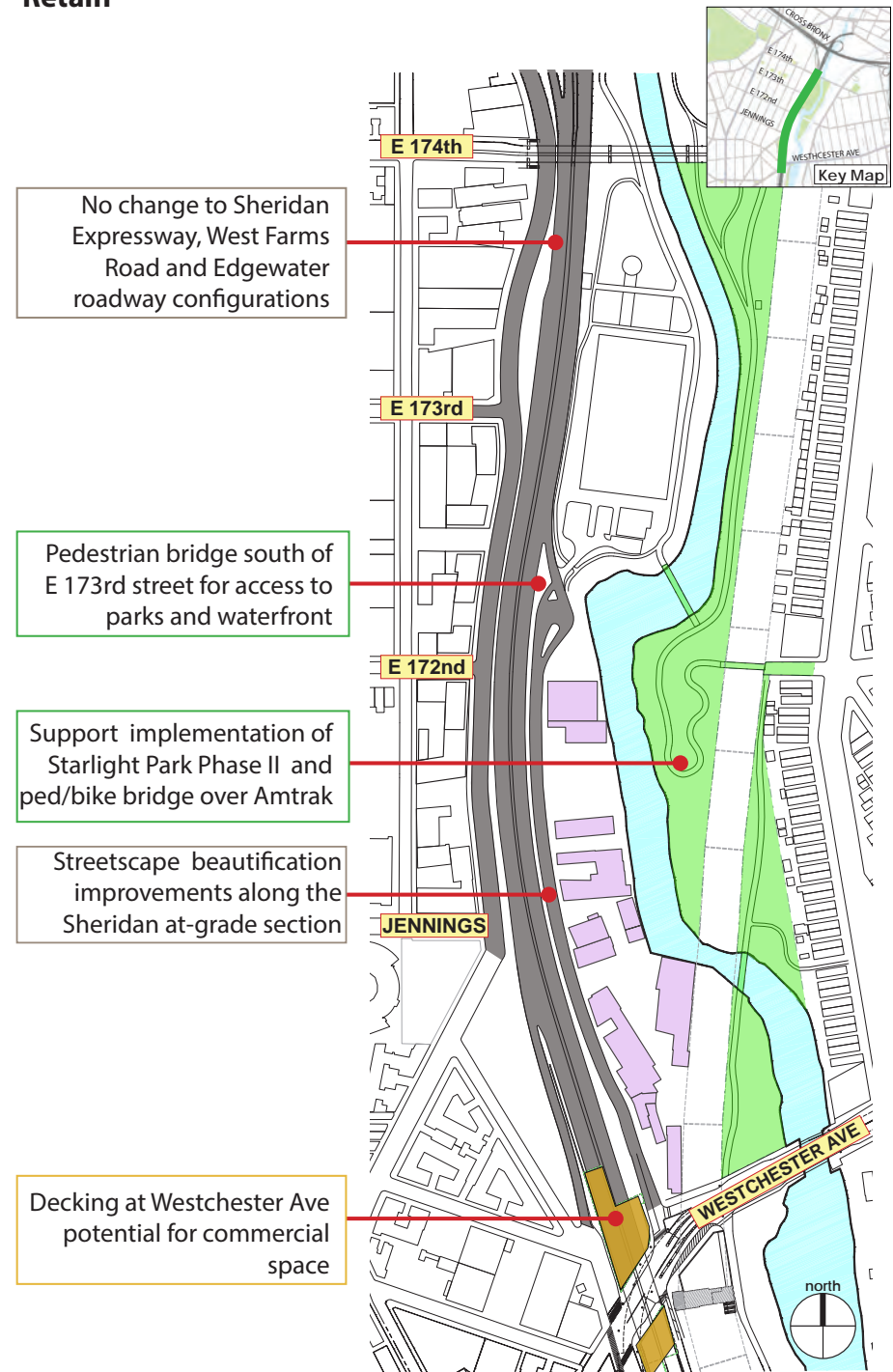
Common Elements of Scenarios

In addition to new ramps at Oak Point, there are a number of improvements that would be made under any of the proposed scenarios. The final scale or magnitude of the improvement is, however, scenario-dependant.

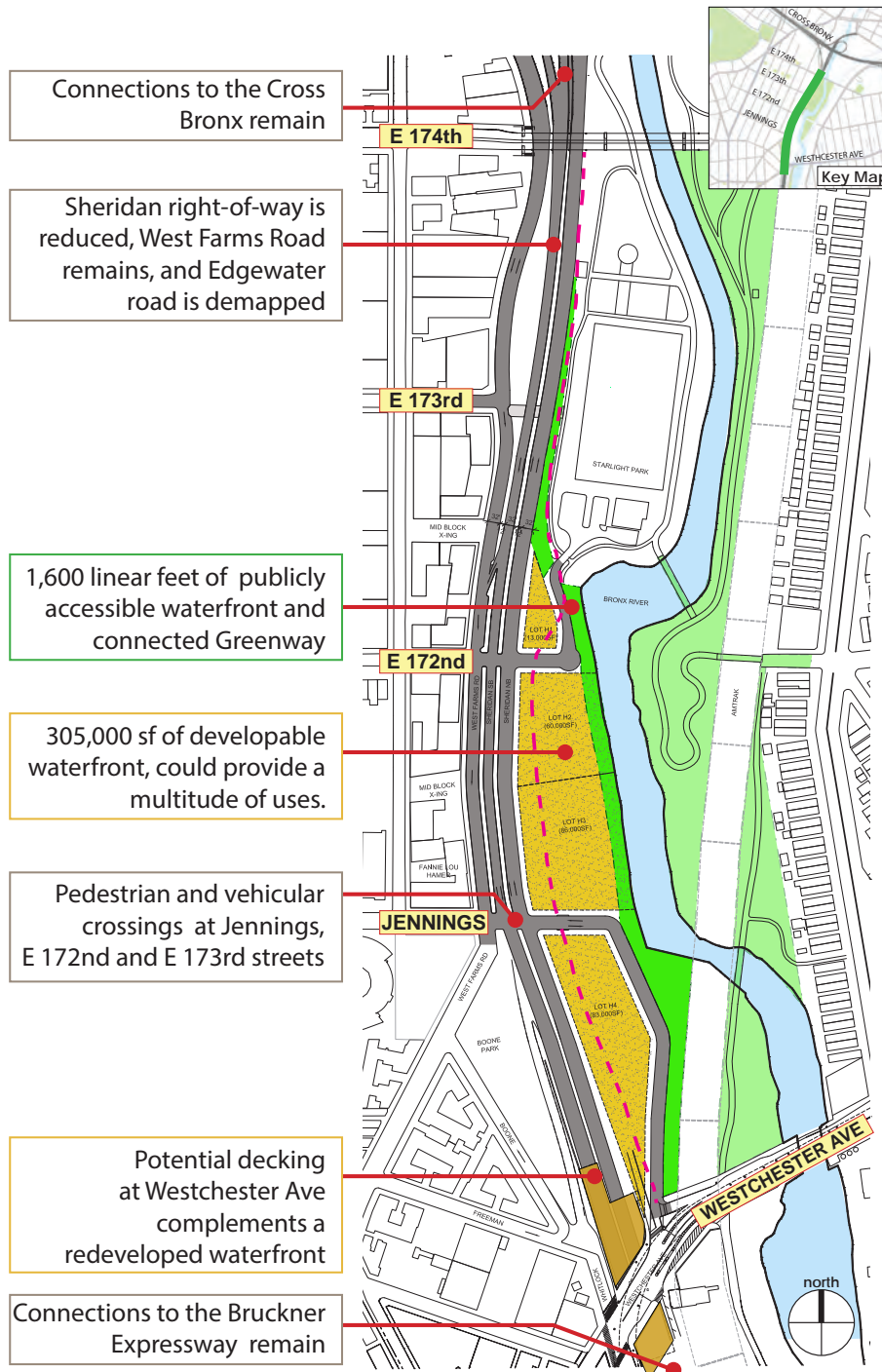
Common elements include:

- Analysis of zoning and zoning actions in key focus areas would pave the way for additional development alongside transportation investments
- Improved transit scenarios and access - refurbished elevated lines and stations, Select Bus Service, pedestrian plazas near transit where appropriate
- Infrastructure improvements - Green Streets, green infrastructure, curb/sidewalk extensions, painting to elevated subway structure, new signals/pedestrian crossings, bike paths
- Streetscape beautification: plantings, street trees, lighting, signage/wayfinding
- Metro-North Service at Hunts Point Station
- Decking over portions of the Sheridan Expressway and/or Amtrak railway line including reuse of the old rail station at Westchester Avenue
- Improvements to Bruckner Expressway/Boulevard to facilitate pedestrian/bike/traffic flows along the corridor

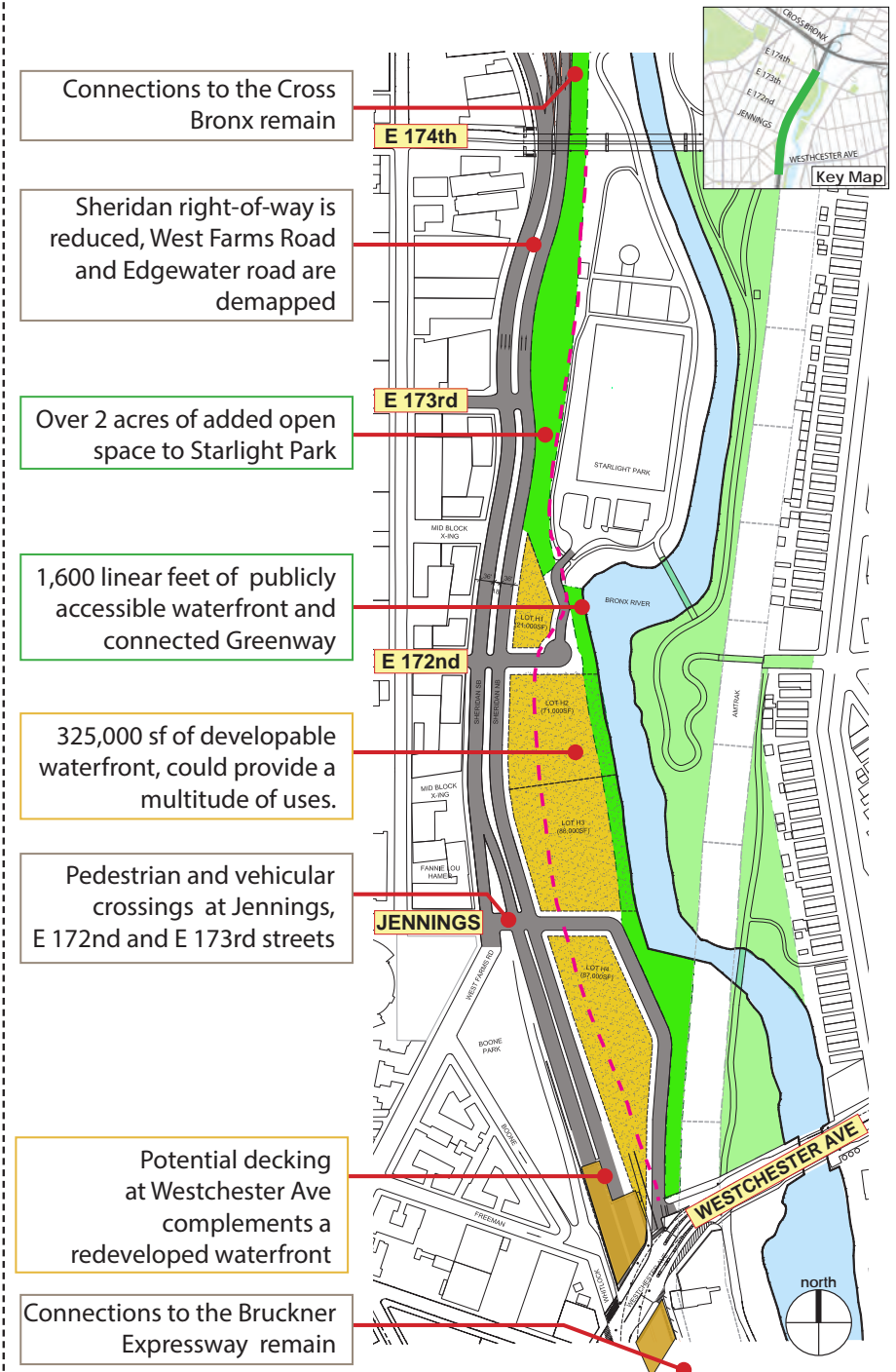
Retain



Modify - Separated



Modify - Combined



Scenario Analysis

Summary of Findings

Analyses conducted by the multi-agency team leading the City study provided stakeholders an opportunity to weigh both the positive and negative impacts of proposed changes against community wide goals and priorities. The findings will also allow city agencies to communicate the multiple benefits of the recommended option to government partners at the state and federal levels.

The comprehensive analysis indicated that either of the options to modify the Sheridan Expressway would provide significant improvements in pedestrian safety at major intersections and near public amenities as well as increased opportunities to implement green infrastructure and environmental quality improvements. The Modify-Combined and Modify-Separated provided similar benefits for neighborhood and waterfront/open space connections and increasing efficient access to the Hunts Point Peninsula. What distinguishes the Modify-Combined and Modify-Separated Scenarios are the greater benefits created by the Modified-Combined for new development opportunities and new jobs.

Traffic

To better understand the scenarios for Sheridan redesign and their impact on the surrounding traffic network and neighborhoods, an extensive data collection effort, traffic modeling, and analysis was conducted.

A comprehensive traffic model was built based on the regional New York Best Practices Model, with 2035 as the build year.

The focus of the modeling was the network of expressways in the South Bronx, including some of New York City's most congested: the Cross-Bronx, Bruckner and Major Deegan Expressways, as well as chokepoints such as the Bruckner-Sheridan Interchange and the George Washington Bridge. Data was collected intensively for commercial traffic in particular to enable travel time prediction for trucks accessing the industrial areas in the study.

The transportation demand modeling results under the Modify-Combined Scenario indicate negligible impacts to traffic and travel times. The variation in travel time changes for the modified Sheridan Expressway would be less than 2 minutes in the two peak periods (morning (+1) and evening (-2) rush hour). In off-peak travel directions, trip times are predicted to actually decrease due to improvements in the flow of traffic in the study area from the proposed ramps at Oak Point / Leggett Avenue. A primary concern of the study area stakeholders was the maintenance of satisfactory operations of roadways adjacent to the Sheridan. Specifically, the operation of the Cross-Bronx Expressway would be unaffected even during peak rush hour. Overall, since the mainline of the Sheridan currently operates below capacity and serves a limited number of trips, traffic modeling shows that it functions well within the capacity of a signalized Urban Arterial, even accounting for additional traffic in the 2035 build year.

Objectives	Modify-Combined	Modify-Separated	Retain	Locations
Improve pedestrian safety at major intersections and near public amenities	+++	+++	+	Hunts Point Avenue Westchester Avenue
Improve connections between neighborhoods and waterfront/open space	++	++		Sheridan Expressway
Increase efficiency of vehicle access to the Hunts Point Peninsula	++	++	++	Ramps at Oak Point
Create opportunities for new development	++	+		Bronx River waterfront
Implement green infrastructure and improve environmental quality	+	+		Bronx River waterfront
Preserve existing jobs and create new opportunities for jobs	++	+		Development on waterfront

Land Use

A land use analysis was conducted by DCP to determine the potential impacts of investments in transportation infrastructure. It was assumed that transportation improvements would directly induce opportunities for land development and redevelopment that could be used to meet the demands of the growing population in the area.

An existing conditions survey was completed and development trends, capacity analysis and population projections were developed for several sub-parts (focus areas) of the study area. Both the City study area and the Bronx have been growing in the past two decades, and the population is expected to continue to grow. Study area population is projected to grow at a rate of almost 8 percent by 2040, an increase of approximately 14,370 persons.

On the basis of this analysis, DCP projected development associated with implementation of the different scenarios. Three projections, each related to a transportation scenario, were developed for a full range of land uses. The greatest amount of projected development was associated with the Modify-Combined Scenario. This scenario involves the maximum amount of reconstruction including significant modifications to the at-grade portion of the Sheridan Expressway resulting in a substantial reduction to the combined width of the roadway. These transportation changes translate to almost twice as much developable land as the Modify-Separated scenario. No such change, and therefore less development opportunity, occurs under the Retain Scenario.

Economic

Working with results from the NYCDOT Transportation Analysis and the DCP Land Use Analysis, NYCEDC conducted an economic and freight analysis to better understand impacts of each scenario on Hunts Point, the Bronx and the wider region. Specifically, the analysis focused on transportation costs and employment impacts of each scenario and sought to understand if the potential transportation scenarios would redistribute economic activity in New York City.

Analysis results indicated that businesses would not be significantly impacted by any of the scenarios evaluated. The transportation modeling results indicate that travel time impacts would be less than four minutes in the morning and afternoon peak periods, due to the travel time benefits created by the new ramps at Oak Point, which would offset the impact of any increases in travel time resulting from modifications to the at-grade portion of the Sheridan Expressway. In addition, traffic counts show that peak traffic volumes for the Hunts Point Peninsula are quite atypical. The majority of the traffic accesses Hunts Point is in the off-peak period (outside of commuter rush hours). As a result, impacts to businesses at the FDC may be less than that suggested by transportation modeling (which examined peak period impacts) and survey. Accordingly, the potential redistribution of economic activity in NYC due to the proposed transportation planning scenarios is likely to be minor.

Potential land use and transportation changes in the Sheridan corridor could create new jobs in the region. The analysis indicated that transportation improvements and related development related to the Modify-Combined scenario could create 18,200 temporary jobs related to construction, 2,700 - 3,000 permanent (long-term) direct jobs, and 1,600- 1,700 permanent indirect jobs. This number is higher than jobs created under the Retain or Modify-Separated Scenarios.

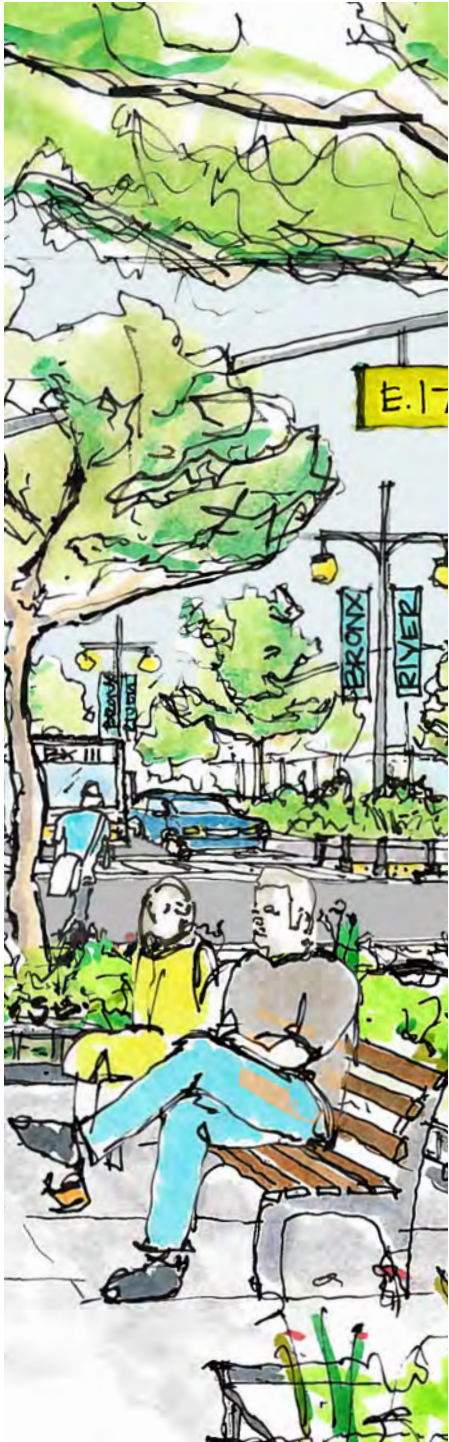
Sustainability

A Sustainability Analysis was conducted that built on the City study by examining current conditions in the study area and measuring the relative social, environmental, and economic benefits provided by each proposed scenario.

The analysis was primarily intended to assist stakeholders in understanding the local benefits provided by the scenarios. In addition to the analysis of local benefits, a secondary element of this work is to assess the scenarios in relation to policies and metrics identified from City-wide and local plans, such as PlaNYC, the City's long-term comprehensive plan. This will help to set a frame or perspective for how far the scenarios move towards achieving the objective. In particular, the sustainability goals assessed were:

- Access to Open Space and the Bronx River
- Health and Well-being
- Vibrant and Inclusive Communities
- Housing Opportunity
- Economy and Jobs
- Climate Change Adaptation
- Natural Ecology

For comparison purposes, the existing conditions achieve only a few of the standards whereas the Modify-Combined Scenario achieved half of the standards. The Modify-Combined Scenario provides the most sustainability benefit of the three scenarios because of improved connections to open space and the Bronx River, improved pedestrian safety through reduction of truck traffic on local streets, the beneficial effects of new residential and commercial development on job opportunities, and the opportunity to create new community facilities in new developments.



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

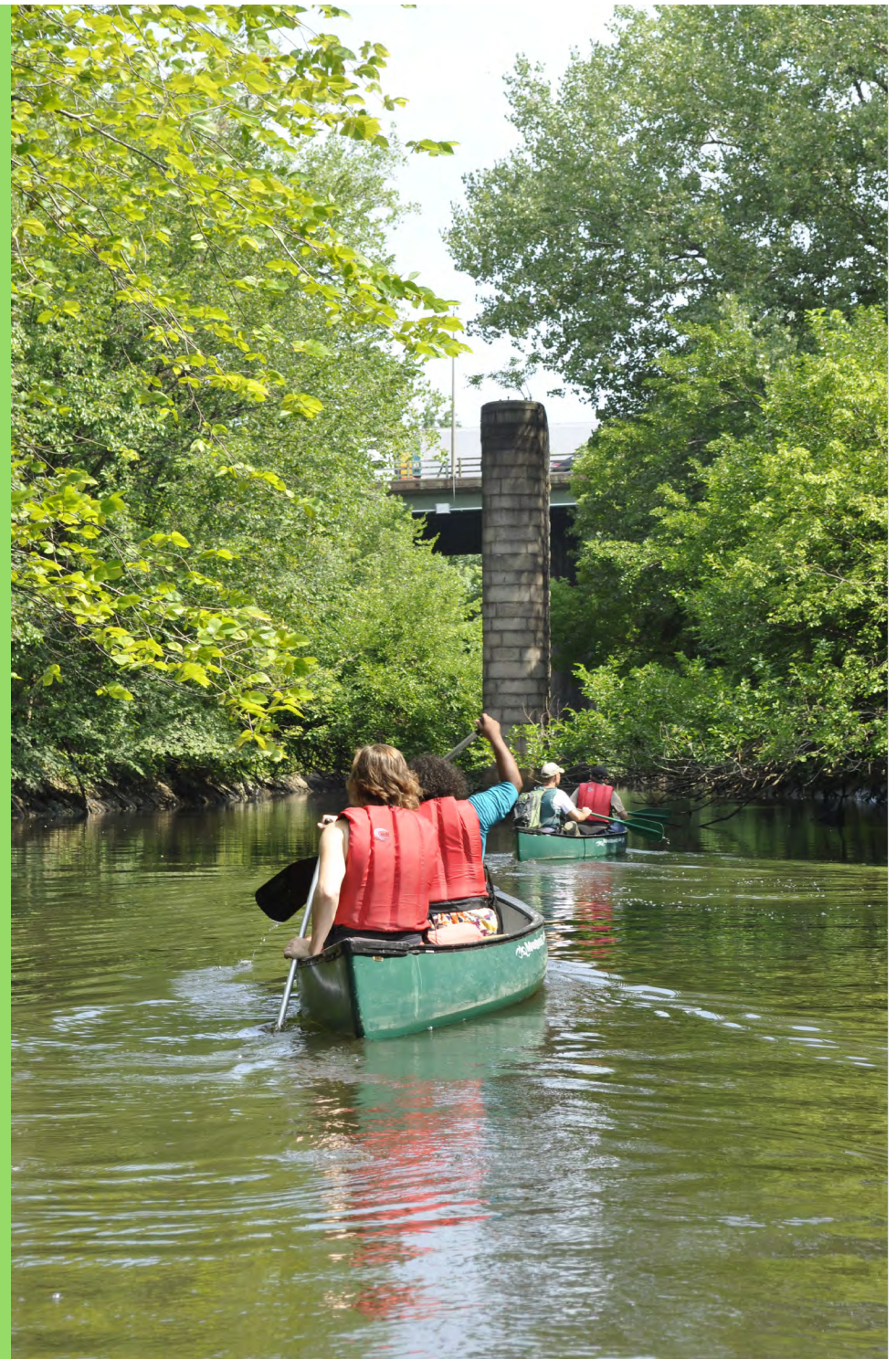
Sustainability means encouraging appropriate growth in areas well served by transit. It means nurturing neighborhoods that provide employment opportunities and housing choices at multiple income levels. It means conserving energy and water in buildings, and cultivating neighborhoods that contain a vibrant 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.



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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.

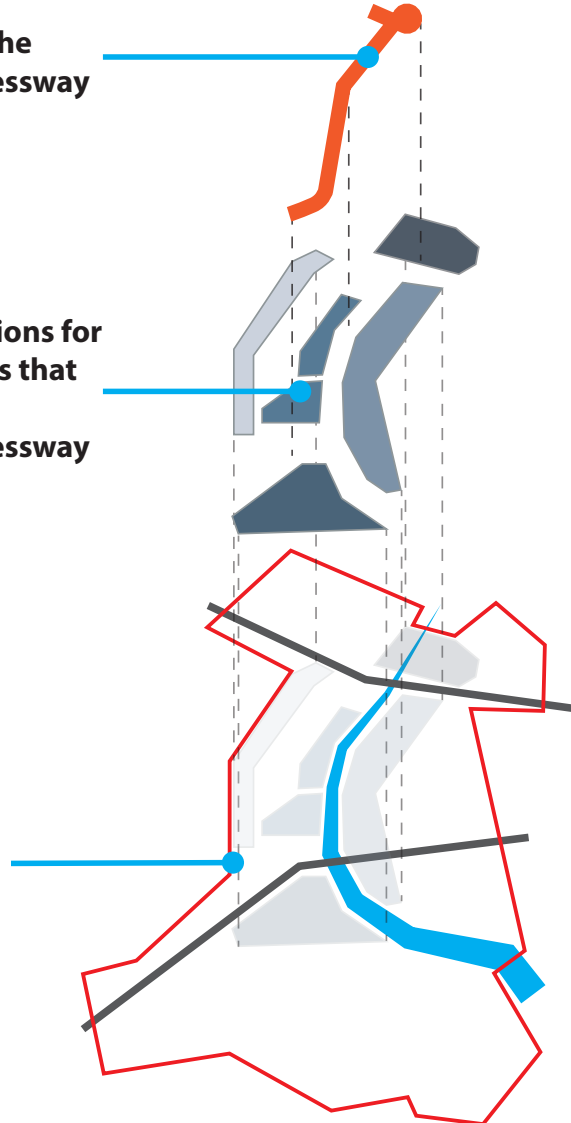
Approach to Recommendations

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

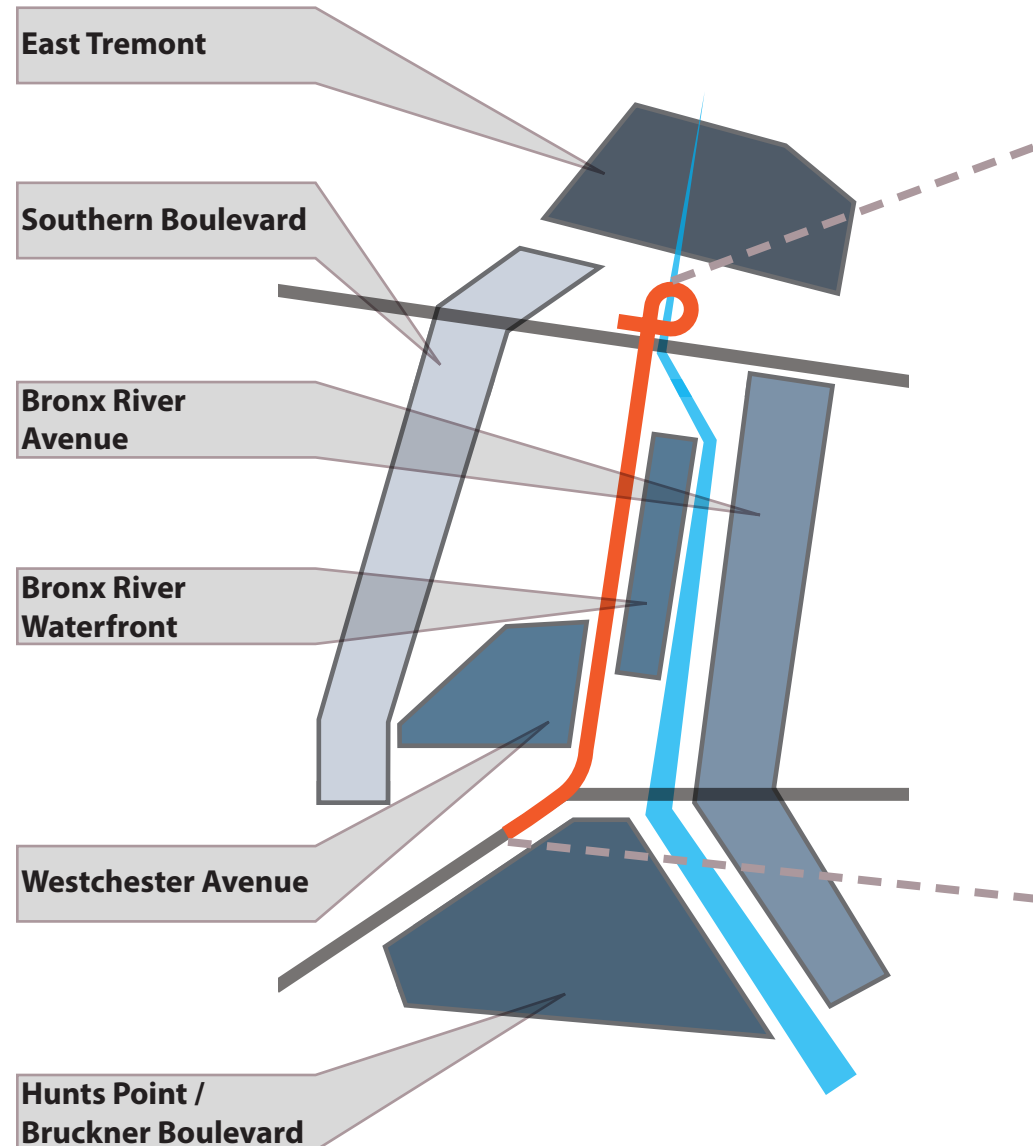
Southern Boulevard

Bronx River Avenue

Bronx River Waterfront

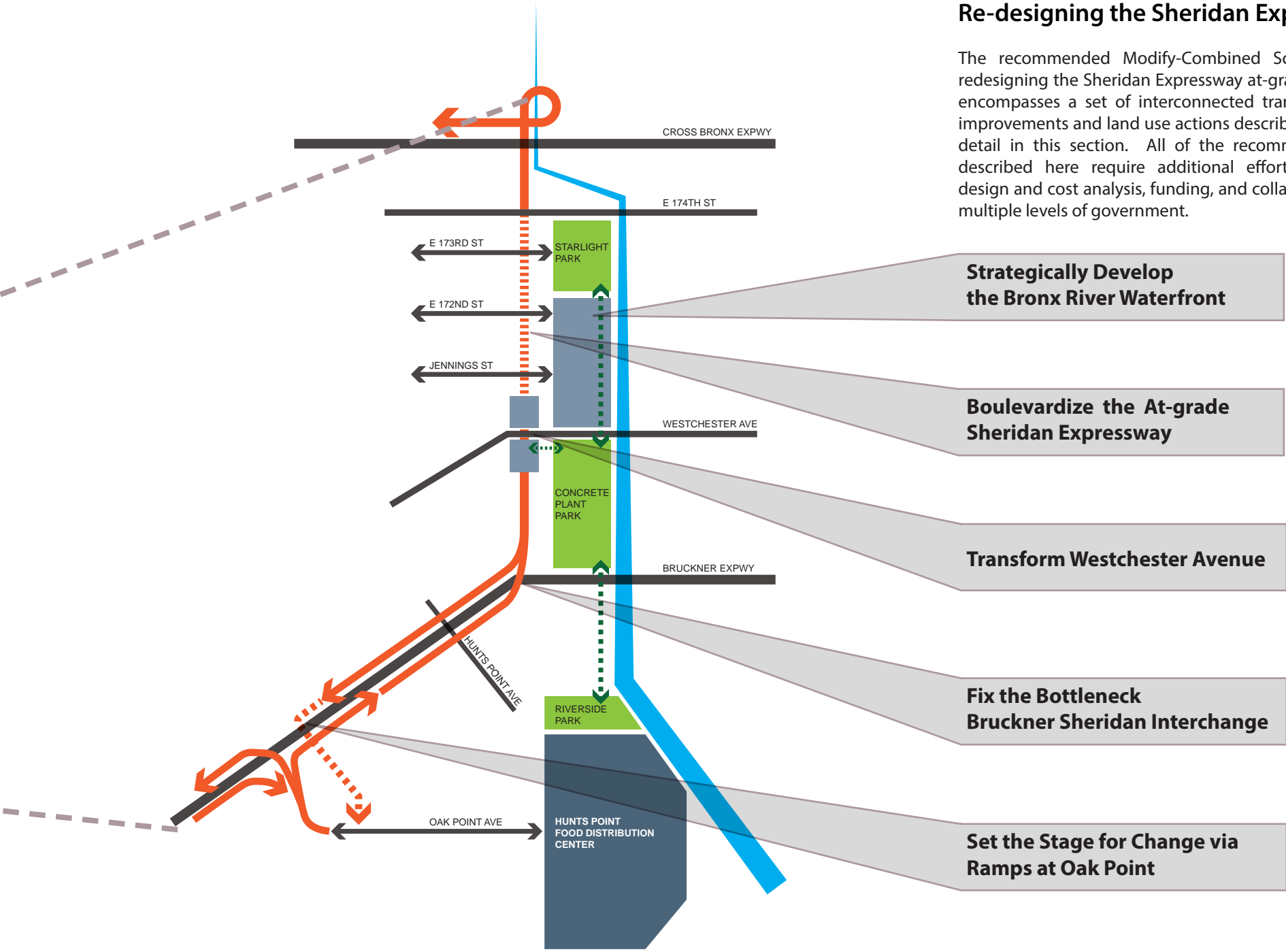
Westchester Avenue

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

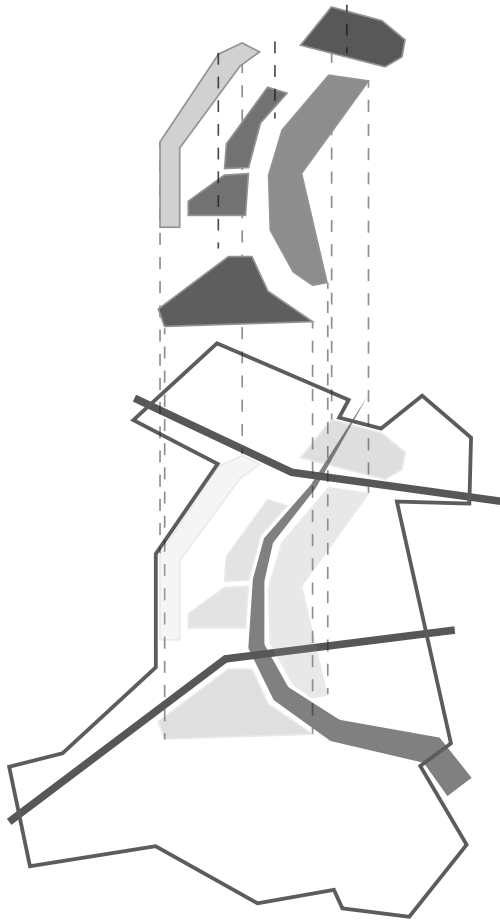
Transform Westchester Avenue



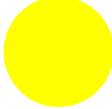
Fix the Bottleneck Bruckner Sheridan Interchange

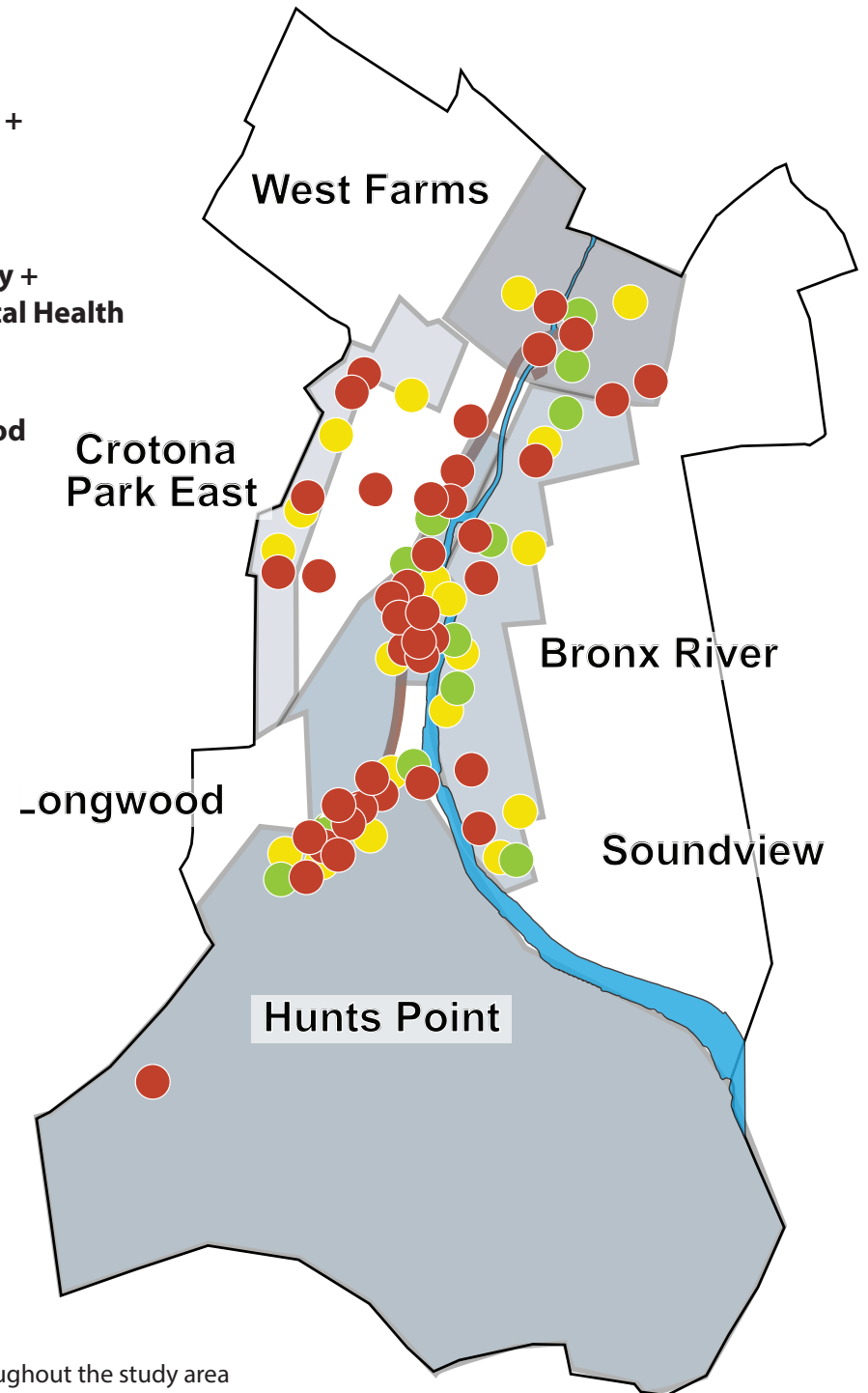
Set the Stage for Change via Ramps at Oak Point

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**

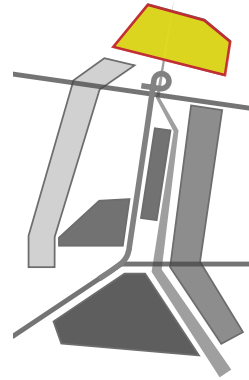


Over 70 recommendations throughout the study area

East Tremont



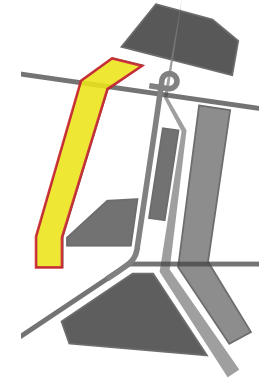
The major issues affecting this area include a disconnect between neighborhoods and open space resources due to a variety of a transportation infrastructure and complicated intersections. The area has seen a trend towards housing development, which is a divergence from its previous industrial character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



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.



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.

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.

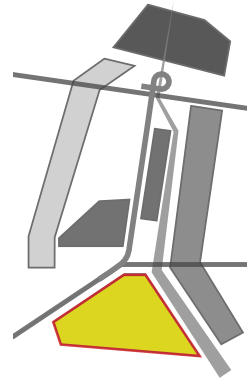
Install new street trees along Southern Boulevard. Work with relevant agencies to redevelop now vacant, publically owned lot (Hoe Ave tot lots) in the focus area. The site would be appropriate as parkland as the area is currently underserved.

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



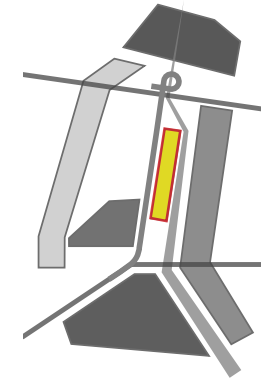
The goals for the Hunts Point/Bruckner area were to address pedestrian and traffic concerns in order to maintain the vitality of the residential and business community. Along with traffic concerns, the area is affected by air and noise pollution, lack of transit options and full service grocery stores.



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.

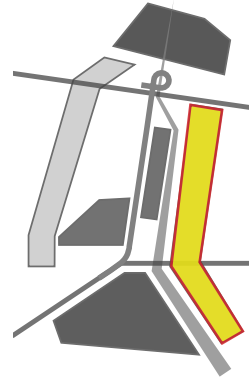
Incorporate elements into Sheridan redesign that reduce surface runoff and promote walkability. Develop the Bronx River waterfront so as to minimize risk of flooding and allow for visual and physical access to the river.

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



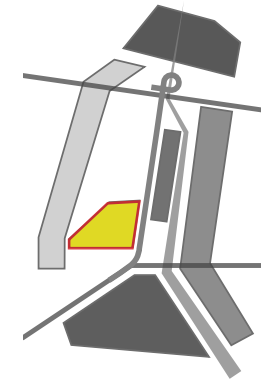
Named for the adjacent waterway, the Bronx River neighborhood is ironically completely disconnected. Improved connectivity, preservation and enhancement of the existing residential community and facilitation of growth of the industrial section of the Bronx River neighborhood were identified as goals.



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 railline 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.

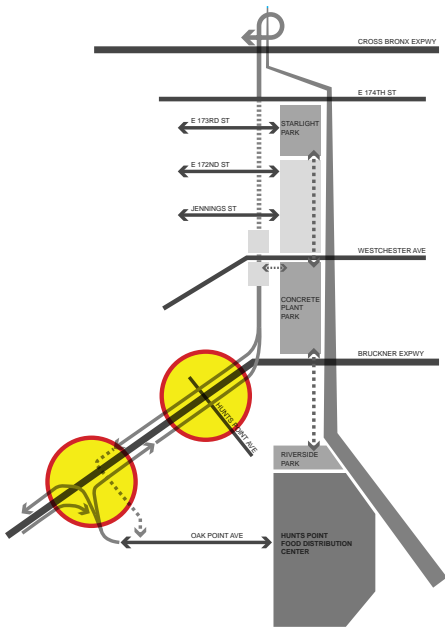
Identify economic development policies that can support existing and attract new industrial businesses to Bronx River Avenue industrial corridor and encourage the redevelopment of area brownfields.

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.

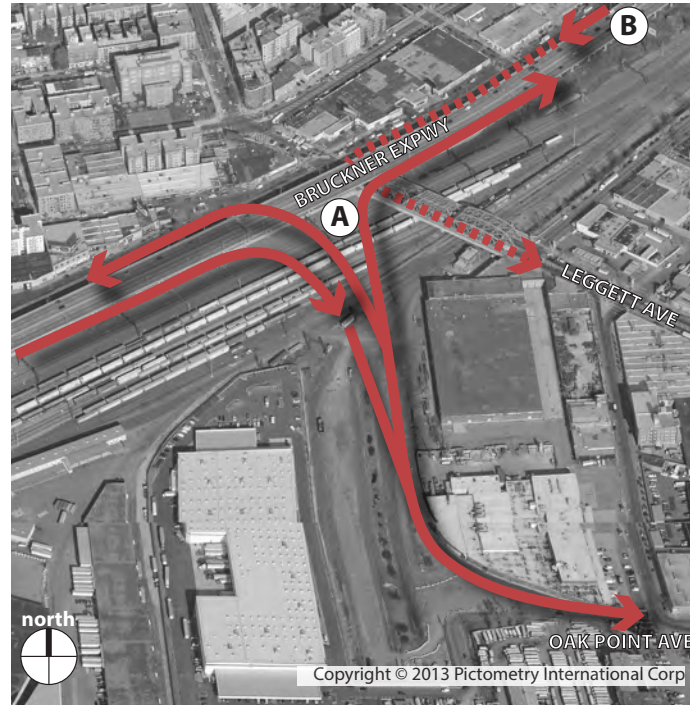
Encourage remediation and redevelopment of abandoned gas station. Redevelopment of site is opportunity to visually and physically connect waterfront/greenway/open space to eastern neighborhoods.

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.

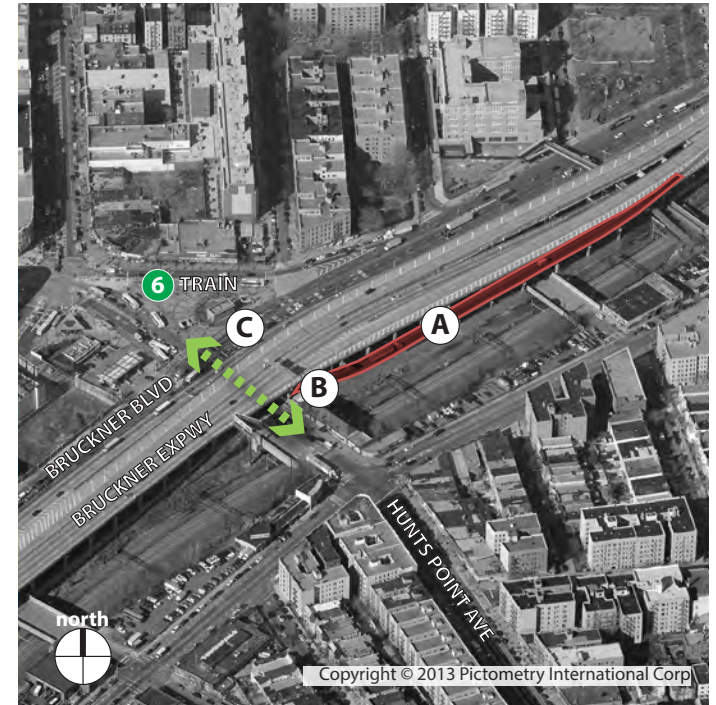
Re-Design the Sheridan: Set the Stage for Change



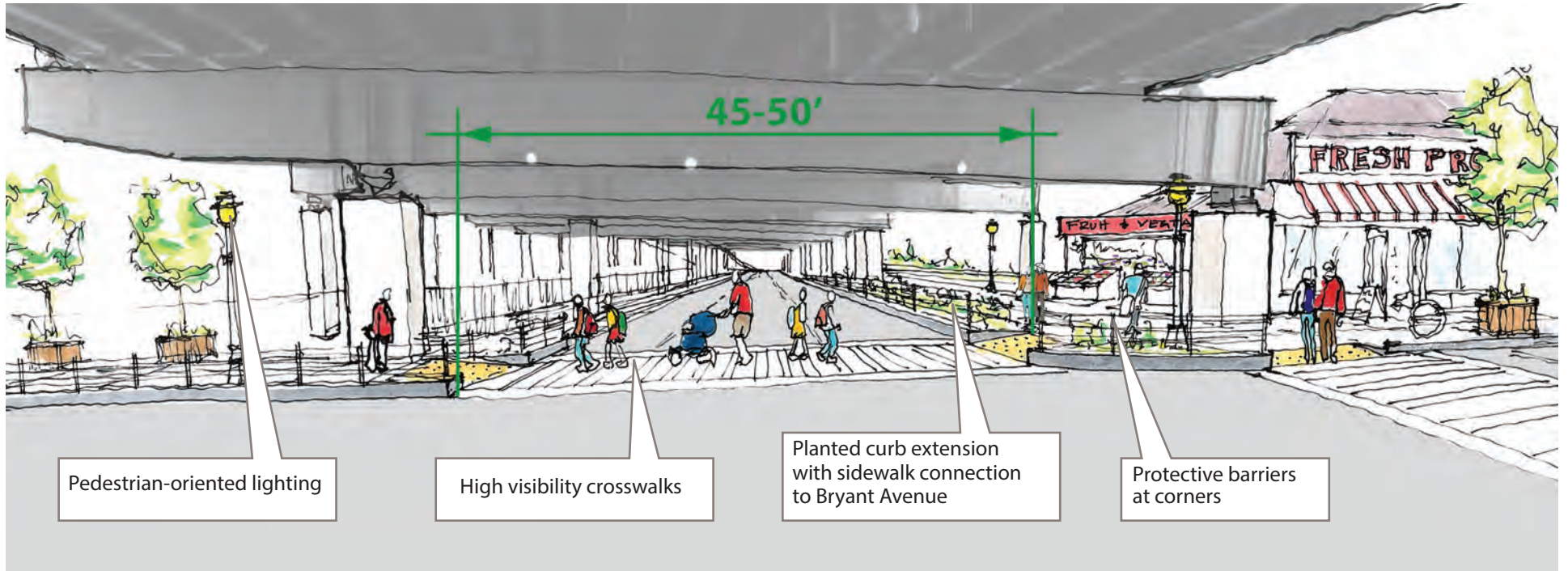
Improving access to the Hunts Point peninsula through the construction of ramps along the elevated Bruckner Expressway are the catalyst for improvements further north along the Sheridan Expressway. New ramps would eliminate the need for vehicles traveling to Hunts Point to exit the Sheridan Expressway 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.



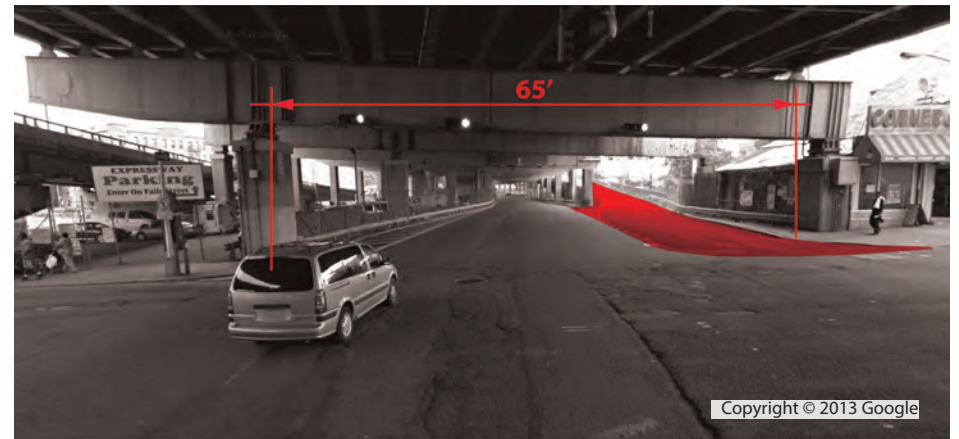
- A** Construct new entry and exit ramps to/from the Bruckner Expressway between Hunts Point Avenue and E 138th Street exit, providing direct vehicle access to the Hunts Point peninsula.
- B** Vehicles bound for Hunts Point will remain on the Bruckner Expressway, removing a significant amount of traffic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

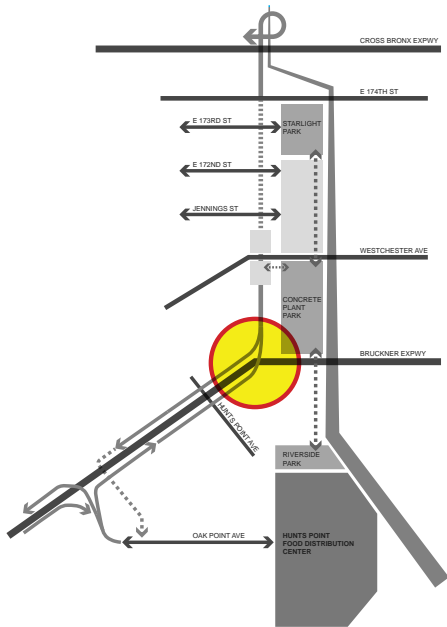


Proposed view of closed northbound on ramp to the Sheridan Expressway at Hunts Point Ave with enhanced crosswalk. Crossing distance can be reduced up to 20 feet.



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

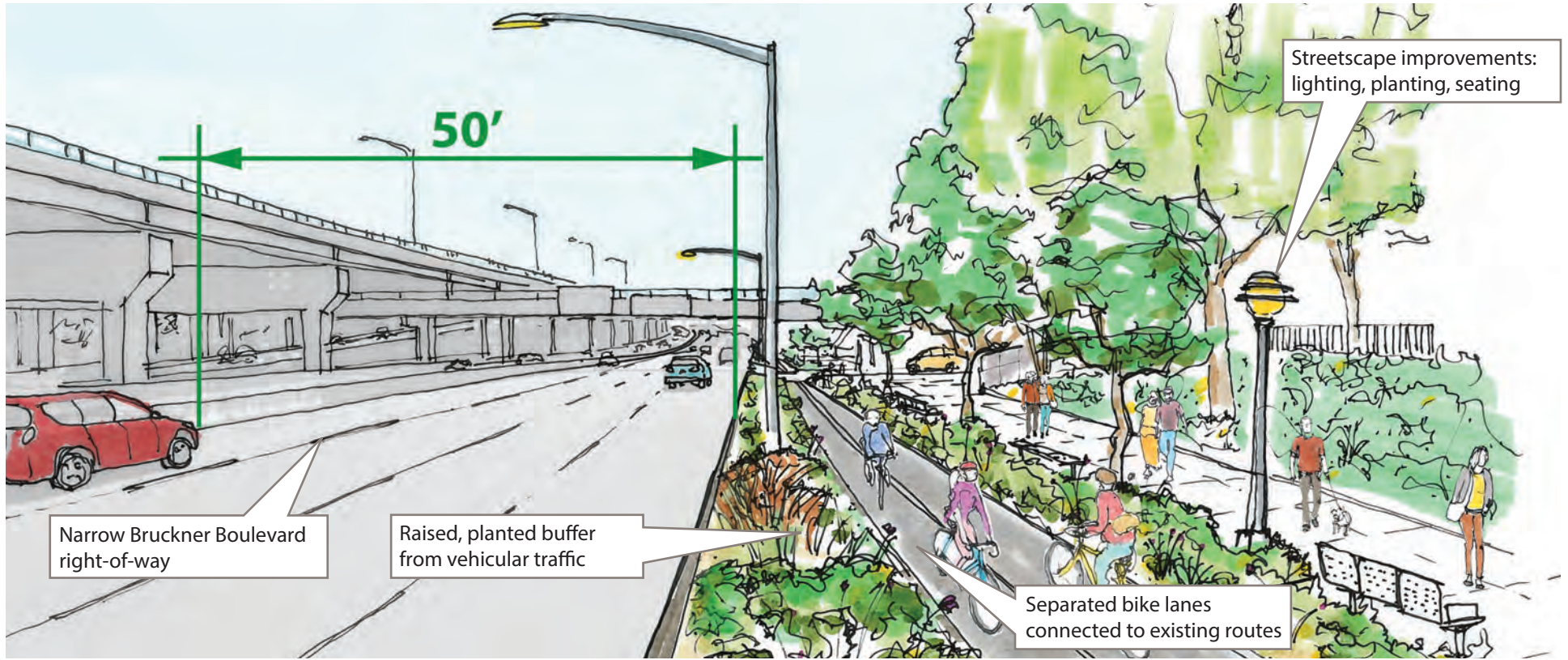
Re-Design the Sheridan: Fix the Bottleneck



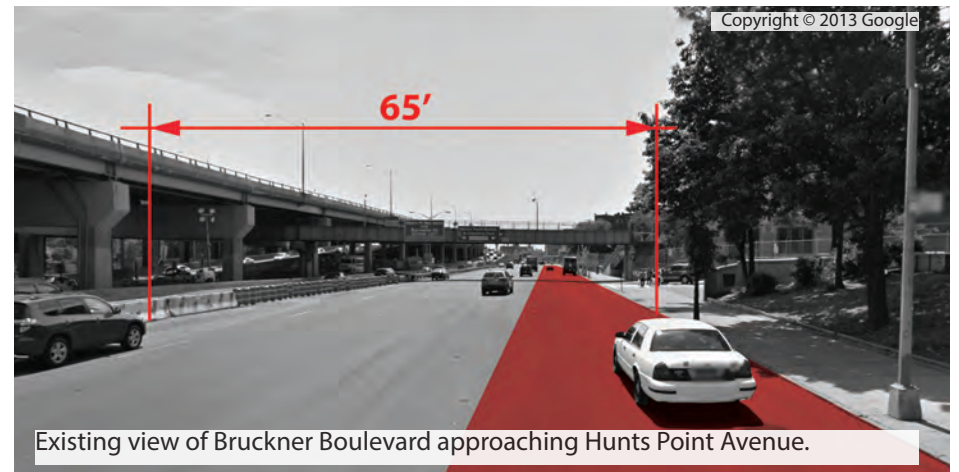
Alleviating the bottleneck caused by the awkward connection of the Bruckner and Sheridan Expressways was the impetus for New York State Department of Transportation's initial study of these roadways. The interchange remains an issue and with traffic volumes in the area predicted to increase, a fix will 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.



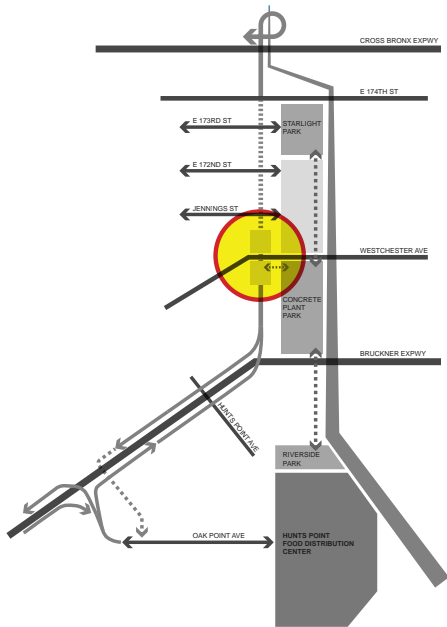
- A** Leverage opportunities presented through reconstruction of Bruckner-Sheridan Interchange by making significant improvements to the pedestrian realm.
- B** Narrow Bruckner Boulevard between Whitlock and Hunts Point Avenues to reduce overall right-of-way and allow for integration of key bike and 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.

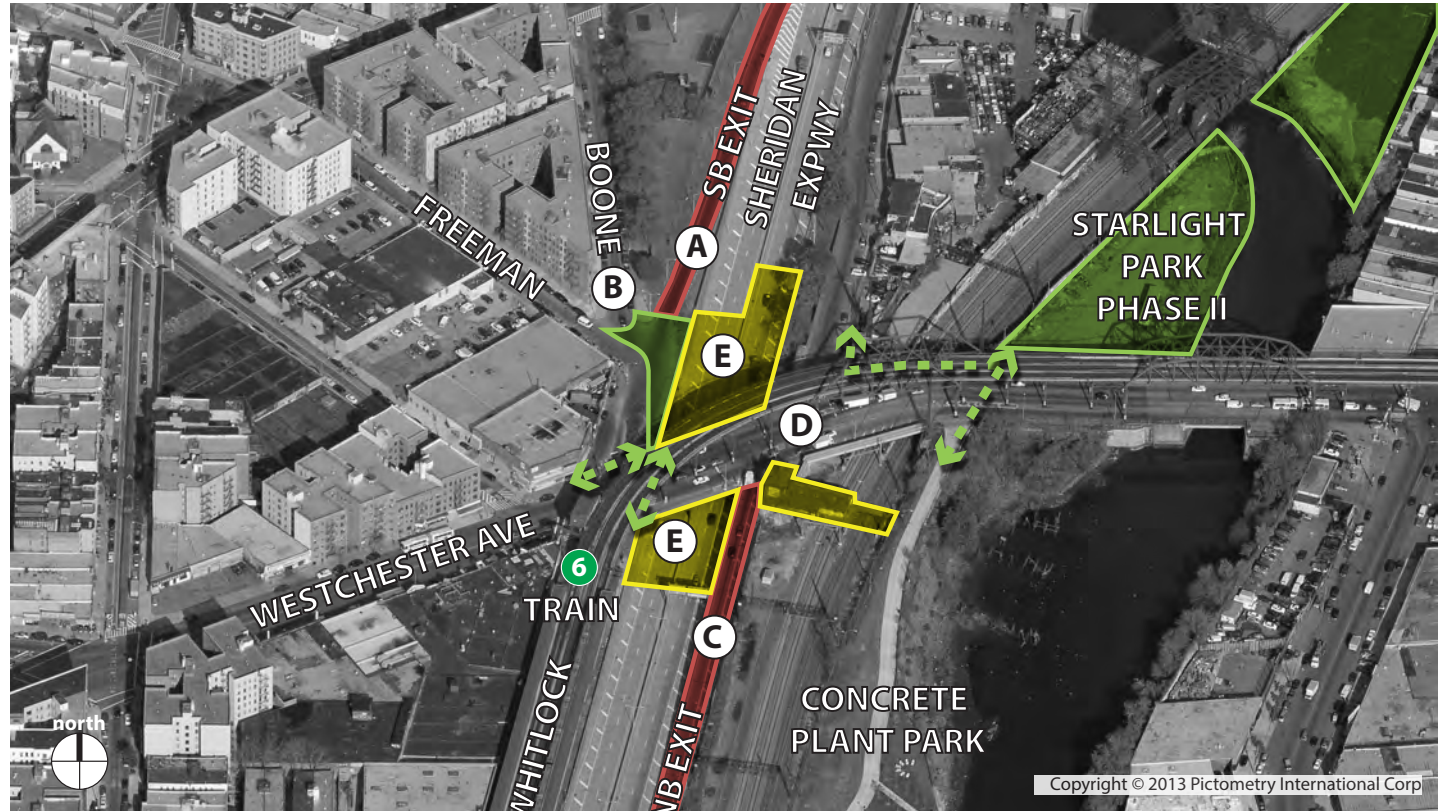


Re-Design the Sheridan: Transform Westchester Ave



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.



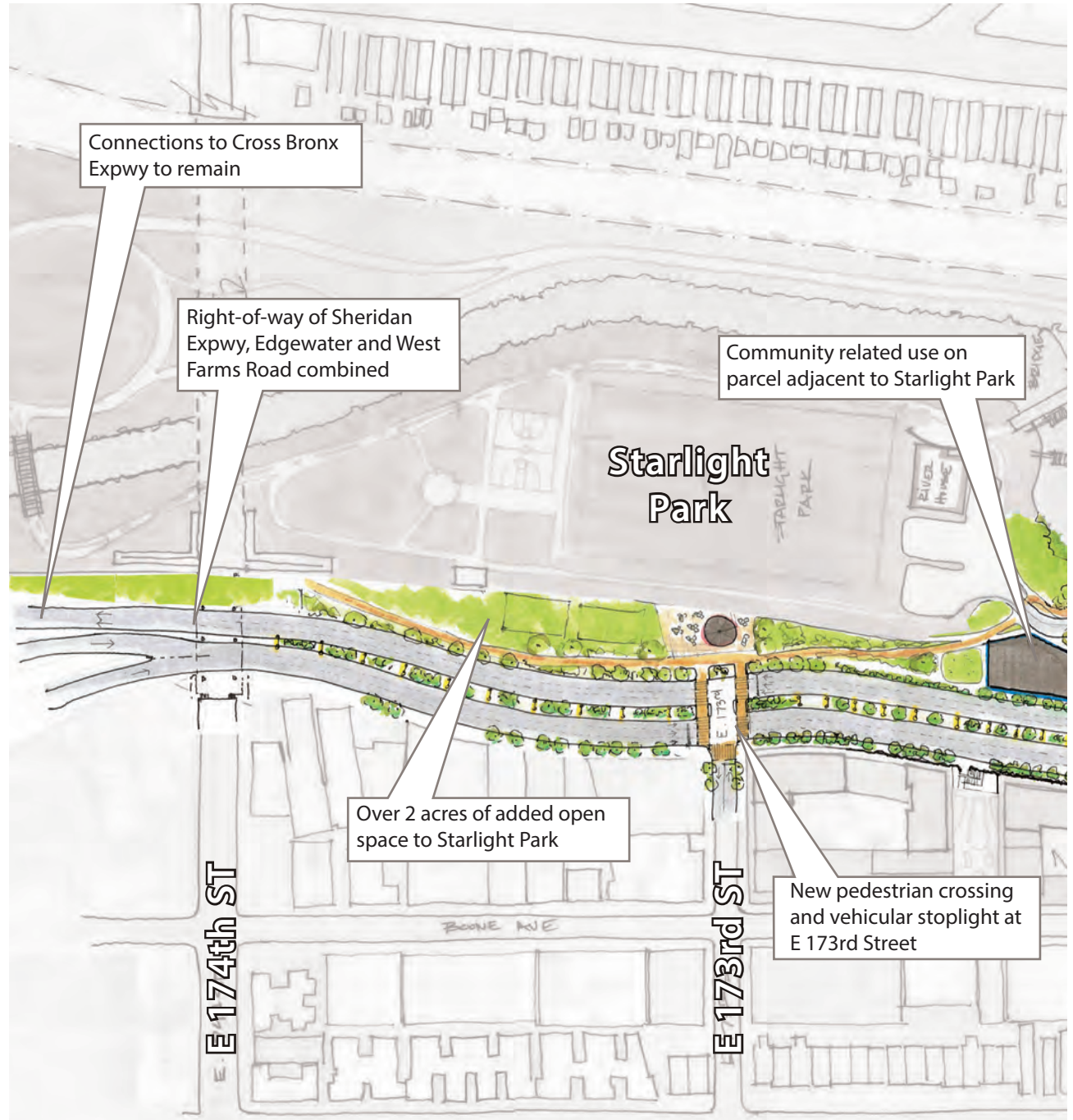
Plan view of decking and other improvements at Westchester Ave



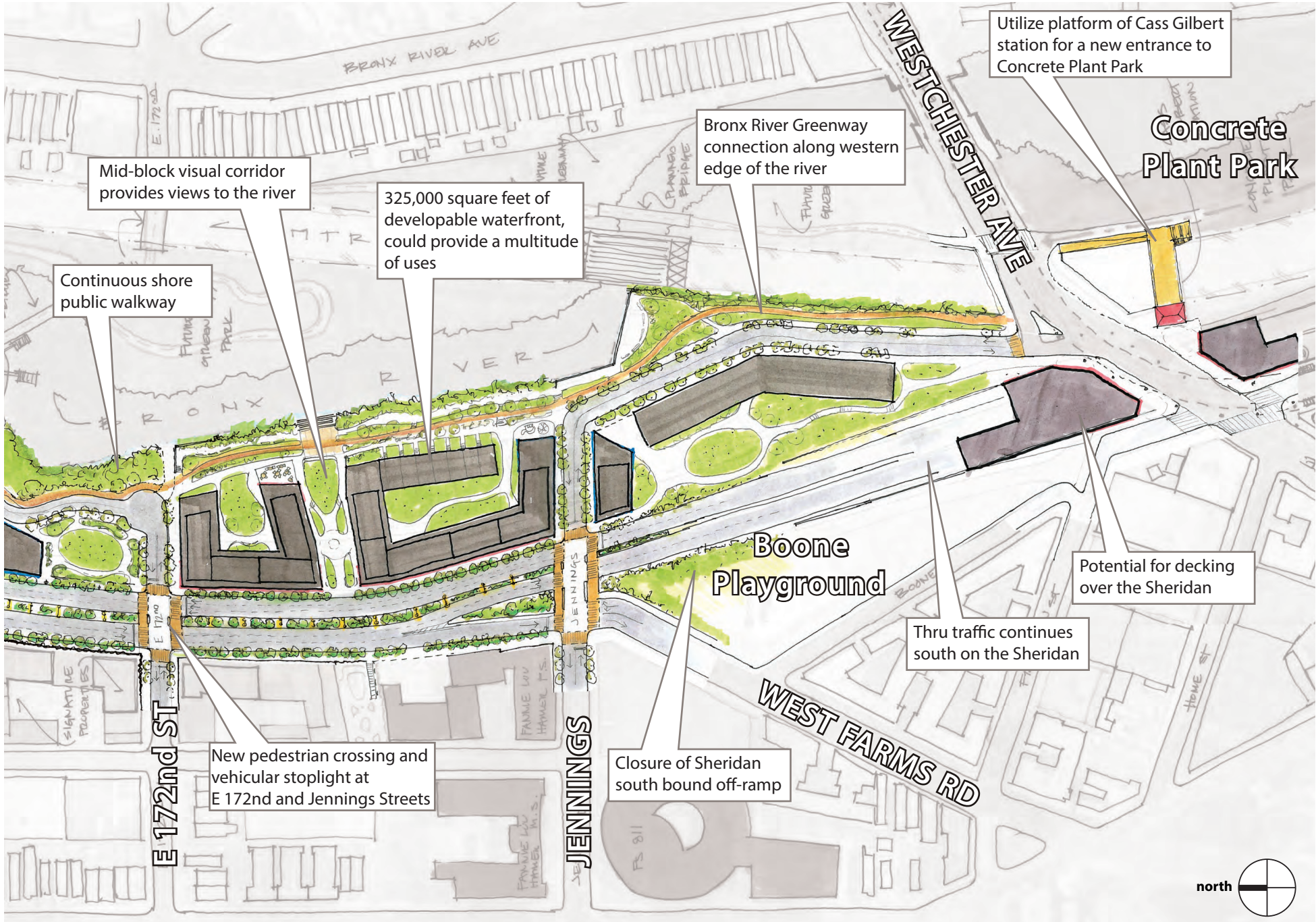
Existing view of Westchester Avenue at Whitlock Avenue. The elevated 6 train runs above the street while the Sheridan Expressway is below.

Re-Design the Sheridan: Boulevardize the Sheridan

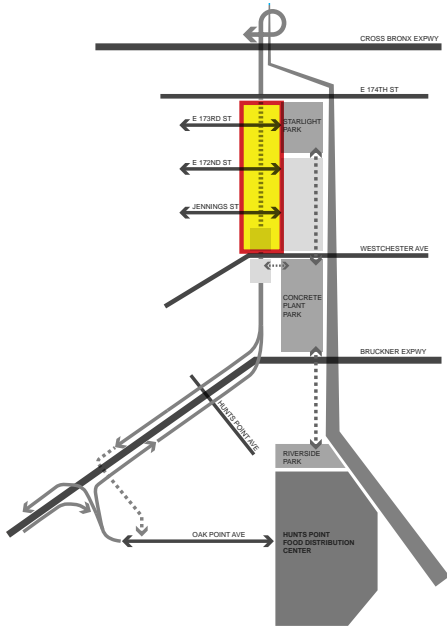
The recommended Modify-Combined Scenario for redesigning the Sheridan Expressway at-grade section provides benefits to local residents, area workers and visitors, including strong connections to open space and the Bronx River as well as opportunities for new development along the waterfront. New development 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.

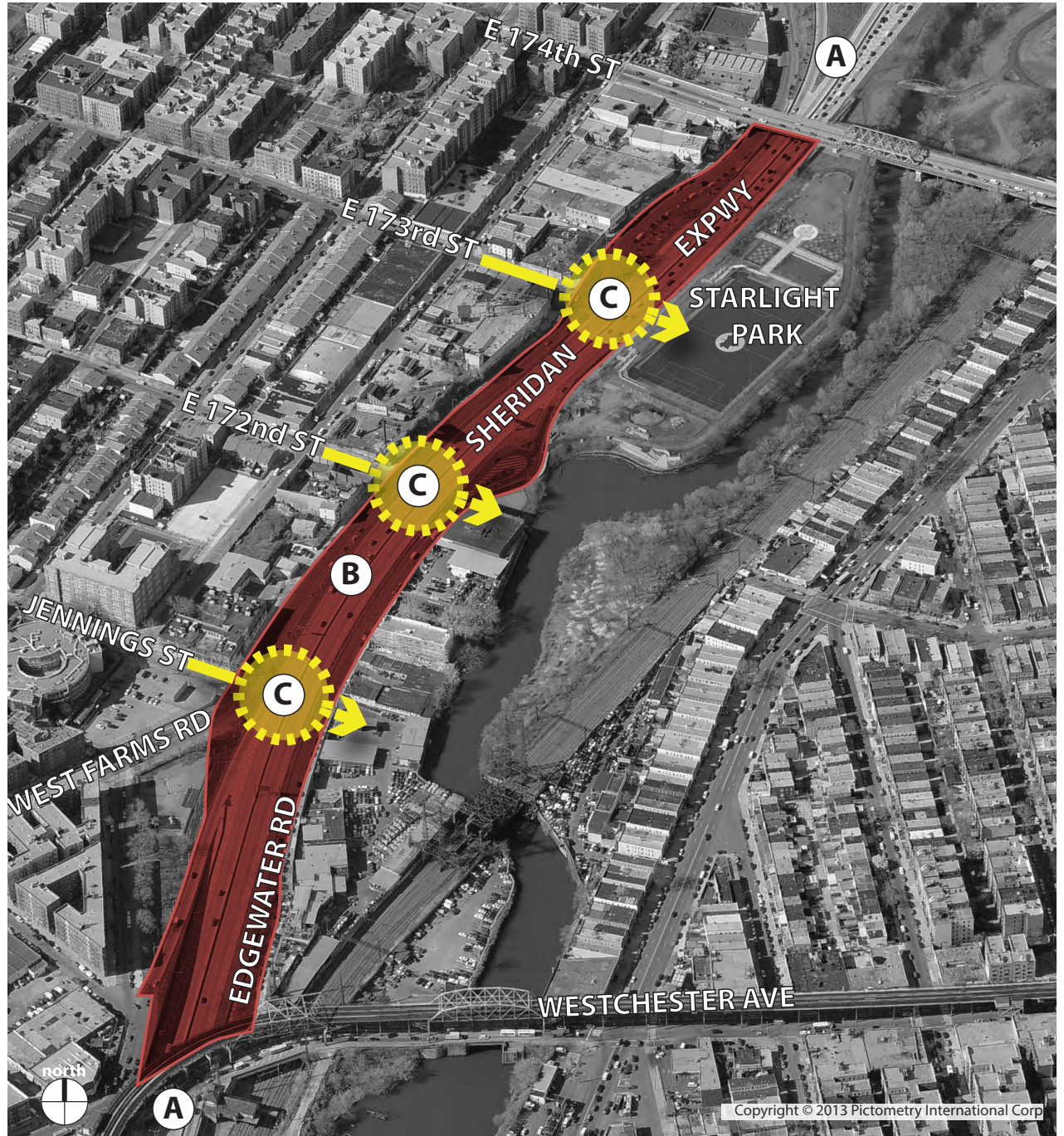


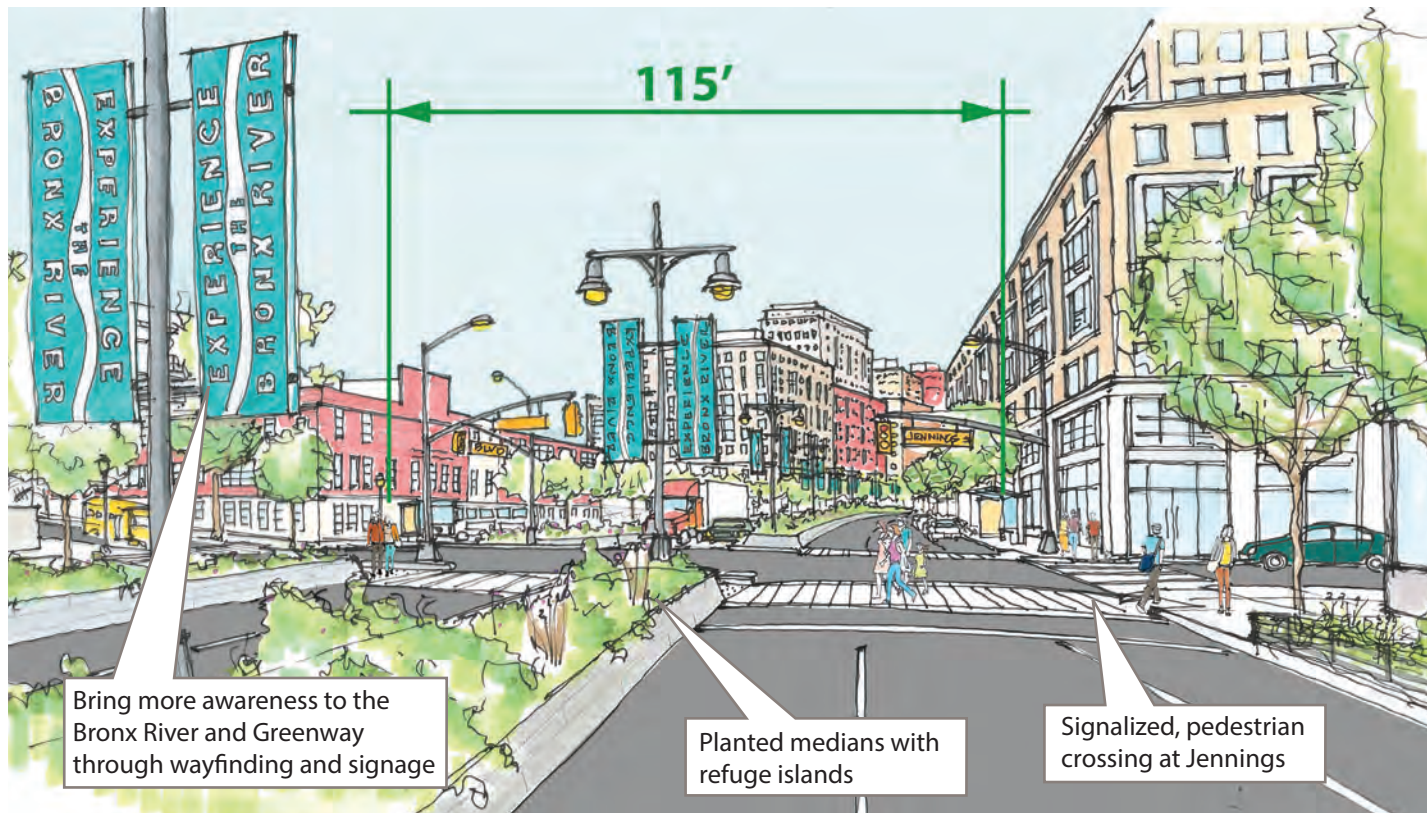
Re-Design the Sheridan: Boulevardize the Sheridan



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.

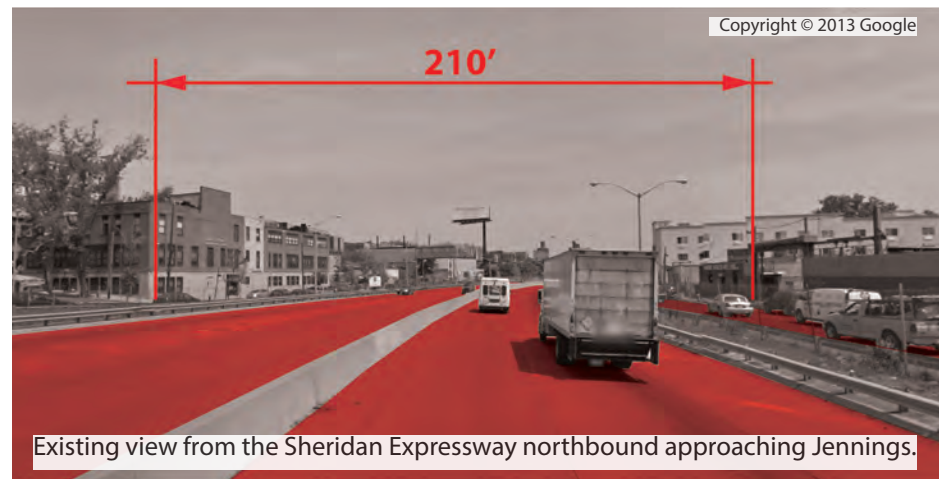




Proposed view of the Boulevard and signalized crossing at Jennings Street.



Plan view of Modify - Combined at Jennings Street.



Existing view from the Sheridan Expressway northbound approaching Jennings.

Re-Design the Sheridan: Boulevardize the Sheridan

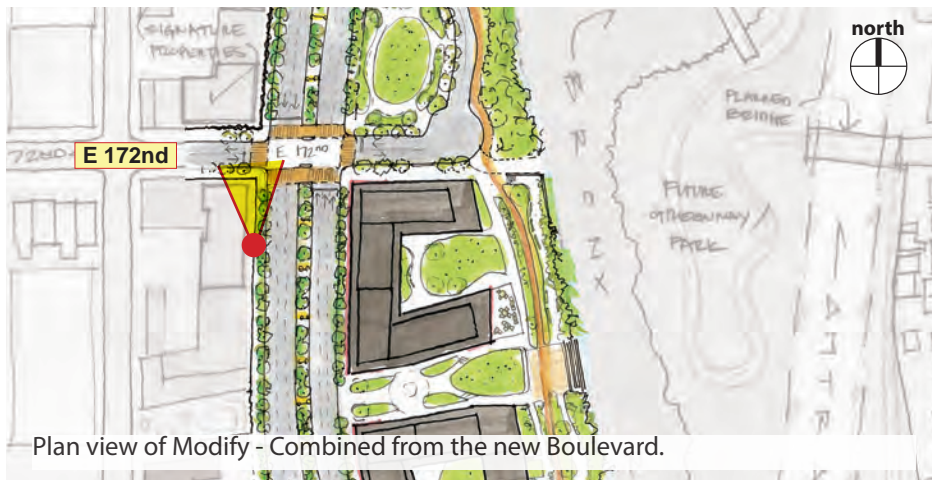
Alongside changes to Sheridan Expressway a robust set of pedestrian realm improvements is needed. The narrowing of right-of-way through this section allows for a full range amenities such as wider sidewalks, seating, lighting, bicycle infrastructure and bus shelters.

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.



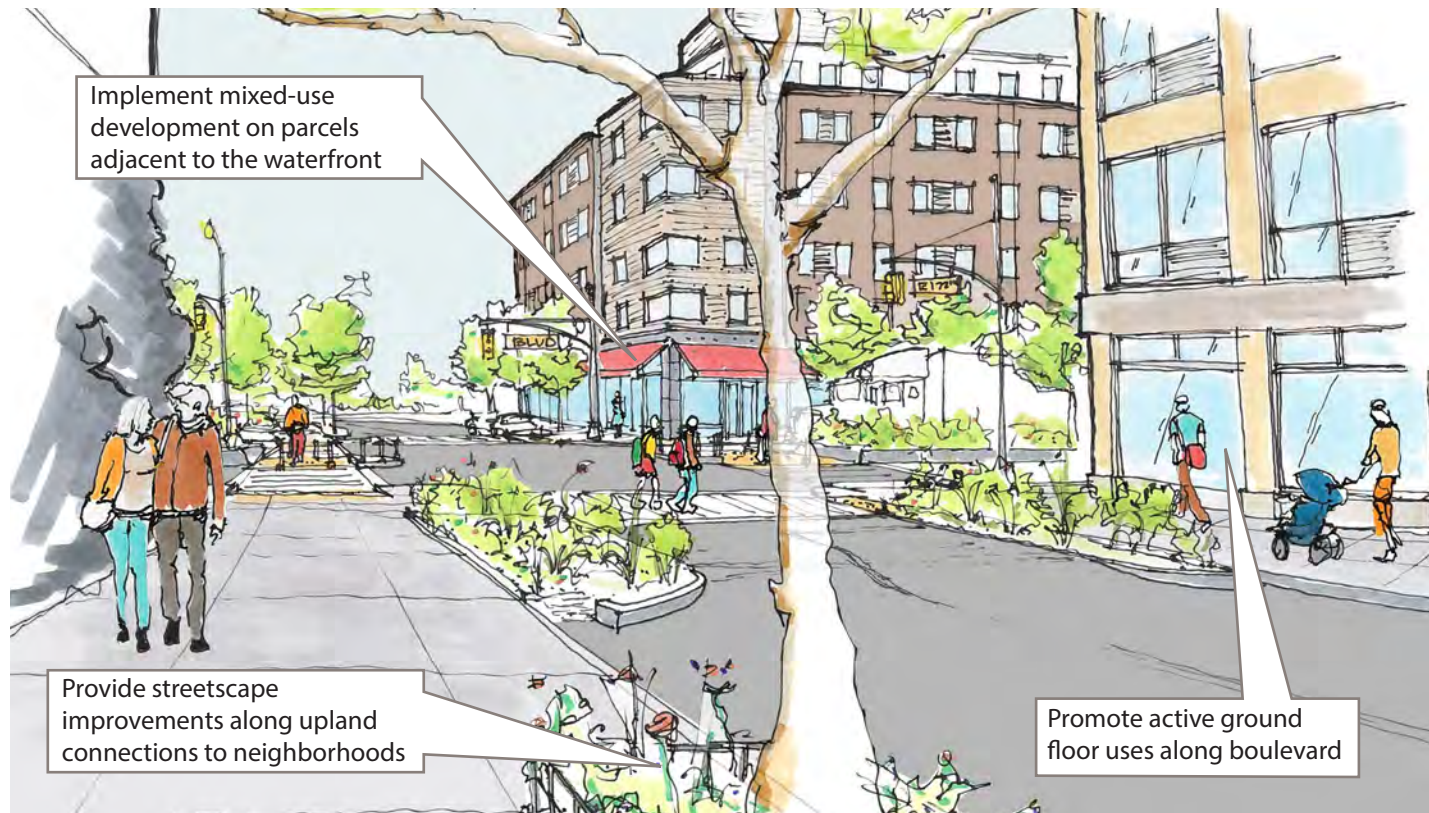
Proposed view from the Boulevard looking north towards signalized crossing at E 172nd Street.



Plan view of Modify - Combined from the new Boulevard.



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



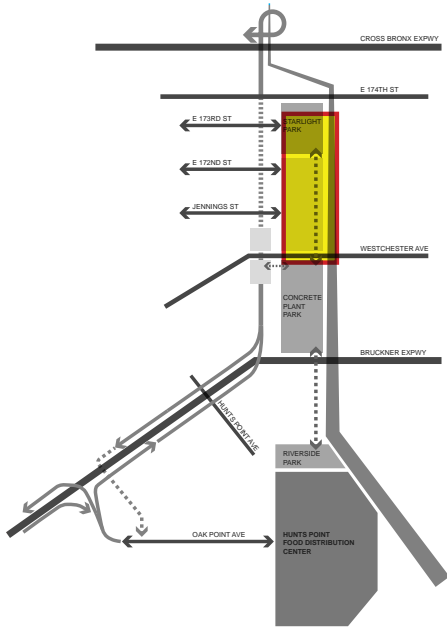
Proposed view of E 172nd Street and signalized crossing to Starlight Park and the Bronx River Waterfront.



Plan view of Modify - Combined at E 172nd Street.

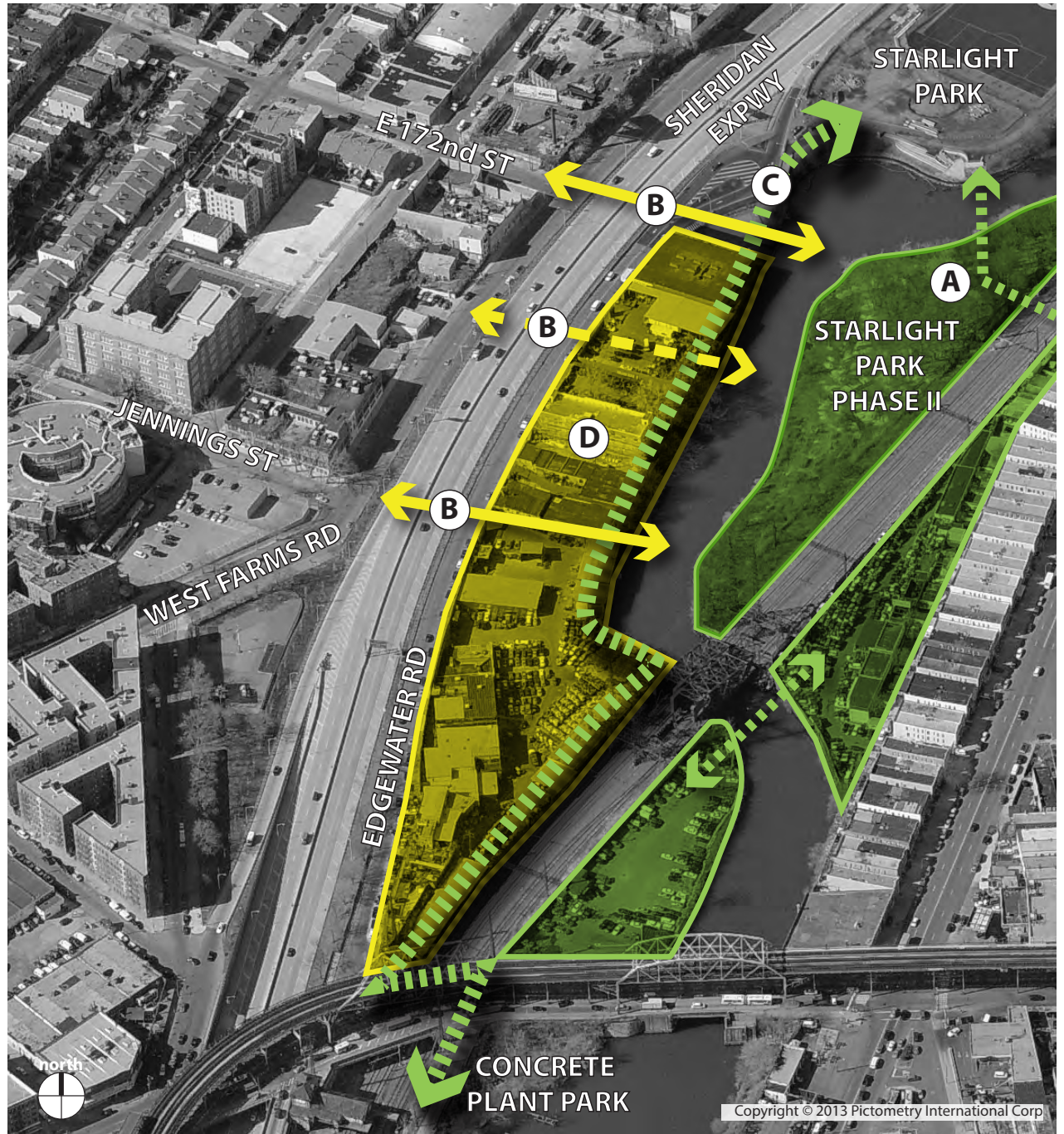


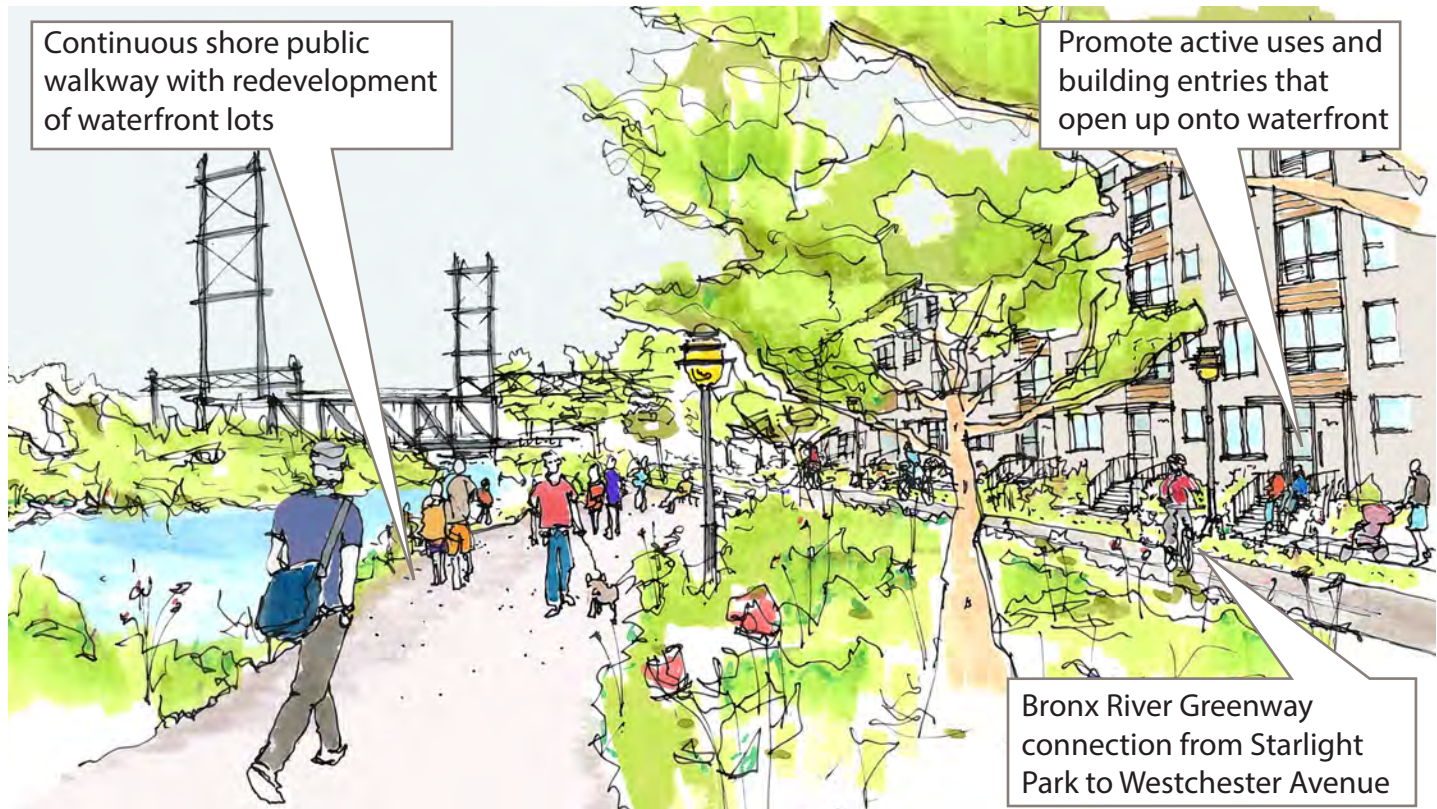
Re-Design the Sheridan: Strategically Develop the Bronx River Waterfront



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.

