

SHERMAN CREEK



Planning Workshop / *Taller de Planificación*
January 31, 2004



Sherman Creek

Planning Workshop

January 31, 2004

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Sherman Creek Inlet and Academy Street from Harlem River

Welcome / *Bienvenida*

Welcome to the Sherman Creek Planning Workshop.

The Workshop will take place during the course of an intensive all-day meeting of community residents, businesses, institutions, and city agency personnel working together to achieve consensus on the future of this community. Assisted by urban planners, the groups will jointly consider the issues and opportunities presented in the study area, contribute to the development of alternative and equitable strategies, and identify key areas of agreement.

This Workshop is part of a larger planning process. That work will continue with the integration of the data and ideas generated today into the Sherman Creek Plan.

Bienvenidos al Taller de Planificación de Sherman Creek.

El Taller se realizará durante el curso del día con la participación de vecinos, comerciantes, organizaciones y representantes del sector público trabajando conjuntamente con el propósito de obtener un consenso sobre el futuro de esta comunidad. Con la ayuda de planificadores y urbanistas consideraremos los temas principales y las oportunidades que nos presenta el área de estudio, contribuiremos al desarrollo de estrategias distintas y equitativas, e identificaremos áreas de común acuerdo.

Este Taller es parte de un esfuerzo más amplio dentro de la planificación de esta comunidad. Ese trabajo continuará con la integración de la información y las ideas, que de aquí surgirán, en el Plan de Sherman Creek.



Inwood and Sherman Creek: Existing Conditions / Condiciones Existentes



Northern Washington Heights and Inwood

Study Area Overview / Información General sobre el Área de Estudio

Sherman Creek is a part of the Inwood neighborhood in Manhattan Community District 12. In spring 2003, Deputy Mayor Dan Doctoroff and Borough President C. Virginia Fields announced a comprehensive study of the Sherman Creek area.

They assembled a team of experts from several city agencies to explore development opportunities in partnership with area residents, elected officials, business leaders and local non-profit organizations.



Harlem River Speedway

The primary study area is between Dyckman Street, Broadway, West 207th Street and the Harlem River, and includes Sherman Creek inlet, for which the surrounding area was named. For information purposes, the study area also includes the blocks surrounding the primary area and the Harlem River coastline in the Bronx.

Sherman Creek is adjoined to the north by the MTA 207th Street railyards, which occupy a large portion of land adjacent to the waterfront. The University Heights Bridge connects West 207th Street in Sherman Creek to Fordham Road in the Bronx. Highbridge Park, with steep hills and rock outcrops, borders Sherman Creek to the south. The elevated subway along Nagle Avenue bisects the study area, with mainly commercial and utility uses to the east and mainly residential uses to the west.

History of Inwood and Sherman Creek / *Historia de Inwood y Sherman Creek*

Development of Inwood

Throughout the 18th and 19th centuries, Washington Heights and Inwood were farms and estates owned by families with familiar names such as Isham, Nagle and Dyckman. During the American Revolution, Fort Washington and Fort Tryon were constructed on the hills overlooking the valley and rivers below. The Dyckman Farmhouse (at Broadway and West 204th Street), built around 1780, was once the center of a thriving farm, with fields and orchards of cherry, pear and apple trees. The Dyckman Farmhouse remains as the only 18th-century farmhouse in Manhattan.

During the early 20th century, five- and six-story apartment buildings were built in the flat eastern section of Inwood after IRT (the 1 and 9 trains) extended its subway to the neighborhood in 1906. Most of Inwood was developed following the completion of the IND subway line (the A train) in 1932. Residential areas were developed with six-story elevator apartment buildings and a few taller buildings. Water transportation on the Harlem River encouraged the development of manufacturing and utility uses in the eastern portion of Inwood. Residential uses were constructed west of Tenth Avenue.

Dyckman Houses, a group of seven 14-story buildings, were completed by the New York City Housing Authority in 1951.

The area east of Dyckman Houses was largely occupied by auto repair and boating uses from the 1910s through the 1950s.

Population

After the extension of the subway lines spurred the development of middle-class apartment buildings, Inwood became a destination for second-generation Americans moving from Lower Manhattan. In the years before World War I, the offspring of eastern European and Irish immigrants were the first new residents of the neighborhood. During the 1930s and 1940s, the primary newcomers were European Jews. Since World War II, Dominicans and Puerto Ricans have moved into the neighborhood. Almost 80 percent of recent immigrants who settled in Inwood in the 1980s were Dominican, with smaller numbers of Cubans, Ecuadorians, Koreans and Colombians. In 1992, Guillermo Linares became the first Dominican elected to public office in the United States when he won a seat representing Inwood on the City Council.

Sherman Creek Inlet

Sherman Creek is named for a family that settled in the area in 1807. The Creek was originally called the Half Kill when the Dutch occupied the area. Prior to the dredging of the



Fordham Boat House, 1973

Harlem River in 1895, Sherman Creek was a tidal creek surrounded by wetlands that extended to present-day Nagle Avenue.

Sherman Creek was dredged along with the Harlem River. The northern shoreline of the creek was configured to facilitate coal barge deliveries to the Sherman Creek Generating Station, a coal-fired power plant that was constructed in 1908. The southern shoreline served recreational boating clubs that were part of a network of Harlem River boating clubs called 'Sculler's Row'. Prior to 1950, the Harlem River, including Sherman Creek, was a major center for rowing and other water sports. Many boating clubs were closed in the 1960s. The Fordham University boathouse, the last remaining boathouse at Sherman Creek, burned in 1978.

As active boating uses left the area, Sherman Creek gradually filled in with sediments from the Harlem River. Today, Sherman Creek is a mud flat that is exposed at low tide.

Harlem River Drive

Harlem River Drive originated as the Harlem River Speedway, which attracted tourists from all over the country. In addition to attractions such as the High Bridge and Fort George Amusement Park, the Speedway offered beautiful scenery and recreation from the late 19th century into the early decades of the 20th century. Horse owners raced here until the increasing number of auto drivers won out.

Parks

Highbridge Park and Inwood Hill Park provide extensive areas of natural land and spectacular views. Because of their excellent views of the Harlem and Hudson Rivers, the hills that are now within these parks were sites of battle during the Revolutionary War.

Highbridge Park derives its name from New York City's oldest standing bridge, the High Bridge (1848), which was built to carry the Old Croton Aqueduct over the Harlem River. The area that is today's Highbridge Park was assembled piecemeal between 1867 and the 1960s, with the bulk being acquired by the city from 1895 to 1901. In addition to the High Bridge, water tower and recreation center, Highbridge Park boasts important natural assets including open vistas and an unusual geologic makeup.

Much of Inwood Hill Park is heavily wooded, and the caves of Native Americans who once lived on its slopes can be found. The park was home to country retreats for New York's social elite in the 19th century. In 1847, the New York and Hudson River Railroad opened a station known as Tubby Hook at the foot of Dyckman Street on the Hudson River. Amtrak now operates service between New York City and Albany on these tracks.



Demographics and Schools / *Demografía y Escuelas*

Population, Employment and Housing

Based on figures from the 2000 U.S. Census, there are approximately 30,000 people in 9,600 households that reside between Dyckman Street, Broadway, 207th Street and the Harlem River (in 1990, approximately 30,500 lived in the same area). Within the Sherman Creek study area, the Census also shows that:

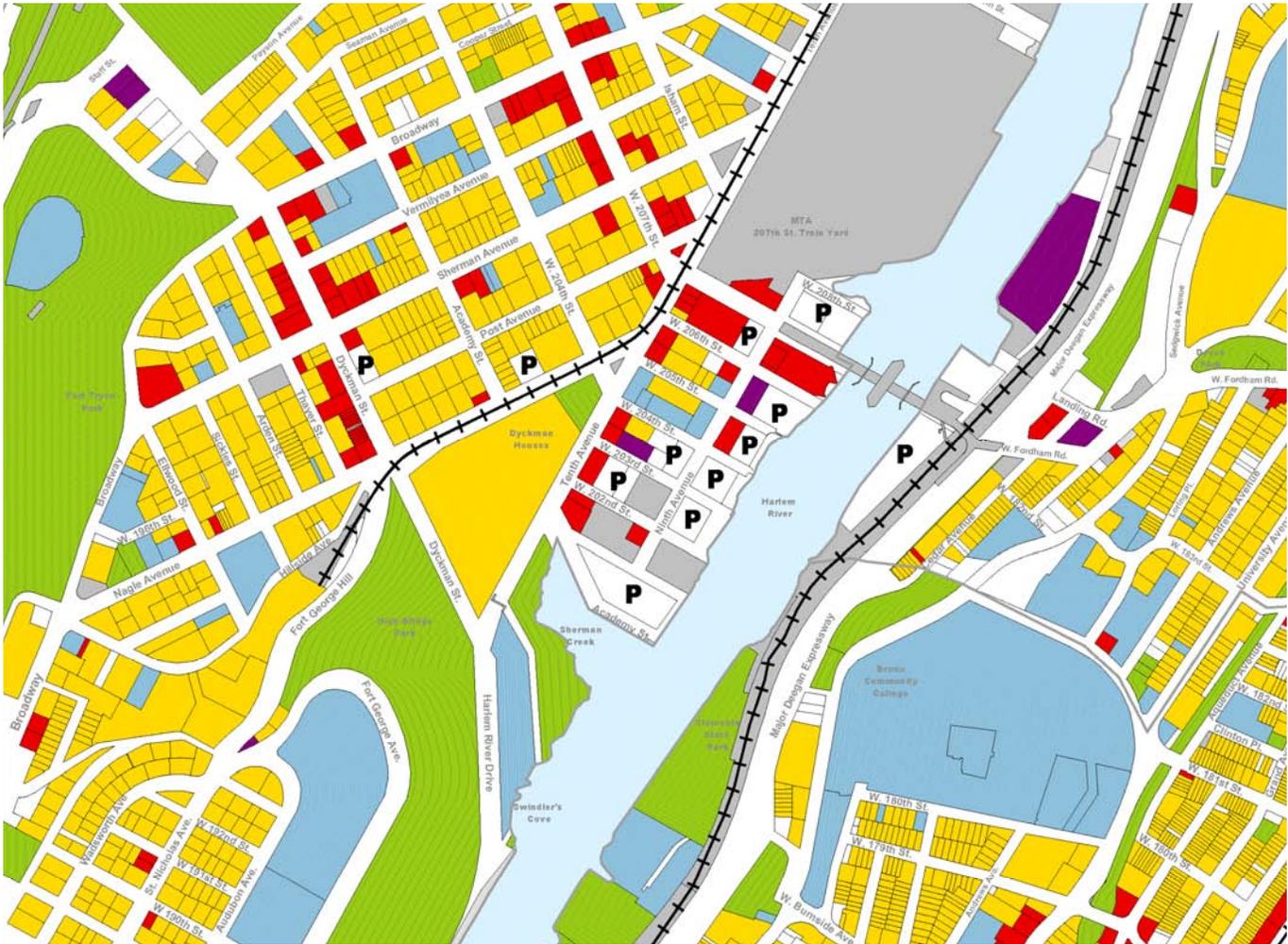
- These residents are relatively young:
31 percent are under the age of 18, compared to 24 percent throughout the city.
- The area is predominantly Hispanic:
79 percent Hispanic residents,
21 percent other groups.
- Median Household Income is relatively low:
\$21,110 in the study area, compared to \$38,293 throughout the city.
- The unemployment rate is relatively high:
17.8 percent in the study area, compared to 8.1 percent throughout the city.
- Home ownership in the area is low:
2 percent in the study area, compared to 30 percent throughout the city.
- Apartments are relatively crowded:
32 percent have more than one person per room,
compared to 15 percent throughout the city.

Schools

Inwood is within School District 6. The district contains eight primary schools, two intermediate schools and one high school. The number of students enrolled in schools within School District 6 currently exceeds school capacity. The district is among five of the city's 32 school districts, with utilization rates above 100 percent. However, utilization rates of schools in School District 6 have declined over recent years, from 124 percent in 1990 to 107 percent in 2002.



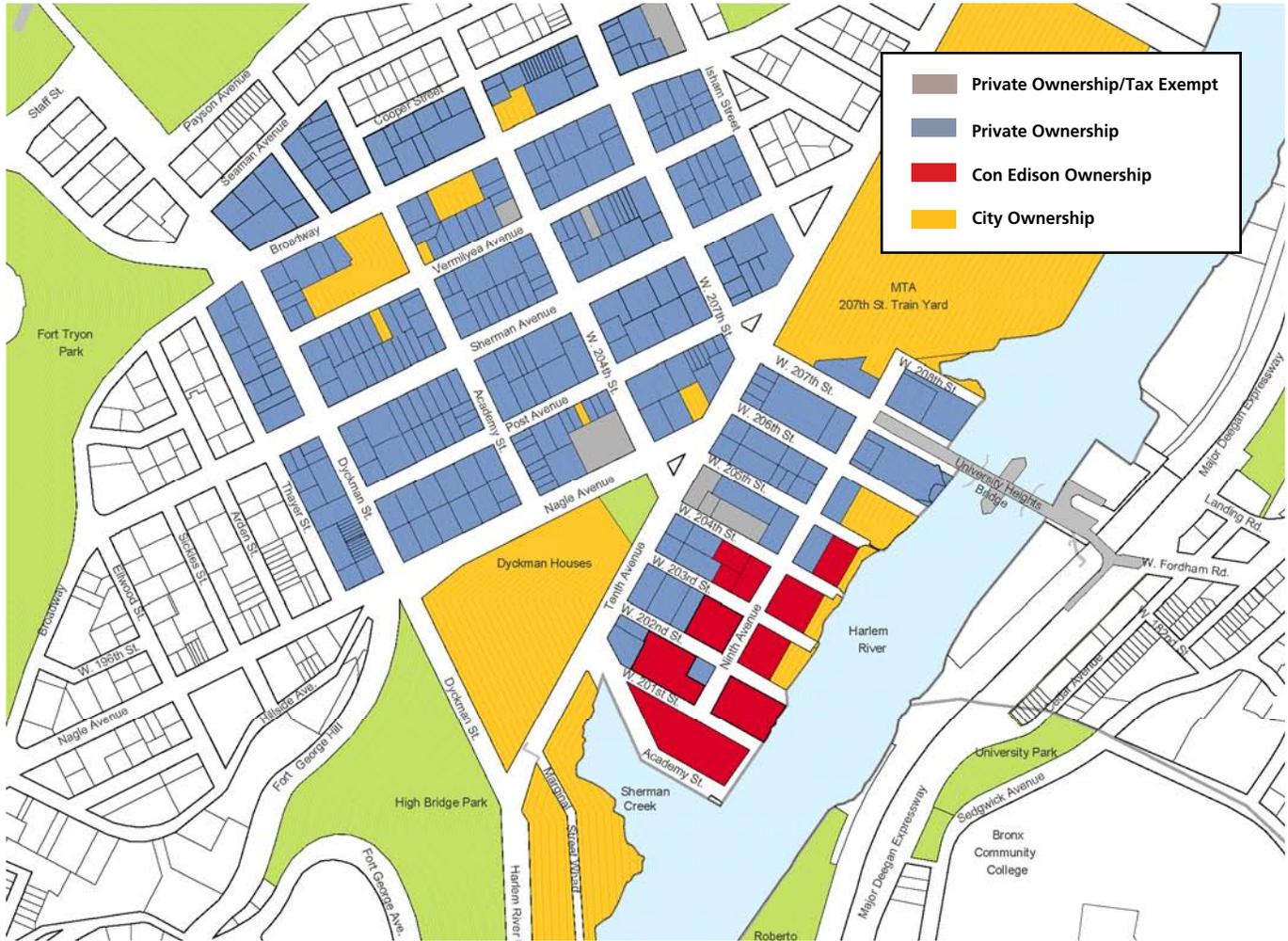
PS 5 at Tenth Ave. and Dyckman St.



Land Use / *Usos de Suelo*

The majority of lots west of Tenth Avenue are used for residential purposes. A small portion of the core area also consists of residential and community facility uses.

Land uses within the study area		
	Lots	Percent of Total
■ Residential/Mixed Use	101	56%
■ Commercial	26	14%
■ Utility/Transportation	19	10%
■ Parking/Vacant	19	10%
■ Church/School	10	6%
■ Park	4	2%
■ Manufacturing	2	1%
Total	181	



Commercial and Retail Corridors

Inwood’s primary commercial corridors are along Dyckman Street, Broadway and West 207th Street. These streets are characterized by a mix of small, locally-operated businesses that serve the surrounding residential community. Ground floor retail uses are consistent along Dyckman and West 207th Street. Ground floor retail uses on Broadway are interspersed with institutional uses.

The Sherman Creek core area also contributes to the commercial component of the neighborhood. Tenth Avenue between West 201st and West 207th streets is a mix of auto-related and local commercial uses. East of Tenth Avenue, commercial uses tend to be larger in scale, including a beverage wholesaler and two large supermarkets. Several lots are used for surface parking.

Property Ownership / Informe sobre las Propiedades

Most of the land in Sherman Creek is privately owned. Among city-owned properties are the Dyckman Houses and a small portion of land along the Harlem River waterfront. Con Edison owns a considerable amount of property around Ninth Avenue between Academy and West 204th streets.



Inwood Topography (8 foot contour lines)

Neighborhood Character and Waterfront / Características del Barrio y la Zona Ribereña

Natural Landscape

Inwood is surrounded by steep hills and rock outcrops that have influenced the neighborhood’s physical context and development. Construction of the apartment buildings that now characterize the neighborhood took place in the flatter

central and eastern portions of the neighborhood. The rock outcrops that surround the neighborhood proved difficult to develop. They are now preserved as the spectacular Highbridge, Inwood Hill and Isham parks.





Manhattan Waterfront Greenway



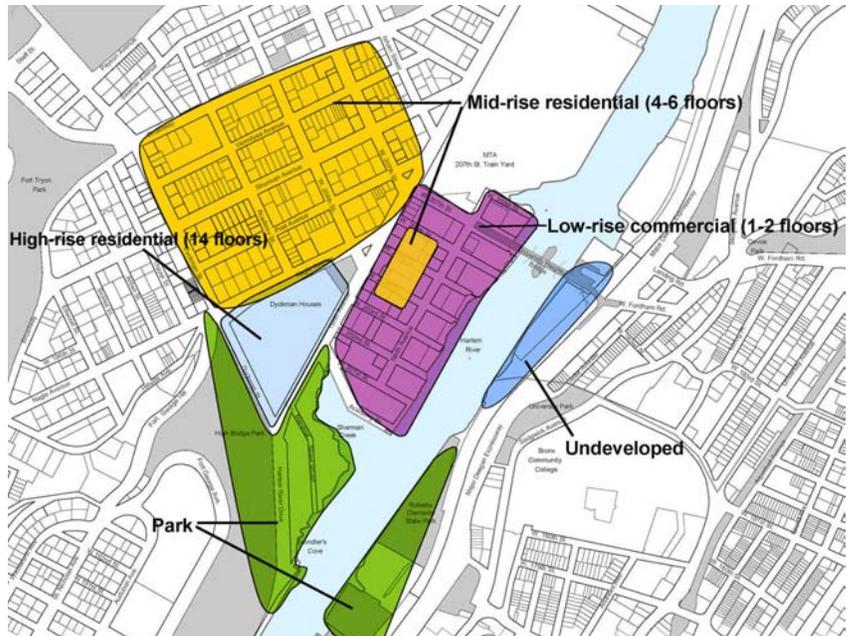
Swindler's Cove

Waterfront / La Zona Ribereña

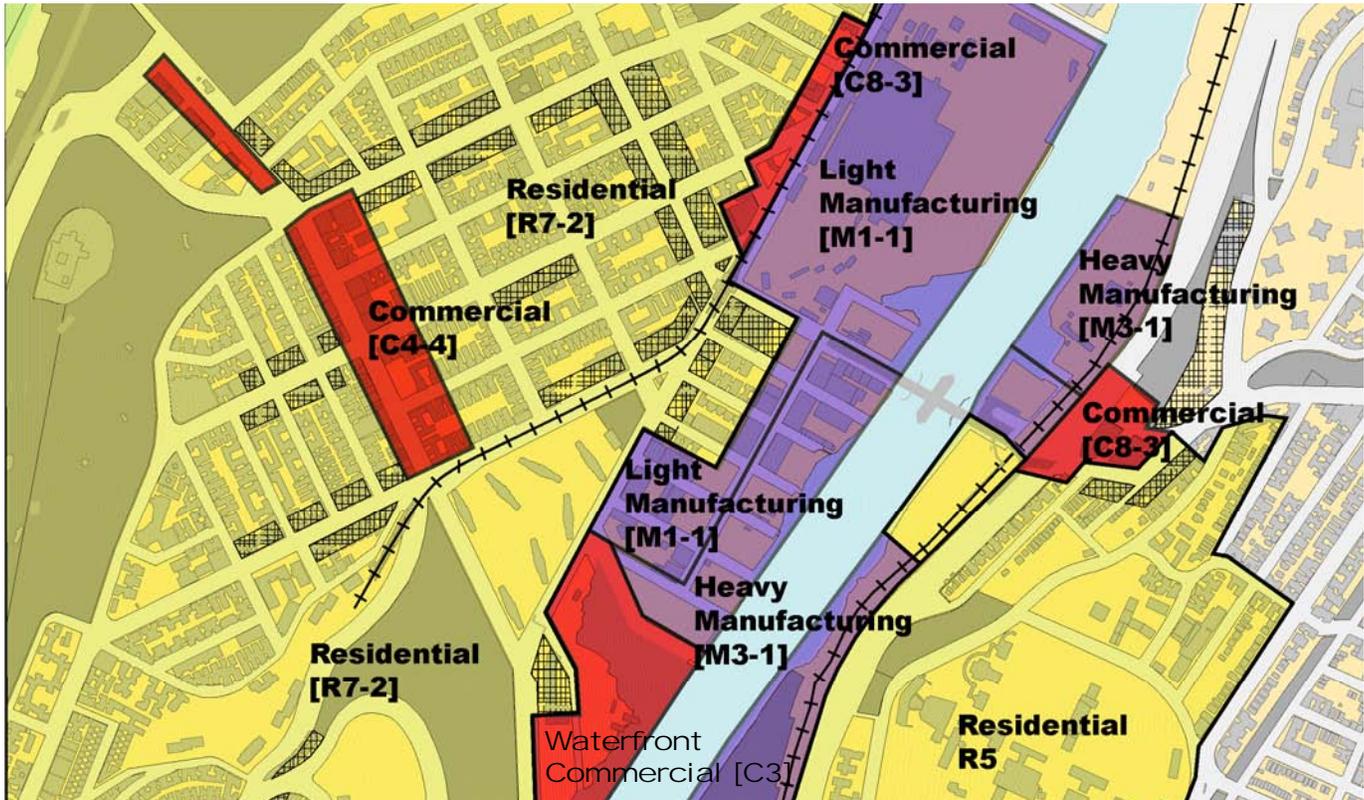
Much of the existing waterfront around the Sherman Creek core east of Tenth Avenue is inaccessible to pedestrians. However, there are areas south of Sherman Creek inlet and across the Harlem River in the Bronx where pedestrians can access the waterfront. On the Manhattan side of the river, the Manhattan Waterfront Greenway provides continuous waterfront access between Dyckman and West 155th streets. The Greenway connects to the restored wetlands and gardens at Swindler's Cove. The Bronx waterfront is continuously accessible along Roberto Clemente State Park.

Building Heights / Altura de los Edificios

Buildings in the Sherman Creek core east of Tenth Avenue are relatively low-scale, with building heights between one to four stories. West of Tenth Avenue, multi-family apartments are the predominant building form, with building heights ranging from five to six stories. One-story structures are also found here. The Dyckman Houses are residential towers with heights of 14 stories.



Building Heights in Study Area



Zoning / Zonificación

Zoning

Most of Inwood is within a medium-density residential zone (R7-2). R7-2 allows residential development up to 3.44 FAR and community facility uses up to 6.5 FAR. Most of Sherman Creek lies within light manufacturing (M1-1) and heavy manufacturing (M3-1) districts, which allow commercial and manufacturing development up to 1.0 FAR.

A C4-4 general commercial district is on Dyckman Street between Broadway and Nagle Avenue. C4-4 districts permit a wide range of commercial uses up to 3.4 FAR. C4-4 districts also allow residential development up to 3.44 FAR and community facility uses up to 6.5 FAR. Sherman Creek inlet is zoned C3, which allows low-density residential, commercial and water-related uses (i.e., marinas and boat clubs). Local retail uses are facilitated by commercial overlays, shown on the zoning map in a hatched pattern.

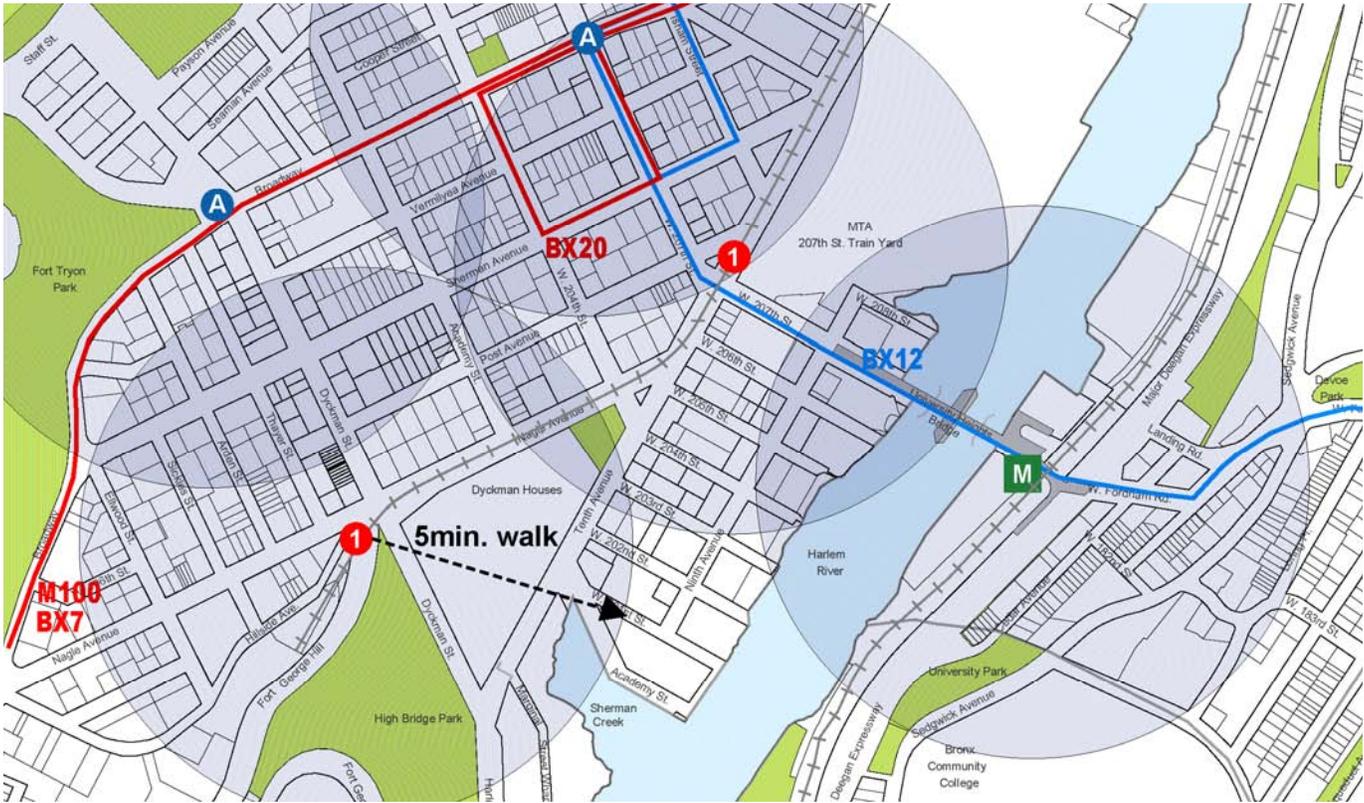
FAR

Building density (or bulk) is governed by floor area ratio (FAR). FAR is a relationship between the floor area in a building and the area of the lot on which the building stands. For example, a building constructed on a 10,000 square foot lot in a 4.0 FAR zoning district could contain 40,000 square feet of floor area.



West 207th Street looking east from Broadway. Building densities are greater on the north side of the street (left) than on the south side of the street (right). FAR (floor area ratio) is a measure of building density.





Transportation / Transporte

Transit

The elevated 1 and 9 trains run on Nagle Avenue with stops at West 207th Street and Dyckman Street. Average weekday ridership at the 207th Street station consists of 4,612 passengers, while ridership at Dyckman Street consists of 6,854 passengers. The Bx12 bus serves crosstown passengers traveling between West 207th Street in Manhattan and Fordham Road in the Bronx (bus ridership statistics are not available). Metro-North serves the University Heights directly south of the University Heights Bridge. Average weekday ridership consists of 21 inbound passengers and 191 outbound passengers.

Traffic

The area's mixed-use nature, elevated subways and discontinuous street grid have resulted in several traffic problems for auto and truck traffic. There are three intersections that are especially problematic:

- Harlem River Drive, Dyckman Street and Tenth Avenue
- Tenth Avenue, Nagle Avenue and West 205th Street
- Ninth Avenue and West 207th Street



Dyckman Street Subway Station



The Planning Workshop / El Taller de Planificación

Schedule

8:30	Registration and Breakfast
9:00	Introductions and Welcome
9:15	Virtual tour of the study area
9:30	Discussion of planning issues, community goals, opportunities and ideas to be tested. Issues will be summarized before the Focus Groups meet.
10:00	Selection of Focus Groups to address: 1) Housing Development 2) Commercial Development 3) Waterfront, Parks, and Recreation 4) Transportation 5) Neighborhood Character 6) Other Topics
11:45	Presentation of priority ranking of ideas and issues by Focus Group leaders. Each presentation will be limited to ten minutes; extra time is allocated for the discussion.
12:45	Summary and next steps. Selection of Planning Group.
1:00	Lunch
1:30	Focus Groups reconvene to explore responses to issues, resolve conflicting strategies and develop detailed images working with the design precedents. Planning Group works on a Concept Plan to bring together the ideas and issues raised by the Focus Groups. The Concept Plan will contain a vision statement, outline a planning study, prioritize the analysis of geographic areas and identify potential interventions.
4:15	Entire Group reconvenes; pick-up of plans and targeted.
4:30	Recap
4:45	Planning Group presents analysis, vision statement and concept plan
5:15	Focus Groups present consensus strategies and desired visual character
5:45	Discussion
6:15	Closing remarks
6:30	Informal discussion
7:00	End of the workshop

Horario del Taller de Planificación

8:30	<i>Inscripción y Desayuno</i>
9:00	<i>Introducciones y Bienvenida</i>
9:15	<i>Presentación virtual del área de estudio</i>
9:30	<i>Discusión General</i> sobre los temas de planificación, metas, oportunidades e ideas a desarrollar. Estos serán resumidos antes de reunirse los Grupos de Enfoque.
10:00	Formación de los Grupos de Enfoque para tratar: 1) Desarrollo de Viviendas 2) Desarrollo Comercial 3) La Zona Ribereña, Espacios Abiertos y Recreación 4) Transporte 5) Características del Barrio 6) Otros Temas
11:45	Presentación por rango de importancia de los temas e ideas, hecha por el líder de cada Grupo de Enfoque. Cada presentación se limitará a diez minutos; se dará tiempo de más para la discusión
12:45	Resumen, incluyendo los pasos a seguir Selección del Grupo de Planificación.
1:00	Almuerzo
1:30	Los Grupos de Enfoque se reúnen de nuevo para explorar respuestas a los problemas identificados, resolver estrategias en conflicto, y crear imágenes basadas en la muestra de antecedentes visuales. <i>El Grupo de Planificación desarrollará un Plan Conceptual</i> incorporando las ideas y los temas tratados por los Grupos de Enfoque. El Plan incluirá una declaración de la visión para el área, los principios generales de un estudio de planificación las prioridades de análisis por área geográfica y la identificación de las intervenciones posibles.
4:15	El grupo entero se reúne de nuevo; se pondrán en las par des los planes y visiones.
4:30	Resumen
4:45	El Grupo de Planificación presenta el análisis, la visión y el plan conceptual
5:15	Los Grupos de Enfoque presentan estrategias para establecer un consenso y las características visuales deseadas
5:45	Discusión
6:15	Comentarios de Cierre
6:30	Discusión Informal
7:00	Fin del Taller



Objectives / *Objetivos*

A measure of the success of the Planning Workshop will be linked to the common vision that emerges from these key areas of agreement at the end of the day. Visioning is the act of anticipating or imagining the future. In city planning, it is the process a community undertakes to reach the most desirable future. The Workshop is intended to reveal the shared aspirations and hopes of the community and the places where there is agreement on the principal issues. It will also provide the planners working in the different agencies with several practical outcomes. Among these practical results are the following:

- Clarification of the goals and objectives of the proposed Planning Study.
- Enhancement of public participation in the planning process by providing a forum for the exchange of ideas.
- Education of community residents about land use planning, urban development and zoning.
- Reduction of conflicts by incorporating community views and generating invaluable data to guide future decision-making.
- Helping to answer the questions: Where are we today? Where are we going? Where do we want to go? How do we get there?

En gran parte el éxito del Taller estará vinculado con la visión del futuro que surja de las áreas de común acuerdo. El visualizar es generalmente definido como el acto de anticipar o imaginar el futuro. En la planificación es el proceso que una comunidad emprende para llegar al futuro más deseable. El Taller tiene como propósito revelar las aspiraciones y esperanzas de la comunidad, llegar a un acuerdo sobre los temas principales que habra que abordar y proveer resultados útiles que contribuyan al desarrollo de un estudio de planificación. Entre los resultados practicos que anticipamos están los siguientes:

- Esclarecer los objetivos y las metas del propuesto Estudio de Planificación.
- Incrementar la participación ciudadana en el proceso de la planificación a través de un foro de intercambio de ideas
- Educar al público sobre planificación, uso de suelos, desarrollo urbano y zonificación.
- Reducir los conflictos tras la incorporación de las inquietudes de la comunidad y la producción de información necesaria para tomar decisiones futuras
- Encontrar respuestas a las siguientes preguntas: Dónde estamos? Hacia dónde vamos? Dónde queremos llegar? Cómo hacemos?



University Heights Bridge





Focus Group: Commercial Development / *Grupo de Enfoque: Desarrollo Comercial*

Retail, commercial and office uses provide services and employment opportunities for residents. They also affect the identity and vitality of the neighborhood.

- Where are the main and secondary retail corridors located? Consider whether efforts should be made to enhance and strengthen these corridors or encourage the development of a new commercial hub. Consider their relation.
- What types of businesses do Sherman Creek and Inwood need? Consider how these needs and businesses relate to the needs of New York City as a whole.
- Should Sherman Creek have more or fewer retail businesses? Consider how non-retail businesses (non-profit offices, art galleries, etc.) can affect the area.
- Where and how can new opportunities for local entrepreneurs be developed? Consider business training, employment, and incubator space programs.
- Is there a particular class of business or industry that could be attracted to locate in Sherman Creek? Consider scale and environmental impacts.



Bobby's Seafood Restaurant at Ninth Avenue and West 206th Street

Visual Resources / *Recursos Visuales*



Groundfloor Retail, Atlantic Avenue, New York



Groundfloor Retail, London, UK



Infill Development: Public Library, Barcelona, Spain





Focus Group: Housing Development / *Grupo de Enfoque: Desarrollo de Viviendas*

The need for new housing opportunities is as critical in Inwood and Washington Heights as it is throughout the city. Creative solutions are needed to identify potential sites and funding sources to ensure that appropriate types of new housing are built in the neighborhood.

- Where could new residential development take place in the future? Consider the Waterfront, Ninth Avenue, Tenth Avenue, Nagle Avenue, Broadway, West 207th Street, and Dyckman Street, or identify other possible locations.
- What should be the appropriate height and scale of new residential development in the area? Consider a mix of housing types to provide the best fit with the neighborhood and promote vibrant street activity.
- Is it appropriate to place new residential development near manufacturing and utility uses or on sites that were formerly used for manufacturing or utility purposes? Consider environmental quality and ground, air and noise pollution concerns.
- How can affordable housing be accommodated? What mix of incomes and housing programs should be planned for? Consider how incentives could be used to promote development of this type of housing.
- What types of community facilities (including cultural or recreational centers) are needed to support residential development in the area? Consider their location within the neighborhood.



Dyckman Houses

Visual Resources / *Recursos Visuales*



Chasse Park apartments, Breda, the Netherlands



Senior citizen housing in Amsterdam, the Netherlands



Detail of Residential Buildings, Boerum Hill, Brooklyn





Focus Group: Waterfront, Parks, and Recreation / Grupo de Enfoque: La Ribera, Parques y Recreación

Inwood is already home to some of the city’s most spectacular parks, yet there are opportunities to improve and to diversify the types of outdoor and indoor recreation activities.

- How would you improve waterfront access to the Harlem River? Consider existing obstacles, design, property ownership or use conflicts. Also, consider uninterrupted pedestrian and bicycle movement systems.
- What do you envision for the future of Sherman Creek inlet? What kinds of uses make the most sense from a recreational perspective or an ecological perspective? Consider the restoration of the Sherman Creek inlet for a variety of future uses, including improvement of the Harlem River as a whole.
- How can existing parks and recreation facilities be changed to increase their usage? Consider the appropriateness of introducing programmed activities along the water’s edge, such as hiking, canoeing, biking, rock climbing and gardening.
- Is it appropriate to place recreational activities near manufacturing and utility uses or on sites that were formerly used for manufacturing or utility purposes? Consider environmental quality and ground, air and noise pollution concerns. Are indoor recreation facilities more appropriate in this situation?
- How could access to recreation facilities on the Bronx side of the river be improved?



Harlem River Waterfront between West 204th and West 206th streets

Visual Resources / Recursos Visuales



Hudson River Park, Manhattan



Waterfront Park, Louisville, KY



Hudson River Park, Manhattan



Focus Group: Transportation / Grupo de Enfoque: Transporte

Subways, trucks, bikes, cars, buses, boats and pedestrians are all part of the transportation network in Inwood and Sherman Creek. Transportation systems must accommodate each of these modes.

- How can we make better use of existing transit facilities (including the Metro-North University Heights station, buses and subways, and the MTA Rail Yard)?
- What are the main parking needs in the community? Consider how to address these needs (structured parking facilities, on-street parking, or alternative transportation) and where these could be located.
- Several intersections have been identified where pedestrian and vehicular travel is difficult (i.e. 207th Street University Heights Bridge). Consider traffic calming and other solutions to improve circulation and increase safety for traffic and pedestrians.
- Do existing public transportation systems adequately serve the area's local and regional transit needs? Consider frequency of service, bus stops, signage, lighting, ADA access and water transportation.
- Are there conflicts with truck traffic? Where could appropriate areas be found to extend the bikeway? Consider designated routes to facilitate movement.



Dyckman Street Subway Station

Visual Resources / Recursos Visuales



Bicycle Parking, Berlin, Germany



Paved Crosswalk, Los Angeles, CA



Traffic calming devices to ensure Pedestrian Safety





Focus Group: Neighborhood Character / *Grupo de Enfoque: Características del Barrio*

Urban landscapes are shaped by the relationship between buildings and streets. The scale, shape and arrangement of buildings can affect how city residents experience their environment.

- In terms of scale and building type, how would you describe the Sherman Creek/Inwood neighborhood? Consider the most important ways in which future development should relate to existing development.
- What are the most important visual resources in the area? Consider enhancing their presence on the streetscape and the scenic quality of these places.
- How can the MTA Rail Yard contribute to the community and the waterfront? Consider potential waterfront access points, landscaping and the character of Tenth Avenue.
- What are the most important visual corridors and connections with the water's edge? Consider reinforcing and integrating access to the Harlem River with the upland residential areas.
- How would you reinforce and enhance the visual character of the main commercial corridors? Consider streetscape, signage, lighting and the fit of new uses in those streets.

Visual Resources / *Recursos Visuales*



Schouwburgplein, Public Plaza in Rotterdam, NL



School Expansion, Salzburg, Austria

Focus Group: Other Topics / *Grupo de Enfoque: Otros Temas*

There are important issues that are not part of the above categories. Address these questions or other issues that we haven't anticipated.

- Where are the best locations for a new school within the area bounded by Dyckman Street, Broadway, West 207th Street and the Harlem River? Where are the best locations for a school outside these boundaries?
- Would it be possible to combine a school in a building with other uses, such as a residential or cultural facility? If so, where is an appropriate site for this sort of building?
- What are the most important cultural facilities in the area? Consider new cultural uses and locations.
- Are there adequate social services uses in the community or is the area underserved? Consider the type of needs, programs and location.
- Are there parts of the area where there is a public safety problem? If so, consider potential solutions and how these solutions relate to New York City as a whole.



Boerum Hill, Brooklyn





Monsignor Kett Playground between Tenth Avenue and Nagle

Appendix / Apéndice

Recent Sherman Creek Planning Initiatives / *Iniciativas de Planificación Nuevas en Sherman Creek*

Audubon Partnership

In January 2003, the Audubon Partnership, with the assistance of architect Warren James, prepared a plan that addresses the Sherman Creek core area. The Audubon Partnership plan raises several issues, including:

- **Waterfront access:** Audubon recommends improved pedestrian and visual connections to the waterfront—the creation of a new north-south waterfront street to provide continuous river access. The plan also recommends a new public boardwalk with a ferry landing at the northeastern corner of the Sherman Creek inlet.
- **Rezoning of manufacturing districts:** Audubon recommends changing the manufacturing zoning districts in portions of Sherman Creek to districts that allow residential uses.
- **Con Edison property:** The plan recommends redevelopment of the former Con Ed power plant site into a use that takes advantage of its waterfront location and enhances the perception of Sherman Creek as a destination for visitors and residents.
- **Sherman Creek inlet improvements:** Audubon suggests streetscape and other physical improvements for the northern and western sides of the Sherman Creek inlet, including restoration of wetlands.

New York Restoration Project (NYRP)

In early 2003, NYRP prepared a plan with the assistance of Vollmer Associates to address waterfront access issues. This plan reinforces the concepts discussed in the Harlem River Greenway Master Plan (described below), with the additional suggestions of new pedestrian bridges over Harlem River Drive, a Greenway connecting Sherman Creek and the University Heights Bridge along Ninth Avenue and improvements to High Bridge Park.

Department of City Planning, Transportation Division

In October 2000, the Department of City Planning issued the Harlem River Greenway Master Plan. This plan addresses waterfront access, Greenway and streetscape improvements, and traffic issues along the Harlem River between 145th and 220th streets. This plan recommends specific routes for on-street and off-street bicycle/pedestrian paths, suggests points for waterfront access and identifies problematic traffic issues.

Port Authority/Manhattan Borough President

In January 2000, the Port Authority and the Manhattan Borough President released a redevelopment study of a parcel on the west bank of Sherman Creek that is currently used by the Department of Parks and Recreation as an equipment maintenance area.



Manhattan Community District 12 Profile / Informe sobre la Población de Community District 12

Total Population	1980	1990	2000
Number	179,941	198,192	208,414
Change	-	+10.1%	+5.2%
Births: number		4,692	3,231
Rate per 1000		23.7	15.5
Deaths: number		1,532	1,149
Rate per 1000		7.7	5.5
Total Population			208,414
White Nonhispanic			28,242
Black Nonhispanic			17,480
Asian and Pacific Islander Nonhispanic			4,310
Other Nonhispanic			1,232
Two or More Races Nonhispanic			2,736
Hispanic Origin			154,414
Female			109,446
Male			98,968
18 years and over			154,731
Total Households			70,576
Family households			45,885
Married-couple family			21,636
With related children under 18 years			12,306
Female householder, no husband present			19,674
Male householder, no wife present			4,575
Persons Per Family			3.52
Persons Per Household			2.90
Total Housing Units			73,230
Occupied Housing Units			70,576
Renter occupied			66,019
Owner occupied			4,557

Source: New York City Department of City Planning

Acknowledgements / *Créditos*

Sponsors:

City of New York
The Office of Manhattan Borough President C. Virginia Fields
Manhattan Community District 12
New York City Department of City Planning
New York City Department of Environmental Protection
New York City Department of Housing Preservation and Development
New York City Department of Parks & Recreation
New York City Department of Small Business Services
New York City Department of Transportation
New York City Economic Development Corporation
New York City Housing Authority
New York City Office of Environmental Coordination

Facilitator:

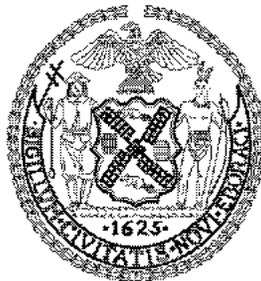
Pablo Vengoechea, R.A. and Zone Architecture

Host:

Principal Moreno-Pedraja and PS/IS 176

Caterer:

Leila Isaacs and Prima-Donna Catering Services



For additional information, questions, or comments,
please e-mail shermancreek@nycedc.com or call (212) 312-3640.