Sheridan Expressway – Hunts Point
Land Use and Transportation Study

Community Working Group Meeting

September 1st, 2011
6:00 PM – 8:00 PM
Community Working Group Meeting # 1
(06.28.11)
• 31 different groups
• 45 + attendees
What we heard -

- More efficient transportation network
- Enhance Transit options
- Access to Hunts Point
- Access to the waterfront
- Access to new and existing open space
- Increase active recreation opportunities
- A cleaner Bronx River
- More healthy food options
- Affordable housing
- Connect adjacent communities
- Increase homeownership
- Safer streets
- Adequate community services
- Less crowded schools
- Improved air quality
What we saw -

- Vibrant commercial and industrial corridors
- Traffic “hot spots” – areas with severe congestion
- New housing development
- The Food Distribution Center
- Few east-west connections
- An incredible diversity of housing types
- Beautiful community gardens
- Unsafe conditions for pedestrians and drivers
- Multiple modes of transportation – water, rail, transit, major roadways, etc.
- New parkland
- The Bronx River

We also heard lots of noise!
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**
- Improve pedestrian safety and mobility
- Create connections between neighborhoods and to important destinations
- Improve efficiency in highway system
- Better truck access to Hunts Point

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

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

**WATERFRONT AND OPEN SPACE**
- Protect the Bronx River
- Increase access to the River and its waterfront
- Improve pedestrian access to existing and new open spaces
- Create new opportunities for active and passive recreation

**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
North
– Area heavily impacted by current Sheridan configuration
– Rezoning, open space and housing development will change character of core neighborhood.
– Area is surrounded by major infrastructure and institutional uses.
– Unused ROW and vacant sites may present potential for new development

West
– Area would experience major impacts related to any change to the Sheridan Expressway
– Major rezoning and housing development in the area
– Need to improve access to new open space amenities

East
– Future land use opportunities (housing, open space etc.)
– Older vacant industrial areas may present potential for redevelopment/land use change
– Area is criss-crossed by multiple highways and major arterials
– Opportunities to improve conditions in unsewered areas along Bx. River Pkwy

South
– Need to improve access to FDC without compromising recent improvements in pedestrian safety
– Broad economic development goals
– Potential for Metro-North station re-envisioning
SEHP Land Use & Transportation Study

Study Area Context: Opportunities

**E Tremont Corridor**
- Strengthen the E Tremont corridor eastward with opportunities for housing/commercial use

**West Farms Sq., Tremont Ave & Devoe Ave, 177th St, Sheridan entry/exit**
- Geometric Improvement for improved auto and pedestrian access
- Greenway connection

**Repurposing unused land**
- Vacant land including unused MTA ROW
- Opportunity for Housing/Public Facility/Open space

**New Horizon Shopping center**
- Opportunity for improving access and visibility

**Boston Rd & Southern Boulevard**
Vacant and underutilized sites present opportunity for strengthening the commercial corridor

**Crotona Park East/West Farms Rezoning**
- Housing, commercial, community facility opportunities

**174th Street**
- Opportunity for improved access to Starlight Park and Bronx River neighborhood

**Crotona Park East**
Preservation of low-rise homes through contextual rezoning

**Bronx River Avenue**
- Opportunity for increased commercial use
SEHP Land Use & Transportation Study

Study Area Context: Opportunities

**Sheridan Expressway**
- Opportunities for efficient vehicular use
- Improving East-West access
- Opportunities for reuse

**Industrial uses east of Sheridan**
- Opportunity of re-envisioning the uses in response to any changes to Sheridan

**Westchester Ave & Whitlock Ave**
- Opportunity for improved pedestrian and auto access through geometry & signage improvements
- Opportunity for strengthening the Westchester Ave commercial corridor.

**Hoe Avenue**
- Vacant sites present housing and open space opportunities
SEHP Land Use & Transportation Study

Study Area Context: Opportunities

Bruckner Boulevard
- Opportunity for strengthening the Bruckner Boulevard commercial/industrial corridor.

Bruckner Sheridan Interchange
- Opportunity for improving Hunts Points access/exit.
- Opportunity for better access to Concrete Plant Park

Crames Square, Hunts Point Ave & Bruckner Blvd
- Opportunity to improve geometry/signaling/signage for better auto/pedestrian access.

Loral site, vacant land
- Opportunity of re-envisioning the former industrial land and vacant sites for alternate use

New Oak-Point Ramps
- Improved access to Hunts Point
SEHP Land Use & Transportation Study

The Planning Process

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 – including economic, transportation & sustainability

Refine vision before making draft recommendations

Hold Open Houses to share draft recommendations

- Community Working Group Support
Segment Speeds for Model: processing data

- Conducted speed runs along highways and local streets during AM and PM rush hours for model calibration
Traffic Counts: ongoing
• Completed first set of counts at multiple locations for both AM/PM rush and 24-hour
• Additional counts to be conducted in September

Truck Route Tracking: ongoing
• First set of data completed and being analyzed
• Second set of data to be collected in September
Hunts Point Market Truck Counts: ongoing

• Completed first set of counts for market entrances and exits
• Second set of counts to be conducted in September
SEHP Land Use & Transportation Study

Economic and Freight Impact Analysis

OBJECTIVES
- Increase the City’s understanding of how changes to the Sheridan will impact suppliers, buyers, businesses, and employment in the HP Food Distribution Center and surrounding industrial area

TASKS
- **Origin-Destination Truck Survey**
  - Origin, routes taken to get in/out of markets, destination
  - Driver Surveys at Produce, Meat, Fish Markets
  - Fleet Manager Surveys for businesses outside of Food Distribution Center
- **Business Impact Survey and Analysis**
  - Impact on business profitability, locational decisions
  - Impact on growing the food cluster and competitiveness with other regional food markets
  - Businesses in/outside of Food Distribution Center
- **Jobs Impact Analysis**
  - Job loss/gains at the FDC
  - Job loss/gains due to redevelopment along/near the Sheridan corridor
  - Multiplier effects from the direct effects above
- **Real Estate Valuation Analysis**
  - Estimating real estate property value impacts from redevelopment scenarios
- **Food Access Impact Analysis**
  - Estimating cost impacts (if any) of using food markets outside of City
- **Construction Cost Analysis**
  - Estimating the capital cost of implementing the transportation and land use changes
Develop a benefit cost analysis tool that will assist in identifying each scenario’s social return on investment or “triple bottom line” - the value created and costs incurred for the following three critical areas:

- For example, a road geometry change could reduce vehicle capacity but also reduce air pollution, maintenance costs, and injuries to pedestrians.

- Important to account for all of these benefits and costs together to identify scenarios with overall merit.

The benefit cost analysis tool is *not a stand alone* tool - it can only inform the decision-making process, not make the decision on its own.
Planning Charrette

**Date:**  Saturday, October 15th, 2011
**Time:**  9:30 AM – 2:00 PM
**Location:**  Fannie Lou Hamer Freedom High School
              1021 Jennings Street, Bronx, NY 10460

sheridan_hp@planning.nyc.gov for more information

Charrette Agenda

- Organizers outline the issue
- The participants break into groups
- Groups brainstorm on scenarios
- Everyone gets the opportunity to share their ideas
- Ideas are exchanged and recorded on maps, posters, etc.
- Information gathered at the charrette is then used to guide the development of draft scenarios and recommendations