SHERIDAN EXPRESSWAY-HUNTS POINT
LAND USE AND TRANSPORTATION STUDY

May 21st, 2013
MEETING AGENDA

1. STUDY GOALS AND PROCESS

2. OVERVIEW OF TRANSPORTATION SCENARIOS

3. SUMMARY OF ANALYSIS
   - Land Use
   - Jobs
   - Sustainability
   - Traffic and Emissions

4. SUMMARY OF FINDINGS

5. NEXT STEPS
STUDY GOALS & PROCESS

- Engagement
- Process
- Framework
PUBLIC ENGAGEMENT

www.nyc.gov/sehp
PUBLIC ENGAGEMENT

SHERIDAN EXPRESSWAY - HUNTS POINT
LAND USE AND TRANSPORTATION STUDY

PUBLIC WORKSHOP OCTOBER 15TH, 2011

Bronx River Flotilla May 11, 2013

SHERIDAN - HUNTS POINT TOUR ROUTE
DEPARTMENT OF CITY PLANNING
JULY 28th + AUGUST 20TH 2011
Understand Existing Conditions

Create a Framework for decision making

Identify Issues and Opportunities

Envision future land use and transportation scenarios

Use vision to inform impact analysis – land use, jobs, transportation & sustainability

Share draft recommendations, take in feedback and refine vision before finalizing recommendations

Share final recommendations in open houses and public meetings
GOALS AND PRIORITIES

SEHP Study Goals
- Improve access to the Hunts Point food distribution center
- Increase environmental sustainability and livability in the study area
- Use research, analysis and community input to make sound policy decisions
- Build consensus around a set of recommendations that will meet these goals

Local Priorities
- Additional open space and improved access
- Improve pedestrian safety and enhanced transit options
- Additional schools and other community services
- Decrease impact of highway infrastructure on surrounding neighborhoods
- Mitigate environmental impacts of new development
- Increase efficiency in highway network

City Strategy
- PlaNYC
- DOT Sustainable Streets
- Hunts Point Vision Plan
- Vision 2020 – Comprehensive Waterfront Plan
- DEP Green Infrastructure Plan
- Active Living by Design
The shared goals expressed by the Community Working Group and information gathered from the field were used to develop a framework that guided decision making as scenarios were developed.

**CONNECTIVITY AND MOBILITY**
- Improve pedestrian safety and mobility
- Create connections between neighborhoods and to important destinations
- Improve truck access to Hunts Point

**WATERFRONT AND OPEN SPACE ACCESS**
- Protect the Bronx River
- Increase access to the River and its waterfront
- Improve pedestrian access to existing and new open spaces

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

**ENVIRONMENTAL SUSTAINABILITY**
- Implement green infrastructure
- Increase healthy food options
- Improve environmental health

**HOUSING AND INFRASTRUCTURE**
- Develop new and protect existing affordable housing
- Increase public infrastructure to meet new demand (schools, health care, transit, open space, etc.)
- Make targeted improvements to aging infrastructure
TRANSPORTATION SCENARIOS
Trucks exit the Sheridan at Westchester Ave and continue on local streets.
**Improved access to Hunts Point**

**Oak Point Ramps**
- On/Off ramps going **east** and **west** on the Bruckner Expressway
- Ramp design requires approx **9,000** linear feet of roadway
- Design requires acquisition of private property and potential realignment of rail lines

**East Ramps**
- On/Off ramps going **east** on the Bruckner Expressway
- Ramp design requires approx **4,000** linear feet of roadway
- Less impact on private or rail properties
- Potential to remove traffic from Hunts Pt Ave through Sheridan ramp closure
- Catalyzes changes to Sheridan Expressway at grade section
Sheridan Expressway

**Cross Bronx - connections to remain**

**Bruckner Expressway - connections to remain**

At grade

Below Grade

Above Grade

north
Sheridan Expressway - At Grade - Existing Conditions

- **$81M** of public investment along the southern Bronx River has led to a cleaner more active waterfront. Safe access remains a challenge.

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

- **Over 900 new residential units**, retail space and a new school will be constructed over the next decade.

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

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

- Properties along Edgewater Rd are zoned **manufacturing (M-1)**. **Seven businesses** – primarily auto wreckage, storage and parts are located along the waterfront.
Scenario Comparisons - At Grade

Plan

Retain
- Connects Cross Bronx Expwy and Bruckner Expwys
- East / West elevated crossings at E174th and Westchester Ave
- Edgewater Rd/Service Drive main access to Starlight Park
- Trucks traveling to Hunts Point must exit at Westchester Ave

Separate
- West Farms Rd remains
- Sheridan width reduced
- Edgewater Rd demapped
- Moderate reduction in ROW
- Increases waterfront lot sizes
- West Farms Rd as buffer to truck traffic
- Westchester Ave SB exit removed

Modify

Combined
- Entire ROW is reduced to Sheridan SB and NB only
- Westchester Ave SB exit removed
- Narrowest ROW
- Largest lot sizes for redevelopment along waterfront

Section

210' right of way
185' waterfront lot
155' 240'
115' 280'

ALL DIMENSIONS ARE APPROXIMATE
Scenario Snapshots - At Grade

- Improved vehicle access with Hunts Points; fewer through trucks exiting to Whitlock Ave
- Closure of Sheridan northbound ramp from Hunts Point Ave
- Maintains expressway operations for entire length of Sheridan
- Streetscape improvements along West Farms and Edgewater roads
- Access to waterfront and parks via additional pedestrian bridge
- Does not require reconstruction costs for Sheridan boulevard section
- Improved vehicle access with Hunts Point ramps; fewer through trucks exiting to Whitlock Ave
- Closure of Sheridan northbound on-ramp from Hunts Point Ave
- Maintains a separated West Farms Road
- Signaled intersections and crossings at Jennings, E172nd and E173rd streets
- Closure of Westchester Ave southbound off-ramp from Sheridan Expwy
- Pedestrian/bike access to Starlight Park, Bronx River & greenway across Sheridan
- Greenway connection along western edge of Bronx River from Starlight to Westchester Ave
- Better access to Sheridan from Claremont neighborhood
- Allows for some land, now part of the Sheridan right of way, available for potential redevelopment
- Requires re-construction of Sheridan north of Westchester Ave
Scenario Snapshots - At Grade

- Improved vehicle access with Hunts Point ramps; fewer through trucks exiting to Whitlock Ave
- Closure of Sheridan northbound on-ramp from Hunts Point Ave
- Combines Sheridan through traffic with local West Farms Road traffic
- Signaled intersections and crossings at Jennings, E172nd and E173rd streets
- Closure of Westchester Ave southbound off-ramp from Sheridan Expwy
- Pedestrian/bike access to Starlight Park, Bronx River & greenway across Sheridan
- Greenway connection along western edge of Bronx River from Starlight to Westchester Ave
- Better access to Sheridan from Claremont neighborhood
- Most available space for potential redevelopment of waterfront lots east of the Sheridan
- Requires re-construction of Sheridan north of Westchester Ave
Scenario Snapshots - At Grade

DRAFT RECOMMENDATION

- Construction of new ramps from Bruckner Expressway into Hunts Point
- Two to three signalized, intersections along Sheridan Expressway
- Closure of Sheridan SB exit ramp at Westchester Ave and NB ramp at Edgewater Road
- New development opportunities due to narrowing of Sheridan Expwy Right-of-Way
- Increased access to waterfront, potential for more open space and increased permeable surface
ANALYSIS

- Land Use
- Jobs
- Sustainability
- Traffic
- Summary
LAND USE & TRANSPORTATION RECOMMENDATIONS

FOCUS AREA:
EAST TREMONT

- Renovate West Farms Square – Subway station and public plaza
- Conduct an analysis of zoning in the East Tremont neighborhood
- Make Tremont Avenue a more vibrant commercial corridor - allow for more diverse, resident focused retail - commercial uses
- Protect the existing residential area while making new residential development easier and more cost-efficient
- Improve intersection geometrics and way finding for pedestrians at key intersections
- Develop strategies for reducing highway bound traffic on E 177th Street
FOCUS AREA:
SOUTHERN BOULEVARD

- Encourage additional residential development and preservation and strengthening of the retail corridor.

- Improve the intersections at 174th St, Freeman St and Simpson St—shorter crossings, pedestrian refuge areas and wider sidewalks.

- Create public plazas at key intersections using undeveloped corner lots.

- Improve lighting underneath the elevated 2/5 train and refurbish and repaint the elevated structure.

- Develop parkland on city owned sites.

- Construct decking over portions of the Sheridan Expressway north and south of Westchester Avenue creating space for new retail and community uses.
Focus Area: Westchester Avenue

- Make intersections safer for and more attractive to pedestrians – shorter more organized crossings, pedestrian refuge areas and wider sidewalks are needed.

- Encourage additional residential and related retail development along Westchester Ave near underutilized transit stop.

- Reuse old rail station at Westchester and Whitlock to provide more direct access to Concrete Plant Park.

- Construct decking over portions of the Sheridan Expressway north and south of Westchester Avenue creating space for new retail and community uses.
Narrow existing Sheridan Right-of-Way (ROW) and adjacent city streets, redesign as a boulevard including new signalized intersections and a full range of pedestrian/bicycle amenities.

- Leverage narrowing of Sheridan Expressway (ROW) to provide a more direct connection between Starlight and Concrete Plant Parks.

- Close Sheridan Expressway northbound on-ramp along Edgewater Road removing high speed traffic from main entry to Starlight Park.

- Along with changes to the Sheridan ROW, explore zoning strategies that would encourage job retention as well as a more vibrant mix of uses.
FOCUS AREA:
BRONX RIVER AVENUE

- Simplify intersections and organize traffic along E174th St specifically at Bronx River Ave and Southern Blvd – more efficient for vehicles and safer for pedestrians

- Redesign and renovate pedestrian portions of E174th street bridge and underpass – add lighting and signage, renovate stairs

- Introduce appropriate streetscape and new connections to planned greenway entrance at E172nd St

- Create new waterfront access and return vacant lots to active use by redeveloping key brownfield sites

- Identify economic development policies that support existing and attract new industrial businesses
FOCUS AREA:

BRUCKNER/HUNTS POINT

- Improve alignment of Bruckner/Sheridan Interchange to improve bottleneck

- Construct new on/off ramps from the Bruckner Expressway providing direct vehicle access to the Hunts Point peninsula

- Use Bruckner-Sheridan Interchange reconstruction to narrow Bruckner Blvd and make significant improvements to the pedestrian realm

- Redesign and reconstruct Bryant Ave Pedestrian Bridge, making it ADA accessible and generally more user-friendly

- Make streetscape improvements along Garrison Avenue between Hunts Point and Bryant Avenues

- Reuse space under Sheridan elevated viaduct currently used for construction staging to improve pedestrian crossing at Whitlock and Bruckner Blvd
To determine what the future would look like we:

- Engaged the community in visioning discussions
- Extrapolated development trends
- Reviewed population data
- Discussions with development agencies – HPD, EDC
- Discussions with Community Boards and Elected Officials
- Reviewed City Policy
LAND USE ANALYSIS

For each of the focus areas we assessed the following:

• Potential impact of major transportation improvements on surrounding lots

• Past population growth and future projections

• Potential capacity of recent rezonings to accommodate growth

• Number of vacant and underutilized properties

• Recent development trends including uses and densities
# LAND USE ANALYSIS

## POTENTIAL DEVELOPMENT PER SCENARIO

<table>
<thead>
<tr>
<th>Category</th>
<th>Retain</th>
<th>Modify Separated</th>
<th>Modify Combined</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Residential development in the pipeline</td>
<td>Additional residential development</td>
<td>Significant amount of residential development</td>
</tr>
<tr>
<td>Commercial</td>
<td>Commercial development in the pipeline</td>
<td>Some new office and commercial expansion</td>
<td>Significant new office and commercial</td>
</tr>
<tr>
<td>Community Facility</td>
<td>Community facility related to residential development in the pipeline</td>
<td>Some new community facilities such as a school or library.</td>
<td>Greater opportunities for community facility uses</td>
</tr>
<tr>
<td>Industrial/Manufacturing</td>
<td>A few new manufacturing businesses in the pipeline</td>
<td>Growth in industrial/manufacturing particularly in areas with new highway access</td>
<td>Growth in industrial/manufacturing particularly in areas with new highway access</td>
</tr>
<tr>
<td>Open space</td>
<td>Planned Bronx River greenway</td>
<td>New open space and connections along the Bronx River</td>
<td>New open space and connections along the Bronx River</td>
</tr>
</tbody>
</table>
What’s a Sustainability Analysis?

A Sustainability Analysis:

- **Considers** elements of SOCIAL, ECONOMIC and ENVIRONMENTAL sustainability.
- **Determines** the degree of sustainability in relation to local and City planning and policy standards.
- **Evaluates** to what degree the different recommendations within the scenarios improve local sustainability.
- **Compares** the scenarios to help determine which one is the most sustainable for the local community.
- **Highlights** to what degree the scenario recommendations help the area meet standards and city-wide targets.
- **Provides** a direction for future planning initiatives to address remaining and future sustainability concerns.
City-wide and Local Planning Standards

**Citywide**

- PlaNYC
- Vision 2020
- HPD New Housing Marketplace Plan
- DOT Sustainable Streets Strategic Plan 2008 and Beyond
- Hudson Raritan Valley Watershed Plan
- DOT Pedestrian Safety and Action Plan 2010
- Local Law 12 of 2011
- DOT Sustainable Street 2009 Progress Report
- Federal Emergency Management Agency (FEMA) Standard
- HPD Enterprise Green Communities Criteria: Certification Overlay for NYC HPD Projects – August 2012
- DEP Green Infrastructure Plan 2011 Update

**Local**

- The Southern Bronx River Watershed Alliance Plan
- Bronx River Greenway Plan
- Hunts Point Vision Plan
- Draft Hunts Point Bronx CB-02 197-a Plan
- Crotona Park East and West Farms CCRPs
- Five-Borough Economic Opportunity Plan: NYCEDC Food Retail Expansion to Support Health (FRESH) Program
Sustainability Analysis Framework

GOAL 1: Access to Open Space and the Bronx River
TO IMPROVE PUBLIC ACCESS TO OPEN SPACE AND WATERFRONT
TO CREATE A MORE CONNECTED WATERFRONT

GOAL 2: Health and Well-being
TO REDUCE CONFLICTS IN TRAFFIC AND IMPROVE SAFETY FOR ALL USERS
TO IMPROVE SAFETY AND ACCESS BY FOOT OR BICYCLE TO EXISTING AND NEW DESTINATIONS
TO IMPROVE STREETS FOR EXISTING BUS NETWORK
TO IMPROVE AIR QUALITY AND ENVIRONMENTAL POLLUTION
TO INCREASE ACCESS TO HEALTHIER FOOD Scenarios

GOAL 3: Vibrant and Inclusive Communities
TO INCREASE ACTIVE USES ALONG KEY PEDESTRIAN ROUTES
TO CREATE BETTER OPPORTUNITIES FOR COMMUNITY-BASED ACTIVITIES AND PROGRAMMING

GOAL 4: Housing Opportunity
TO CREATE ADDITIONAL AREAS FOR HIGH-QUALITY, PERMANENT, AFFORDABLE HOUSING DEVELOPMENT
TO CREATE DIVERSITY OF HOUSING TYPES
TO INCREASE TRANSIT-ORIENTED DEVELOPMENT

GOAL 5: Economy and Jobs
TO IMPROVE ACCESS TO JOBS
TO IMPROVE TRUCK ACCESS TO HUNTS POINT MARKETS
TO IMPROVE ACCESS OF WORKERS TO HUNTS POINT MARKETS

GOAL 6: Climate Change Adaptation
TO PROMOTE FLOOD RESILIENCY IN AREAS AROUND THE BRONX RIVER
TO MINIMIZE IMPACTS ON EXISTING INFRASTRUCTURE
TO SUPPORT THE REDUCTION OF GREENHOUSE GASES CITYWIDE

GOAL 7: Natural Ecology
TO IMPROVE STORMWATER MANAGEMENT AND IMPROVE WATER QUALITY IN THE BRONX RIVER
TO PROTECT AND RESTORE WETLANDS, AQUATIC SYSTEMS, AND ECOLOGICAL HABITATS
TO REMEDIATE CONTAMINATED SITES
Sustainability Analysis Framework

GOAL 1: Access to Open Space and the Bronx River
TO IMPROVE PUBLIC ACCESS TO OPEN SPACE AND WATERFRONT
TO CREATE A MORE CONNECTED WATERFRONT

GOAL 2: Health and Well-being
TO REDUCE CONFLICTS IN TRAFFIC AND IMPROVE SAFETY FOR ALL USERS
TO IMPROVE SAFETY AND ACCESS BY FOOT OR BICYCLE TO EXISTING AND NEW DESTINATIONS
TO IMPROVE STREETS FOR EXISTING BUS NETWORK
TO IMPROVE AIR QUALITY AND ENVIRONMENTAL POLLUTION
TO INCREASE ACCESS TO HEALTHIER FOOD Scenarios

GOAL 3: Vibrant and Inclusive Communities
TO INCREASE ACTIVE USES ALONG KEY PEDESTRIAN ROUTES
TO CREATE BETTER OPPORTUNITIES FOR COMMUNITY-BASED ACTIVITIES AND PROGRAMMING

GOAL 4: Housing Opportunity
TO CREATE ADDITIONAL AREAS FOR HIGH-QUALITY, PERMANENT, AFFORDABLE HOUSING DEVELOPMENT
TO CREATE DIVERSITY OF HOUSING TYPES
TO INCREASE TRANSIT-ORIENTED DEVELOPMENT

GOAL 5: Economy and Jobs
TO IMPROVE ACCESS TO JOBS
TO IMPROVE TRUCK ACCESS TO HUNTS POINT MARKETS
TO IMPROVE ACCESS OF WORKERS TO HUNTS POINT MARKETS

GOAL 6: Climate Change Adaptation
TO PROMOTE FLOOD RESILIENCY IN AREAS AROUND THE BRONX RIVER
TO MINIMIZE IMPACTS ON EXISTING INFRASTRUCTURE
TO SUPPORT THE REDUCTION OF GREENHOUSE GASES CITYWIDE

GOAL 7: Natural Ecology
TO IMPROVE STORMWATER MANAGEMENT AND IMPROVE WATER QUALITY IN THE BRONX RIVER
TO PROTECT AND RESTORE WETLANDS, AQUATIC SYSTEMS, AND ECOLOGICAL HABITATS
TO REMEDIATE CONTAMINATED SITES
GOAL 1: Access to Open Space and the Bronx River

OBJECTIVE: To create a more connected waterfront

STANDARDS:
- Create access points for neighborhoods east of the Bronx River
- Restore the shoreline in Starlight Park, West Farms Rapids, Bronx River Forest, and Shoelace Park

STANDARD

Create Bronx River Greenway connections and access points for bikes and pedestrians

Source: Vision 2020

EXISTING CONDITION:
- New parks are a community asset
- Greenway lacks connectivity
- Limited entry points to Greenway
- Aboveground infrastructure requires circuitous routes
- Greenway is hidden from view

Current performance: Below standard

Level of sustainability benefit: LOW

Performs against standard: BELOW STANDARD
Goal 1: Access to Open Space and the Bronx River

Objective: To create a more connected waterfront

Standards:
- Create access points for neighborhoods east of the Bronx River
- Restore the shoreline in Starlight Park, West Farms Rapids, Bronx River Forest, and Shoelace Park

Measuring Local Sustainability Benefits for Scenarios

<table>
<thead>
<tr>
<th>RETAIN:</th>
<th>MODIFY - SEPARATED:</th>
<th>MODIFY - COMBINED:</th>
</tr>
</thead>
</table>
| • New Greenway connections to East Tremont + Soundview  
  • Unified wayfinding plan  
  • Enhanced entry points | RETAIN +  
  • Sheridan into a boulevard = new pedestrian crossings to upland neighborhoods  
  • New Greenway connection to Hunts Point | MODIFY - SEPARATED +  
  • Entire ROW is reduced  
  • Largest lot sizes for redevelopment along waterfront |

Benefit: Positive - Moderate

Benefit: Positive - Significant

Benefit: Positive - Significant

Evaluation of Local Sustainability Benefits:

- All Scenarios: Expand the Greenway and create essential connections
- Modify-Separated and -Combined Scenarios: Create a new connection to the Hunts Point and support public access along Edgewater Road

Preferred scenario: **Modify - Combined**

Preferred scenario performance: Improved and achieves standard

Level of sustainability benefit: LOW  →  HIGH
Perform against standard: BELOW STANDARD  →  ABOVE STANDARD
GOAL 2: Health and Well-being

OBJECTIVE: To reduce conflicts in traffic and improve safety for all users

STANDARDS:
• Redesign 20 miles of High Crash Corridors
• Improve High Pedestrian Crash Locations
• Cut city traffic fatalities
• Reduce truck congestion

STANDARD

Redesign 20 miles of High Crash Corridors and upgrade additional 40 miles of High Crash Corridors (HCC) per year.

Source: DOT NYC Pedestrian Safety Study & Action Plan 2010

EXISTING CONDITION:
• Killed or Seriously Injured (KSI) crashes/mile is 3x that of the Bronx
• 65% study area roads surpass Bronx KSI avg
• Dangerous corridors include Bruckner Blvd., East Tremont Ave, Hunts Point Ave. Southern Blvd, and Westchester Ave.
• Increased pedestrian activity with pipeline development

Current performance: Below standard 🙃
## GOAL 2: Health and Well-being

**OBJECTIVE:**
To reduce conflicts in traffic and improve safety for all users

**STANDARDS:**
- Redesign 20 miles of High Crash Corridors
- Improve High Pedestrian Crash Locations
- Cut city traffic fatalities
- Reduce truck congestion

### MEASURING LOCAL SUSTAINABILITY BENEFITS FOR SCENARIOS

<table>
<thead>
<tr>
<th>RETAIN:</th>
<th>MODIFY - SEPARATED:</th>
<th>MODIFY - COMBINED:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Closure of Sheridan-Hunts Point Ave ramp shortens pedestrian crossing distance</td>
<td>RETAIN + • Improved Bruckner-Sheridan interchange • Increased pedestrian activity due to rezoning • New Sheridan crossings increase potential conflicts</td>
<td>RETAIN - SEPARATED + • On-ramp at Bronx River Parkway removes local traffic</td>
</tr>
</tbody>
</table>

### EVALUATION OF LOCAL SUSTAINABILITY BENEFITS:

- No significant difference between the scenarios
- Only 3 out of 10 HCCs are directly addressed
- Ramp at Bronx River Parkway would improve an additional HCC

**Preferred scenario:** *Modify - Combined*

**Preferred scenario performance:** Improved but below standard

Level of sustainability benefit: LOW ➔ HIGH
Performs against standard: BELOW STANDARD ➔ ABOVE STANDARD
GOAL 4: Housing Opportunity

OBJECTIVE:
To increase transit-oriented development

STANDARDS:
• To create additional areas for high-quality, permanent affordable housing
• To create diversity of housing types
• To increase transit-oriented development

STANDARD

95% of new housing opportunities within 0.5 miles (10 minute walk) of a subway station.

Source: PlanNYC

EXISTING CONDITION:
• Area features 8 subway stations on the 4, 5, and 6 lines
• 65% of area workers commute by transit
• 90% of current residential units are subway transit accessible
• 100% of development in the pipeline will within 0.5 miles of transit

Current performance: Above standard

Level of sustainability benefit: LOW → HIGH
Performs against standard: BELOW STANDARD → ABOVE STANDARD
GOAL 4: Housing Opportunity

**OBJECTIVE:**
To increase transit-oriented development

**STANDARDS:**
- To create additional areas for high-quality, permanent affordable housing
- To create diversity of housing types
- To increase transit-oriented development

### MEASURING LOCAL SUSTAINABILITY BENEFITS FOR SCENARIOS

<table>
<thead>
<tr>
<th>RETAIN:</th>
<th>MODIFY - SEPARATED:</th>
<th>MODIFY - COMBINED:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Rezonings along East Tremont Ave and Southern Blvd</td>
<td>RETAIN +</td>
<td>MODIFY - SEPARATED +</td>
</tr>
<tr>
<td>• Redevelop 1 publicly-owned site and 2 brownfields</td>
<td>• More development at same sites</td>
<td>• More development along Sheridan</td>
</tr>
</tbody>
</table>

### EVALUATION OF LOCAL SUSTAINABILITY BENEFITS:

• Modify-Combined includes the most transit-oriented development

**Preferred scenario:** Modify - Combined

**Preferred scenario performance:** Improved and above standard

Level of sustainability benefit: LOW ➔ HIGH

Performs against standard: BELOW STANDARD ➔ ABOVE STANDARD
### Sustainability Analysis Framework

#### GOAL 1: Access to Open Space and the Bronx River

**TO CREATE A MORE CONNECTED WATERFRONT**
Create Bronx River Greenway connections and access points for bikes and pedestrians

#### GOAL 2: Health and Well-being

**TO REDUCE CONFLICTS IN TRAFFIC AND IMPROVE SAFETY FOR ALL USERS**
Redesign 20 miles of High Crash Corridors and upgrade additional 40 miles of High Crash Corridors (HCC) per year.

#### GOAL 4: Housing Opportunity

**TO INCREASE TRANSIT-ORIENTED DEVELOPMENT**
95% of new housing opportunities within 0.5 miles (10 minute walk) of a subway station.
Methodology

– ‘Total jobs’ estimate includes:
  • Direct jobs, resulting from new development; and
  • Indirect jobs, generated as a result of the new direct jobs in the area.

– ‘Total jobs’ estimates factor in:
  • Land use work completed by DCP
  • Industry standard employment density assumptions
  • Bureau of Labor Statistics standard multiplier assumptions

– ‘Net new jobs’ estimate how many of the ‘total jobs’ are new to New York City
JOBS ANALYSIS

- **Existing Conditions** (focus areas, 2013)
  - Jobs: 22,300

- Analysis Finding (focus areas, 2035)
  - *Permanent Jobs (in FTEs)*

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Total Jobs</th>
<th>Net New Total Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retain</td>
<td>350</td>
<td>250</td>
</tr>
<tr>
<td>Modify</td>
<td>3,000 – 4,700</td>
<td>1,600 – 2,600</td>
</tr>
</tbody>
</table>

- *Construction Jobs (in person-years of employment)*

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Total Jobs</th>
<th>Net New Total Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retain</td>
<td>550</td>
<td>200</td>
</tr>
<tr>
<td>Modify</td>
<td>9,600 – 18,200</td>
<td>3,800 – 7,200</td>
</tr>
</tbody>
</table>
Recap of March meeting’s traffic presentation

• Overview of modeling process
• Comparison of proposed scenarios
  – No major changes to travel times on Sheridan and other routes in study area
  – Truck volumes on highways and local streets largely unchanged, except for trucks shifting from Whitlock Av/Bruckner Blvd to Bruckner Exp. to access new ramps into Hunts Point
  – Changes in traffic activity in neighborhoods: no major changes on local routes

Additional information this meeting

• Vehicle emissions estimates
• Construction cost estimates
Modeled Traffic Activity
(volumes, speeds, distance traveled)

US EPA MOVES Model
(Bronx-specific emission rates based on vehicle type, fuel type, operating conditions)

Total Mass of Pollutants
(GHG, NOx, VOC, CO, PM10 & PM2.5)
### NETWORK-WIDE (MORNING & EVENING)

#### Metric Tons of GHG
(Carbon Dioxide, Methane, Nitrous Oxide)

<table>
<thead>
<tr>
<th></th>
<th>2012 Existing</th>
<th>2035 No Build</th>
<th>2035 Modify-Separated</th>
<th>2035 Modify-Combined</th>
<th>2035 Retain</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO2 Equivalent</td>
<td>954</td>
<td>922</td>
<td>930</td>
<td>923</td>
<td>927</td>
</tr>
</tbody>
</table>

#### Kilograms of NOx and VOC
(Ozone Precursors)

<table>
<thead>
<tr>
<th></th>
<th>2012 Existing</th>
<th>2035 No Build</th>
<th>2035 Modify-Separated</th>
<th>2035 Modify-Combined</th>
<th>2035 Retain</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOx</td>
<td>1,286</td>
<td>302</td>
<td>304</td>
<td>302</td>
<td>302</td>
</tr>
<tr>
<td>VOC</td>
<td>185</td>
<td>39.6</td>
<td>39.8</td>
<td>39.5</td>
<td>39.6</td>
</tr>
</tbody>
</table>
# AREA-SPECIFIC (MORNING & EVENING)

## Kilograms of Carbon Monoxide (CO)

<table>
<thead>
<tr>
<th></th>
<th>2012 Existing</th>
<th>2035 No Build</th>
<th>2035 Modify-Separated</th>
<th>2035 Modify-Combined</th>
<th>2035 Retain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Claremont</td>
<td>114</td>
<td>74</td>
<td>68</td>
<td>67</td>
<td>72</td>
</tr>
<tr>
<td>Hunts Point</td>
<td>63</td>
<td>37</td>
<td>39</td>
<td>40</td>
<td>40</td>
</tr>
<tr>
<td>Longwood</td>
<td>542</td>
<td>356</td>
<td>354</td>
<td>353</td>
<td>352</td>
</tr>
<tr>
<td>Soundview</td>
<td>374</td>
<td>249</td>
<td>259</td>
<td>261</td>
<td>249</td>
</tr>
<tr>
<td>West Farms</td>
<td>565</td>
<td>415</td>
<td>414</td>
<td>414</td>
<td>415</td>
</tr>
<tr>
<td><strong>Network-wide</strong></td>
<td><strong>5,669</strong></td>
<td><strong>3,922</strong></td>
<td><strong>3,936</strong></td>
<td><strong>3,898</strong></td>
<td><strong>3,921</strong></td>
</tr>
</tbody>
</table>
# AREA-SPECIFIC (MORNING & EVENING)

## Kilograms of Particulate Matter (PM2.5, PM10)

<table>
<thead>
<tr>
<th></th>
<th>2012 Existing</th>
<th>2035 No Build</th>
<th>2035 Modify-Separated</th>
<th>2035 Modify-Combined</th>
<th>2035 Retain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Claremont</td>
<td>2.07</td>
<td>0.50</td>
<td>0.49</td>
<td>0.49</td>
<td>0.49</td>
</tr>
<tr>
<td>Hunts Point</td>
<td>3.15</td>
<td>0.47</td>
<td>0.50</td>
<td>0.50</td>
<td>0.50</td>
</tr>
<tr>
<td>Longwood</td>
<td>10.25</td>
<td>2.54</td>
<td>2.47</td>
<td>2.50</td>
<td>2.51</td>
</tr>
<tr>
<td>Soundview</td>
<td>4.55</td>
<td>1.46</td>
<td>1.57</td>
<td>1.59</td>
<td>1.49</td>
</tr>
<tr>
<td>West Farms</td>
<td>7.77</td>
<td>2.55</td>
<td>2.53</td>
<td>2.56</td>
<td>2.55</td>
</tr>
<tr>
<td>Network-wide</td>
<td>88.9</td>
<td>25.0</td>
<td>25.2</td>
<td>25.1</td>
<td>25.5</td>
</tr>
</tbody>
</table>
# CONSTRUCTION COST ESTIMATES

<table>
<thead>
<tr>
<th>Modification of the Sheridan as a boulevard</th>
<th>Separated</th>
<th>Combined</th>
<th>Retain</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$48 Million</td>
<td>$45 Million</td>
<td>n/a</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Construction of Leggett Av Off-ramp and Oak Point Av On-Ramp</th>
<th>All Scenarios</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$72 Million</td>
</tr>
</tbody>
</table>
## COMPARISON OF SCENARIOS

<table>
<thead>
<tr>
<th>No Build</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objectives</strong></td>
<td></td>
</tr>
<tr>
<td>Improve pedestrian safety at major intersections and near public amenities</td>
<td>Small improvements due to DOTs planned improvements at Devoe/177, Westchester/Whitlock and Westchester/Bx River Ave</td>
</tr>
<tr>
<td>Improve connections between neighborhoods and waterfront/open space</td>
<td>Potential small improvements at Westchester and Edgewater Road</td>
</tr>
<tr>
<td>Increase efficiency of vehicle access to the Hunts Point (HP) Peninsula</td>
<td>No Change</td>
</tr>
<tr>
<td>Create opportunities for new development</td>
<td>No Change</td>
</tr>
<tr>
<td>Implement green infrastructure and improve environmental quality</td>
<td>Some improvement due to implementation of Bronx River greenway</td>
</tr>
<tr>
<td>Preserve existing and create new opportunities for jobs</td>
<td>No change</td>
</tr>
</tbody>
</table>
## COMPARISON OF SCENARIOS

<table>
<thead>
<tr>
<th>Retain Scenario</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objectives</strong></td>
<td></td>
</tr>
<tr>
<td>Improve pedestrian safety at major intersections and near public amenities</td>
<td>Some improvement due to closure of Sheridan Expressway on ramp at Hunts Point Avenue</td>
</tr>
<tr>
<td>Improve connections between neighborhoods and waterfront/open space</td>
<td>Potential small improvements at Westchester and Edgewater Road</td>
</tr>
<tr>
<td>Increase efficiency of vehicle access to the Hunts Point (HP) Peninsula</td>
<td>Access to peninsula improved due to construction of new ramps into HP</td>
</tr>
<tr>
<td>Create opportunities for new development</td>
<td>No Change</td>
</tr>
<tr>
<td>Implement green infrastructure and improve environmental quality</td>
<td>Some improvement due to implementation of Bronx River greenway</td>
</tr>
<tr>
<td>Preserve existing and create new opportunities for jobs</td>
<td>Some improvement due to pipeline development</td>
</tr>
</tbody>
</table>
## COMPARISON OF SCENARIOS

<table>
<thead>
<tr>
<th>Modify Separated</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objectives</strong></td>
<td></td>
</tr>
<tr>
<td>Improve pedestrian safety at major intersections and near public amenities</td>
<td>Significant improvement due to closure of on/off ramps at Westchester and Hunts Point Avenues</td>
</tr>
<tr>
<td>Improve connections between neighborhoods and waterfront/open space</td>
<td>Some improvement due to signalized, east-west crossings along Sheridan Expressway</td>
</tr>
<tr>
<td>Increase efficiency of vehicle access to the Hunts Point (HP) Peninsula</td>
<td>Access to peninsula improved due to closure of SB ramp at Westchester Ave and construction of new ramps into HP</td>
</tr>
<tr>
<td>Create opportunities for new development</td>
<td>Development opportunities due to narrowing of Sheridan Expwy Right-of-Way</td>
</tr>
<tr>
<td>Implement green infrastructure and improve environmental quality</td>
<td>Significant improvement due to increased waterfront open space and increased permeable surface</td>
</tr>
<tr>
<td>Preserve existing and create new opportunities for jobs</td>
<td>Some improvement due to increased development opportunities</td>
</tr>
</tbody>
</table>
## COMPARISON OF SCENARIOS

<table>
<thead>
<tr>
<th>Modify Combined</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objectives</strong></td>
<td></td>
</tr>
<tr>
<td>Improve pedestrian safety at major intersections and near public amenities</td>
<td>Significant improvement due to closure of on/off ramps at Westchester and Hunts Point Avenues</td>
</tr>
<tr>
<td>Improve connections between neighborhoods and waterfront/open space</td>
<td>Some improvement due to signalized, east-west crossings along Sheridan Expressway</td>
</tr>
<tr>
<td>Increase efficiency of vehicle access to the Hunts Point (HP) Peninsula</td>
<td>Access to peninsula improved due to closure of SB ramp at Westchester Ave and construction of new ramps into HP</td>
</tr>
<tr>
<td>Create opportunities for new development</td>
<td>Development opportunities due to narrowing of Sheridan Expwy Right-of-Way</td>
</tr>
<tr>
<td>Implement green infrastructure and improve environmental quality</td>
<td>Significant improvement due to increased waterfront open space and increased permeable surface</td>
</tr>
<tr>
<td>Preserve existing and create new opportunities for jobs</td>
<td>Some improvement due to pipeline development</td>
</tr>
</tbody>
</table>
NEXT STEPS

- Environmental Review – requires public participation and certification by State, City, Federal agencies
- Preliminary Design – will draft many details of geometry, connectivity and construction/maintenance costs
- Final Design – Create a complete design that addresses all design issues as well as mitigations and finalized costs
- Construction – Complete project while maintaining traffic flow throughout area

Time to Complete: 5 – 10 Years
1. GATHERING FEEDBACK – Now through June
   • Online at www.nyc.gov/sehp - feedback forms online
   • Open House at Bronx River Arts Center - May 31st – June 22nd

   BRAC on the Block @ Bronx Art Space, 305 East 140th St., the Bronx
   “Process and Progress: Engaging in Community Change”
   www.bronxriverart.org

   • Any other events will be announced via email and at www.nyc.gov/sehp
   • Email the project team at sheridan_hp@planning.nyc.gov

2. FINAL PUBLIC MEETING: PRESENTATION OF FINAL RECOMMENDATIONS
   • June 20th, 6:30 PM - Location TBD*