

# **MORRIS PARK STATION AREA** **CONNECTED COMMUNITIES**



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## 1.VIBRANT COMMUNITIES

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- B. STATION AREA AND ACCESS
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*Connected Communities, which relates to how people get around the neighborhood, the city and the region*



# 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

# 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:

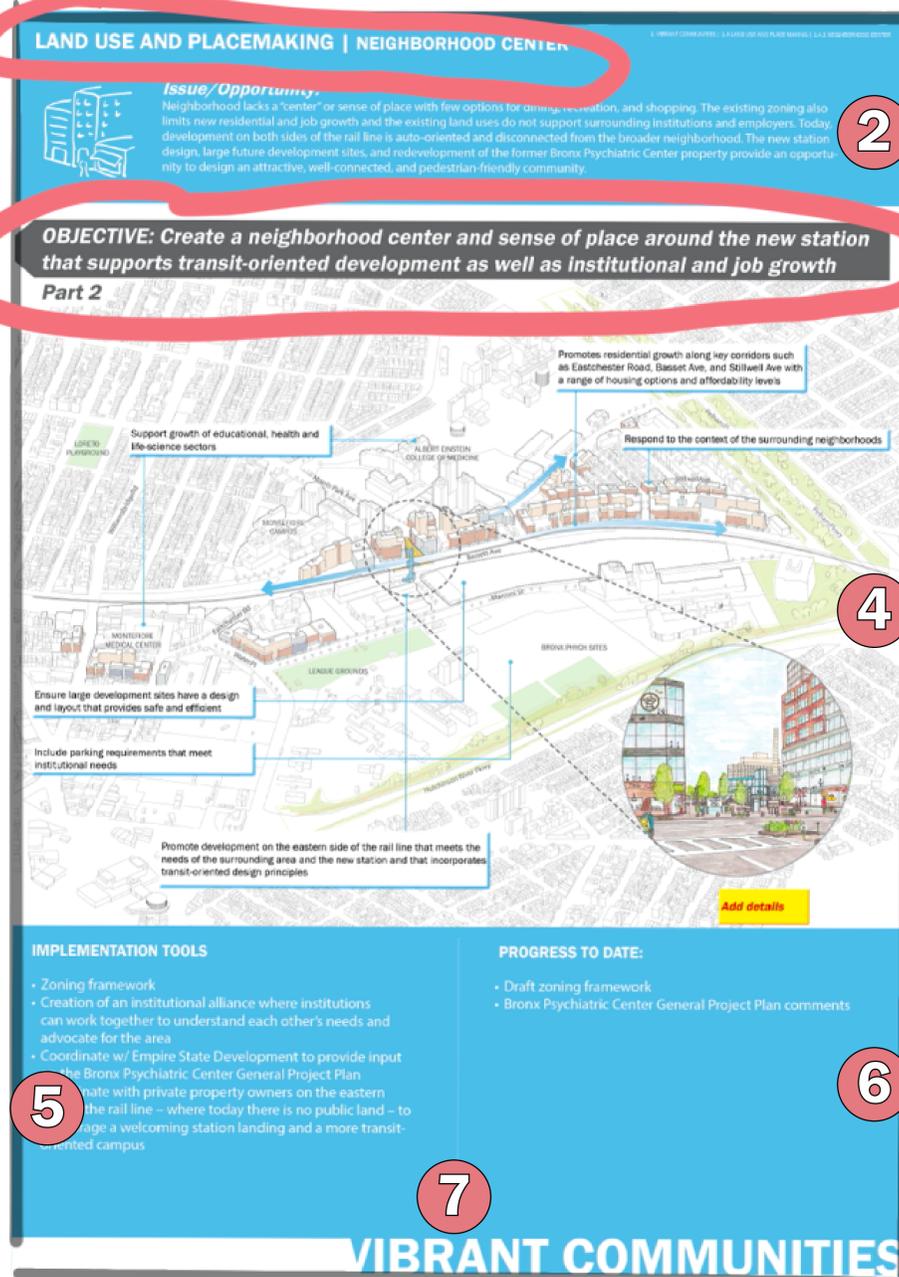
This section identifies how and by whom the above recommendations might be addressed

## 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

# CONNECTED COMMUNITIES

## MORRIS PARK

### OBJECTIVES:

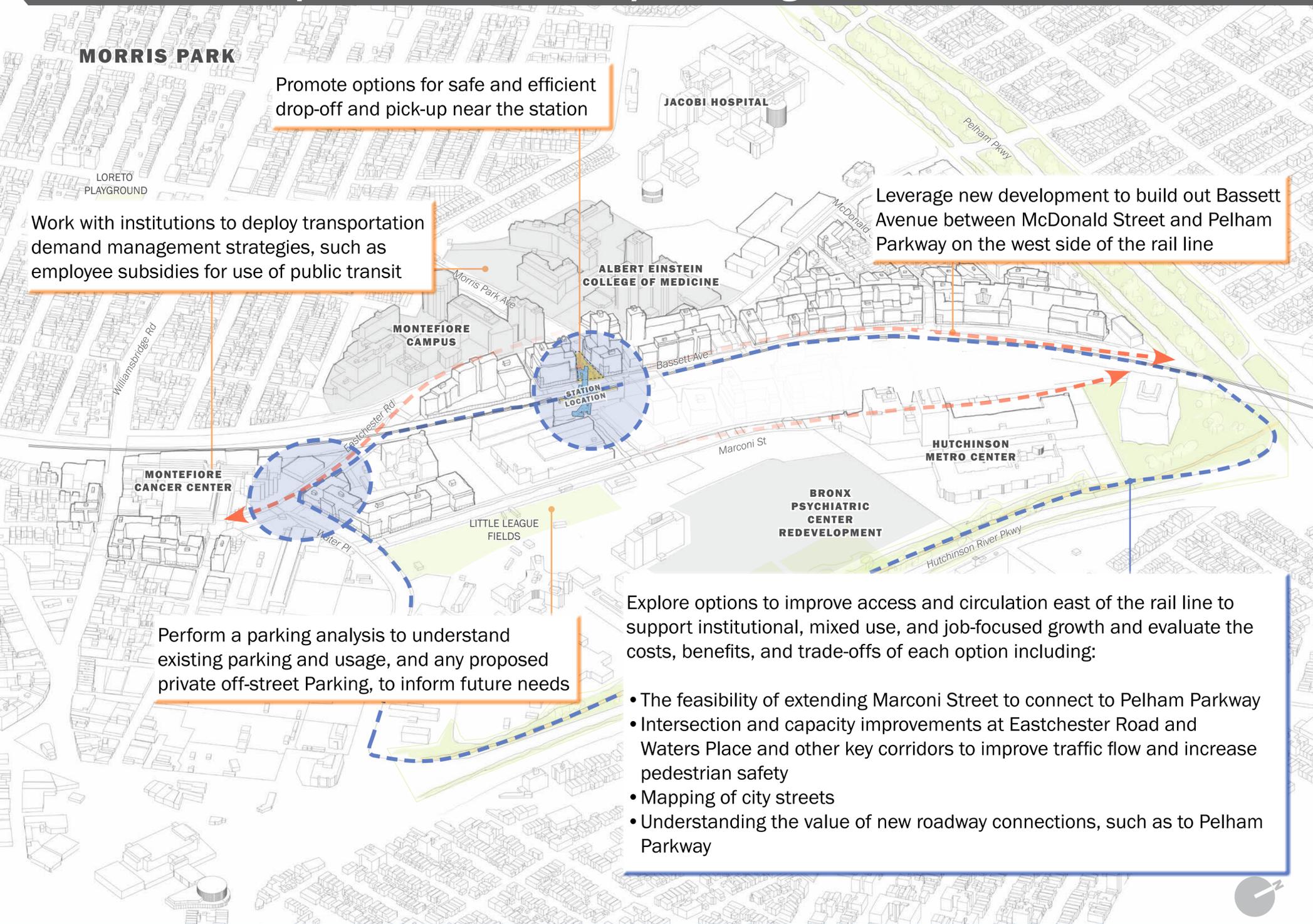
1. Understand existing traffic conditions and transportation needs in the area and develop a comprehensive set of recommendations to support future growth and the new station
2. Ensure that major corridors are safe, well-lit, and offer pleasant pedestrian experiences
3. Strengthen pedestrian and bike network connections to the future station, existing transit and commercial corridors, area institutions, and existing trails and networks
4. Improve way finding to area institutional campuses and community resources



## Issue/Opportunity:

The area around the proposed Morris Park station has grown successfully over many years in largest job center in the Bronx and of the largest in the City, but it has limited transit options and is car-dependent, factors that have inhibited its continued growth. The existing traffic circulation patterns on both sides of the rail line do not support a new station and the lack of ways in and out of the Hutchinson Metro Center on the east side of rail line have led to significant congestion, which limits current and future growth opportunities.

**OBJECTIVE: Understand existing traffic conditions and transportation needs in the area and develop a comprehensive set of recommendations to support future growth and the new station to help the area retain a competitive edge**



## IMPLEMENTATION TOOLS:

- DOT Street Design Manual and toolkit
- Analysis of transportation and circulation network
- Coordination of MTA station design and City station-area planning
- Station/plaza design
- Parking analysis

## PLANNING TEAM PROGRESS TO DATE:

- Held series of interactive public meetings to seek input access and connectivity
- Drafted preferred circulation and pick-up and drop-off locations in coordination with MTA, DOT, and large property owners
- Identified mapping actions to facilitate better circulation
- Identified potential improvements to area transportation network
- Drafted analysis of existing and proposed parking

**Issue/Opportunity:**

For the station to succeed, it will be necessary to balance the need for improved vehicular connections with the need for pedestrian safety and street-scape improvements on the local street network, including along Waters Place and Eastchester Road

**OBJECTIVE: Ensure that major corridors are safe, well-lit, and offer pleasant pedestrian experiences**

**Part 1**

**MORRIS PARK**

Investigate opportunities to improve the built portion of Bassett Avenue around the station into an active pedestrian space so that it becomes a safe and welcoming connection to the new station

\* Explore improvements to bus and shuttle routes

Explore opportunities for improving or creating new pedestrian passages under the rail line

Identify improvements to make Marconi Street safer and more pleasant to walk on

Work with private property owners on east side of rail line – where there is currently no public land – to identify pedestrian improvements to and from the station and to Marconi Street and area campuses



**IMPLEMENTATION TOOLS:**

- Study of transportation network
- Coordinate with NYC Transit/Bus Redesign
- Coordination with private property owners and area institutions

**PLANNING TEAM PROGRESS TO DATE:**

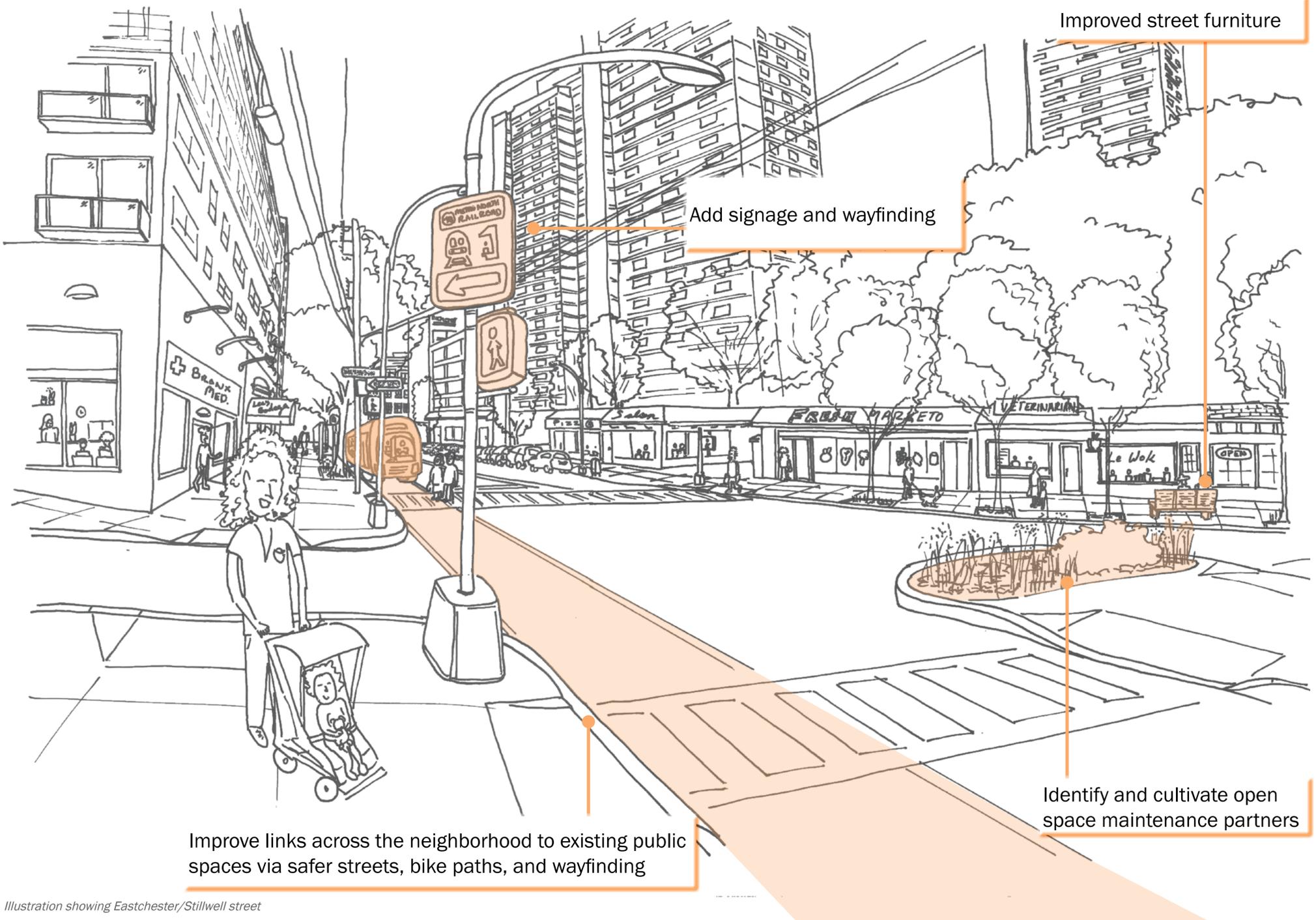
- Held series of interactive public meetings to seek input on pedestrian access
- Coordinated with MTA, DOT, and large property owners to identify critical pedestrian improvements
- Preliminary design for public space east and west of the rail line
- Influenced preliminary station design by MTA that includes commitment to pedestrian overpass and incorporates plan feedback

**Issue/Opportunity:**

For the station to succeed, it will be necessary to balance the need for improved vehicular connections with the need for pedestrian safety and streetscape improvements on the local street network, including along Waters Place and Eastchester Road

**OBJECTIVE: Ensure that major corridors are safe, well-lit, and offer pleasant pedestrian experiences**

**Part 2**



Improve links across the neighborhood to existing public spaces via safer streets, bike paths, and wayfinding

Improved street furniture

Add signage and wayfinding

Identify and cultivate open space maintenance partners

Illustration showing Eastchester/Stillwell street

**IMPLEMENTATION TOOLS:**

- Study of transportation network
- Coordinate with NYC Transit/Bus Redesign
- Coordination with private property owners and area institutions

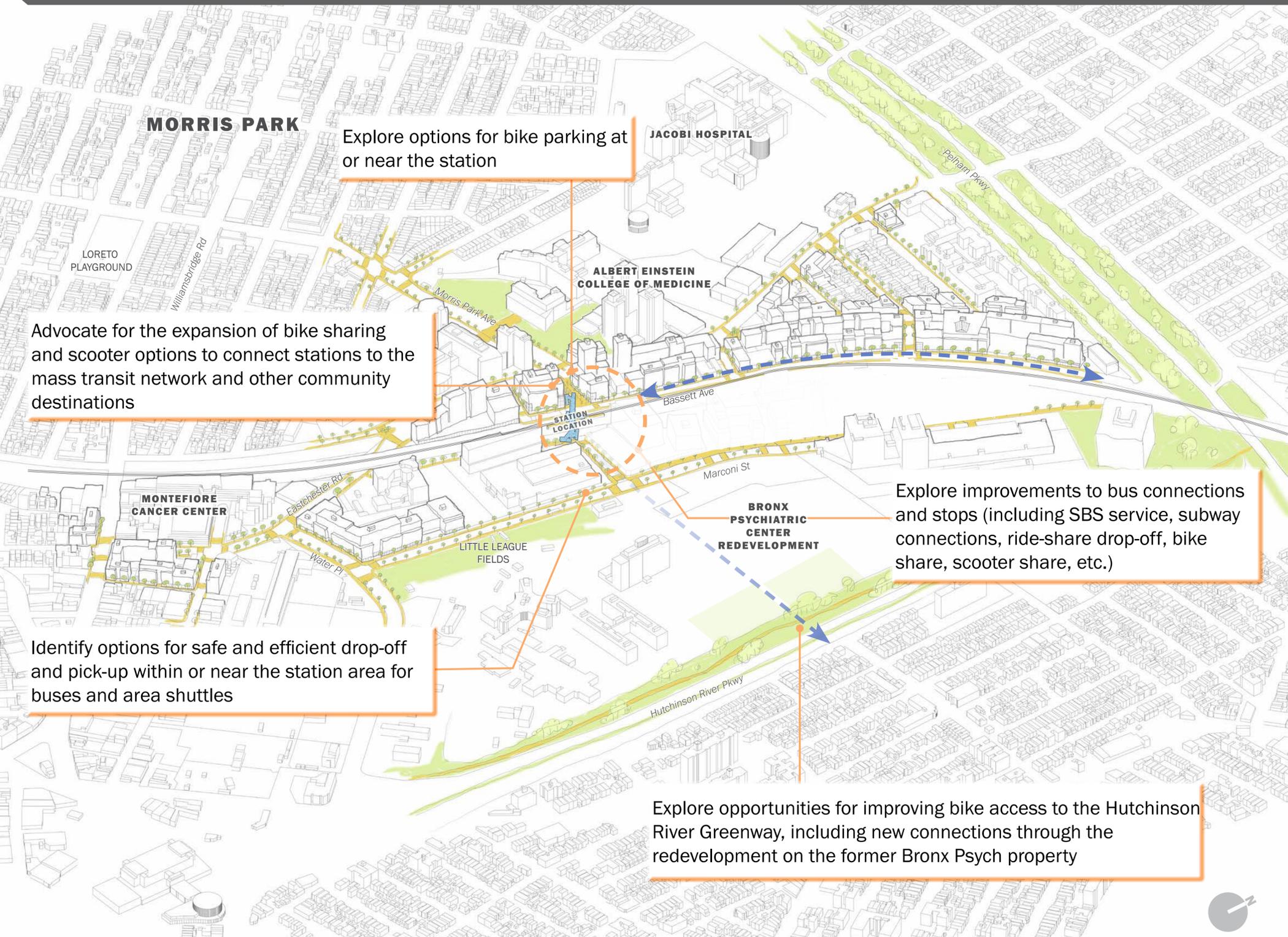
**PLANNING TEAM PROGRESS TO DATE:**

- Held series of interactive public meetings to seek input on pedestrian access
- Coordinated with MTA, DOT, and large property owners to identify critical pedestrian improvements
- Preliminary design for public space east and west of the rail line
- Influenced preliminary station design by MTA that includes commitment to pedestrian overpass and incorporates plan feedback

## Issue/Opportunity:

Barriers such as large industrial sites, the rail line itself, and limited crossings over the rail line limit access to the proposed station area from surrounding neighborhoods. Additionally, subways, buses, and bike routes need strong coordination and connections to station area and local/regional amenities.

## OBJECTIVE: Strengthen connections between transit, streets, sidewalk, and bike networks



### MORRIS PARK

Explore options for bike parking at or near the station

Advocate for the expansion of bike sharing and scooter options to connect stations to the mass transit network and other community destinations

Identify options for safe and efficient drop-off and pick-up within or near the station area for buses and area shuttles

Explore improvements to bus connections and stops (including SBS service, subway connections, ride-share drop-off, bike share, scooter share, etc.)

Explore opportunities for improving bike access to the Hutchinson River Greenway, including new connections through the redevelopment on the former Bronx Psych property

### 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
- Special zoning rules

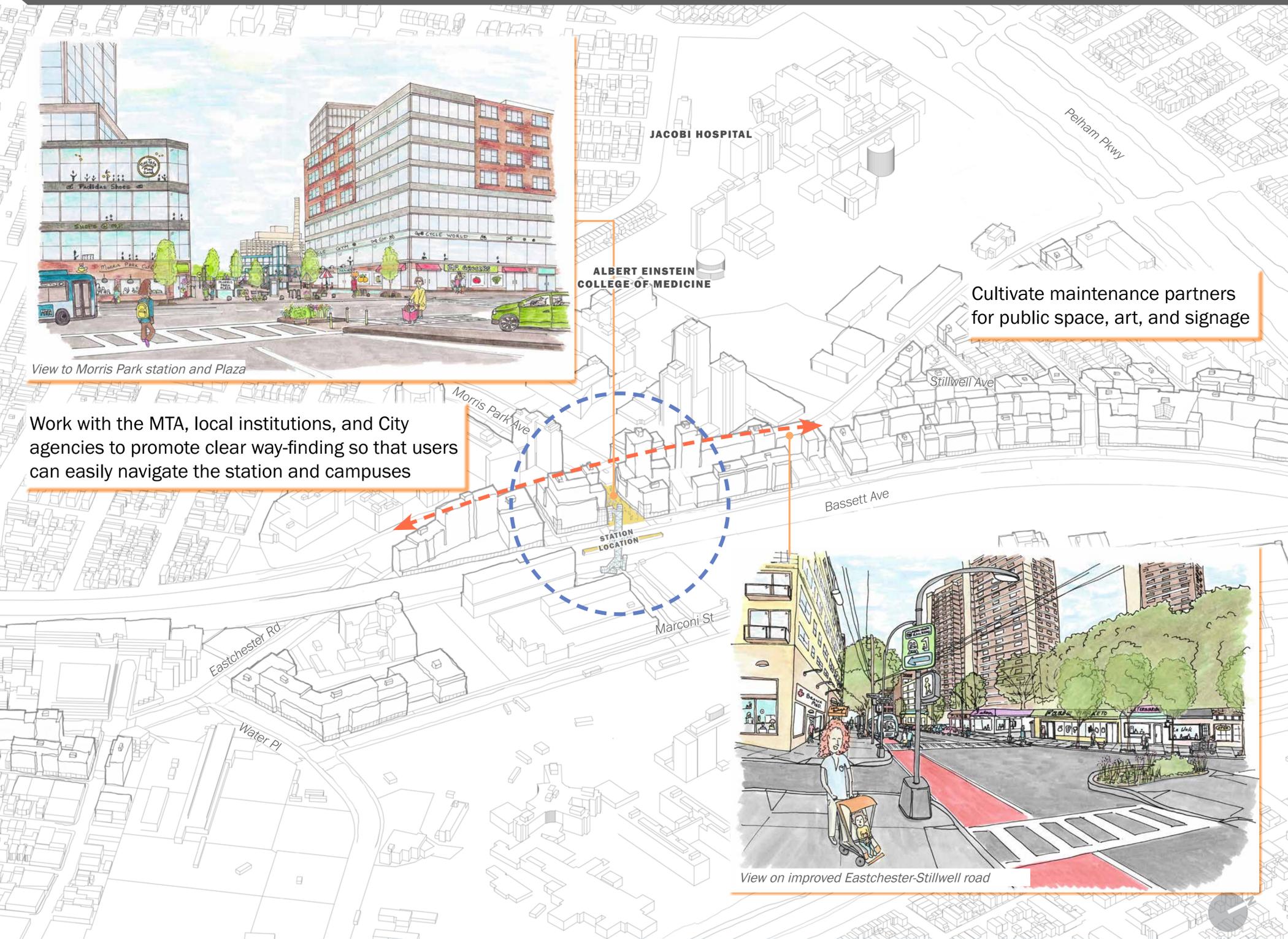
### PLANNING TEAM PROGRESS TO DATE:

- Held series of interactive public meetings to seek input on inter modal connectivity
- Drafted Zoning special permit to provide additional public review and design controls for development on large sites to enhance circulation, create public open space, and provide better overall design
- DOT to pilot scooter share in East Bronx

**Issue/Opportunity:**

Connections to local retail corridors and neighborhoods, as well as local amenities such as the zoo and other nearby assets, exist but are not well marked

**OBJECTIVE: Improve wayfinding to area institutional campuses and community resources**



Work with the MTA, local institutions, and City agencies to promote clear way-finding so that users can easily navigate the station and campuses

Cultivate maintenance partners for public space, art, and signage

**IMPLEMENTATION TOOLS:**

- MTA station design elements
- WalkNYC
- Partnerships with BIDs and area institutions

**PLANNING TEAM PROGRESS TO DATE:**

- Convened local institutions to understand needs and discuss the idea of an “Institutional Alliance” which will help identify placemaking opportunities and maintenance partners

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

**To see how the study seeks to make Morris Park :**

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

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

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

