

CO-OP CITY STATION AREA

DRAFT

PLANNING WORK IN PANDEMIC

COVID-19 has changed the world. The Bronx has been particularly affected, and our health and economy are suffering. As we continue to fight back COVID-19, we seek to make the City a hub for public health research, create high-quality jobs, and make New York the fairest city in America. New Metro North service in the Bronx can support economic recovery of the borough and the city in the wake of the pandemic, and station-area planning can bring much needed amenities and services to the neighborhoods of the East and South Bronx.

However, as the City and MTA face extreme financial challenges, stakeholders of all kinds – elected officials, community residents, businesses, institutions - must continue to advocate for the regional rail stations and service to support New York City's recovery. The new stations can be critical to kickstarting the recovery of the borough and city's economy by thoughtfully and pro-actively planning for job growth, supporting existing commercial corridors, and working to get New Yorkers back to work in the Bronx, the city, or the wider region.

The draft recommendations shared in this remote open house are a first attempt at understanding how we move forward amidst the current health, social, and financial crises. Your guidance and feedback on the recommendations in the coming weeks will be fundamental to the plan's success as we seek to understand and respond to changing priorities during COVID.

Through the public planning process, you and your neighbors have already helped develop planning objectives that have only grown in importance as we confront COVID. These include:

- Create new or expanded open spaces where people can relax, play, and enjoy the outdoors.
- Help residents of the Bronx access opportunities for jobs in the borough, the city, and the region.
- Ensure affordable homes are available across the East and South Bronx.
- Help address longstanding health inequities, which have exacerbated the pandemic's impact on Bronxites, by working to reduce systemic barriers to good health. To address this we must plan for:
 - Access to transit that reduces reliance on automobile use and the pollution that comes with it.
 - Expanded healthy food options.
 - Convenient mixed-use neighborhoods that allow residents to accomplish their daily tasks within walking distance from home.

After you have viewed the recommendations, we encourage you to join the conversation, share your priorities, and provide your own guidance as a member of the community.



Photo: Restaurant outdoor dining, Bronx



Photo: Food distribution center, Bronx

DRAFT

HOW TO READ THE RECOMMENDATION BOARDS ?

1. NAVIGATION BAR:

This text tells you where you are.
For instance, this is the "Land Use and Placemaking: Neighborhood Center" category of the Vibrant Communities section.

2. ISSUE/OPPORTUNITY:

This text explains the issue or opportunity to be addressed by each set of objectives and recommendations. These came out of conversations with the community.

3. OBJECTIVE:

The objectives state what we are trying to accomplish with each set of recommendations and are a response to the issue/opportunity identified.

4. RECOMMENDATIONS:

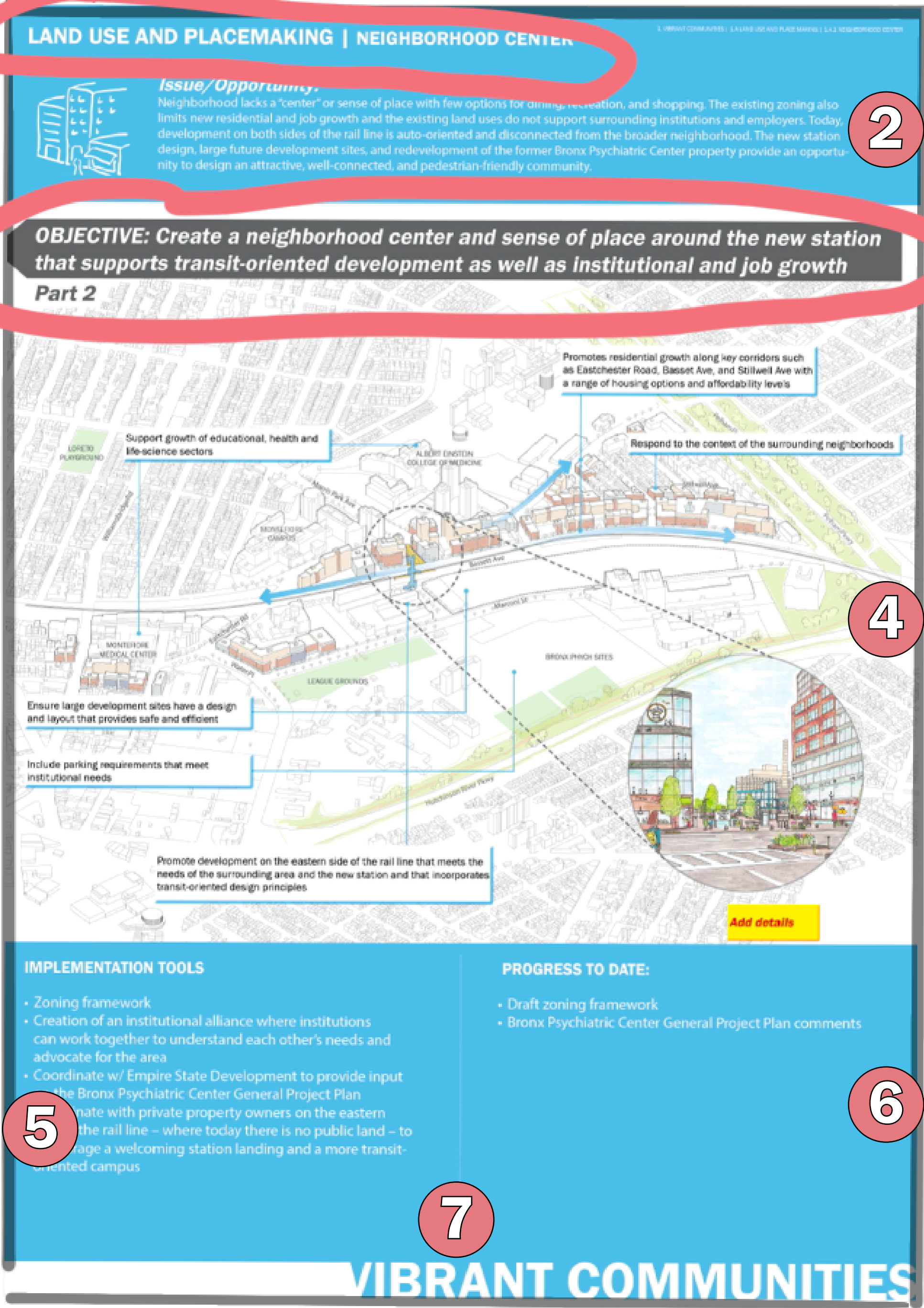
These are the recommendations for how to carry out the objective identified above

5. IMPLEMENTATION:

This section identifies how and by whom the above recommendations might be addressed

6. PROGRESS TO DATE:

This section identifies the progress to date the city has made, over the course of study, to advance certain recommendations.



7. SECTION TITLE:

This bar identifies which of the three major categories or recommendations (Vibrant Communities, Working Communities, or Connected Communities) you're in. Each of these categories is also associated with its own color (blue, purple, and orange, respectively)

ACRONYMS	
HPD - Housing Preservation and Development	FDNY - Fire Department
DPR - Department of Parks and Recreation	NYPD - Police Department
DOT - Department of Transportation	DCLA - Department of Cultural Affairs
MIH - Mandatory Inclusionary Housing	MTA - Metropolitan Transportation Authority
TOD - Transit Oriented Development	FEMA - Federal Emergency Management Agency
BID - Business Improvement District	ZCFR - Zoning for Coastal Flood Resiliency

DRAFT

CONTENTS

1.VIBRANT COMMUNITIES

- A. LAND USE AND PLACEMAKING
- B. STATION AREA AND ACCESS
- C. COMMUNITY RESOURCES

2.WORKING COMMUNITIES

- A. CONNECTING TO THE REGION
- B. JOB PREPAREDNESS

3.CONNECTED COMMUNITIES

- A. VEHICULAR ACCESS
- B. PEDESTRIAN AND BICYCLE ACCESS

Connected Communities, which relates to how people get around the neighborhood, the city and the region

CONNECTED COMMUNITIES

CO-OP CITY

OBJECTIVES:

1. Address traffic circulation around the new station as Erskine Pl becomes an important drop-off/pick-up point
2. Strengthen bike and walking connections across Co-op City and the station, transit, retail, parks, and bike routes.
3. Improve wayfinding

Issue/Opportunity:

Erskine Pl today is not set up to handle large flows of vehicles

OBJECTIVE: Address traffic circulation to and from the new station

Support enforcement strategies related to illegal parking/traffic circulation

Analyze current and projected future traffic and pedestrian patterns to identify improvements needed to prepare for station

Evaluate opportunities for adjusting area bus routes to better connect to new station

Identify options for safe and efficient drop-off and pick-up within the station area and develop options for preferred vehicular circulation to and from the station based on station design

Address safety and circulation needs, particularly at the intersection of Erskine Pl and De Reimer Ave

IMPLEMENTATION TOOLS:

- Coordination of MTA station design and City station-area planning
- DOT interventions
 - Vehicular signal timing adjustments
 - Pedestrian signal adjustments
 - City street mapping
- Increased enforcement of City traffic and parking laws

PLANNING TEAM PROGRESS TO DATE:

- Held series of interactive public meetings to seek input on circulation focused on East Tremont Avenue
- Drafted preferred circulation and pick-up and drop-off locations in coordination with MTA, DOT, and large property owners
- Identified potential improvements along Erskine Pl

PEDESTRIAN AND BICYCLE ACCESS | TYING THE NETWORK TOGETHER

Issue/Opportunity:

Bicycle connections to surrounding areas, such as City Island, should be adequately made to and from the new station

OBJECTIVE: Strengthen bike and walking connections to the station, transit, Co-op City and surrounding neighborhoods

Work with NYC Transit to coordinate bus schedules and new Metro-North service schedules

BAY PLAZA SHOPPING CENTER

Explore opportunities for providing bike and scooter parking near the entrance to the new station

CO-OP CITY SECTION 5

Work with DOT, MTA/Metro-North, and local stakeholders to meet current needs and develop plan for improved wayfinding in coordination with coming service

Cultivate maintenance partners for public space, art, and signage

Identify means of improving connections between the station and the existing bike path that connects along I-95 and the Hutchinson River Pkwy

IMPLEMENTATION TOOLS:

- Coordinate MTA station design and City station-area planning
- MTA design work and guidelines
- DOT Street Design Manual and toolkit
- WalkNYC
- City street mapping
- New York City Transit Bus Planning

PLANNING TEAM PROGRESS TO DATE:

- Held series of interactive public meetings to seek input on pedestrian access, area amenities, and community assets
- Coordinated with MTA, DOT, and large property owners to identify critical pedestrian improvements
- Influenced preliminary station design by MTA that includes opportunities for additional station access points

DRAFT

To voice your opinion on these recommendations, [click here](#)

To see how the study seeks to make Co-op City a:

***Working Community**, [click here: \[links to pdf\]](#)*

***Vibrant Community**, [click here: \[links to pdf\]](#)*

To return to the Remote Open House, [click here](#)