

MORRIS PARK STATION AREA VIBRANT COMMUNITIES



CONTENTS

1.VIBRANT COMMUNITIES

- A. LAND USE AND PLACEMAKING
- B. STATION AREA AND ACCESS
- C. PLACES TO LIVE
- D. PARKS AND OPEN SPACE
- E. COMMUNITY RESOURCES

Vibrant Communities, which relates to how we plan for growth while celebrating who we are

2.WORKING COMMUNITIES

- A. A GROWING BRONX JOBS CENTER
- B. JOB PREPAREDNESS
- C. A PLACE TO WORK AND LIVE
- D. SUPPORTING LOCAL BUSINESSES AND JOBS GROWTH
- E. A HEALTH CARE AND LIFE SCIENCES LINK

3.CONNECTED COMMUNITIES

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



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:

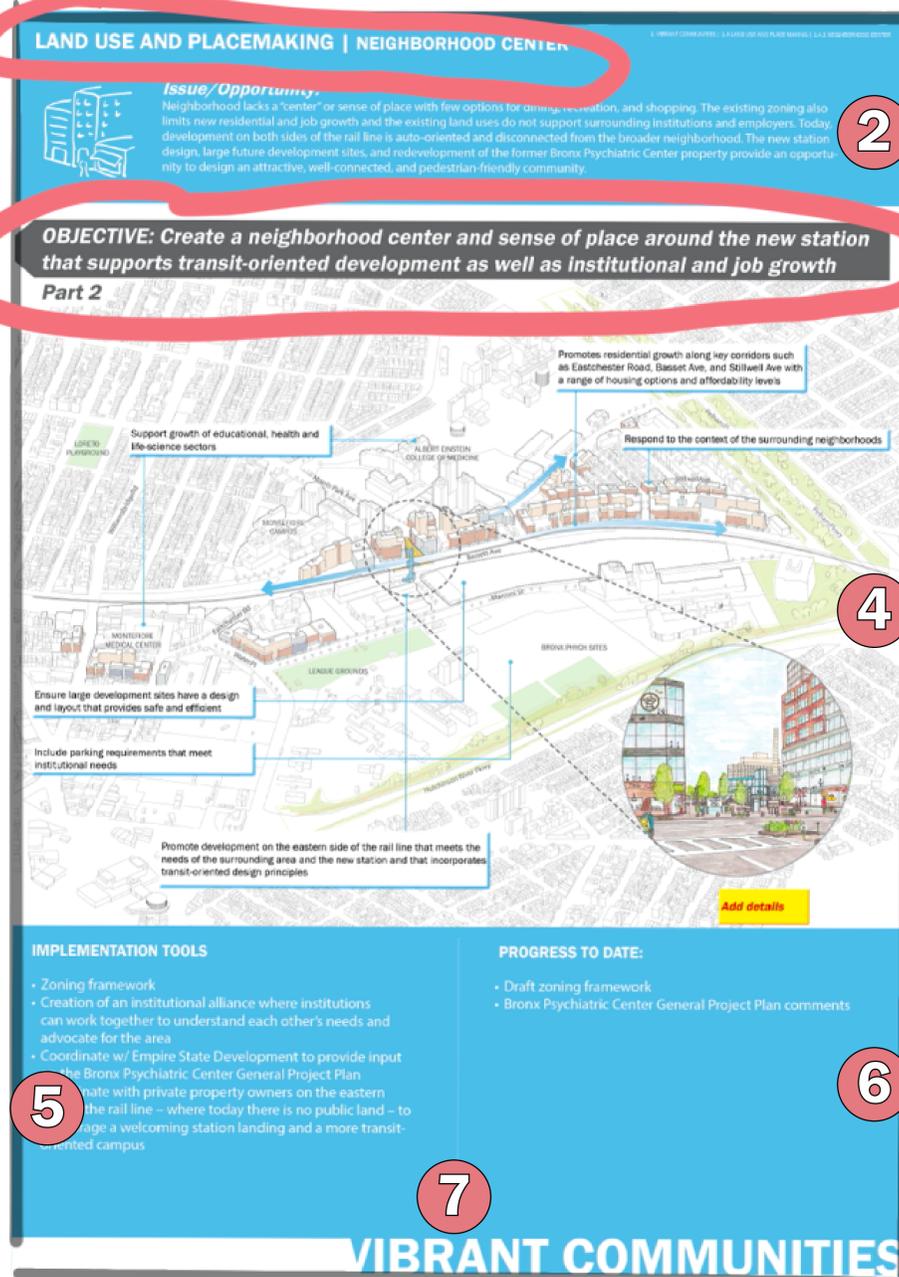
This section identifies how and by whom the above recommendations might be addressed

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
DPR - Department of Parks and Recreation
DOT - Department of Transportation
MIH - Mandatory Inclusionary Housing
TOD - Transit Oriented Development
BID - Business Improvement District

FDNY - Fire Department
NYPD - Police Department
DCLA - Department of Cultural Affairs
MTA - Metropolitan Transportation Authority
FEMA - Federal Emergency Management Agency
ZCFR - Zoning for Coastal Flood Resiliency

VIBRANT COMMUNITIES

MORRIS PARK

OBJECTIVES:

1. Create a neighborhood center that supports transit-oriented development, area institutions, and job growth
2. Encourage welcoming public connections throughout the neighborhood
3. Ensure easy and comfortable access to the station from the east and west
4. Preserve existing housing and allow for new housing for a range of incomes and housing types
5. Create new open spaces and improve and better connect to existing ones
6. Promote fair transit-oriented development that benefits all residents
7. Support the area's diverse and growing immigrant communities
8. Make healthy food options available
9. Honor the area's history and promote public art
10. Meet added demand for schools, police and fire service, and other basic services



Issue/Opportunity:

The station area has few options for dining, recreation, and shopping, few residents live in the immediate area, and existing allowed uses limit the growth of area jobs centers. In short, the area lacks a center. The new station offers an opportunity to rethink this and to provide more comfortable, inviting and better connections for pedestrians and others on either side of the rail line, as well as an opportunity to add much needed open space to the area and in proximity to the new station.

OBJECTIVE: Create a neighborhood center that supports transit-oriented development, area institutions, and job growth

Part 1

MORRIS PARK

STATION ADJACENT

- Concentrate highest densities around station
- Typical heights from 12 to 14 stories
- Special rules to facilitate station landing and create walkable center of activity

Station Area Density
Typical District Heights: 12-14 stories

Typical District Heights:
7-9 stories

MONTEFIORE
CANCER CENTER

TRANSITIONAL AREAS

- Allow for increased housing and commercial while stepping down to surrounding context
- Typical heights from 7 to 9 stories
- Facilitate development of Montefiore Cancer Center

RESIDENTIAL DOMINANT

- Support development on key corridors to step down to residential streets surrounding rezoning area
- Typical heights from 6 to 8 stories

Typical District Heights:
6-8 stories

Typical District Heights:
7-9 stories

Special design controls &
Special Actions

LARGE SITE

- Applying special zoning rule to large private site
- Require provision of open space in close proximity to station and welcoming public pathways that better connect to surrounding campuses
- Special design controls for site offering additional open space and other potential community benefits

IMPLEMENTATION TOOLS:

- Zoning framework (a tool that determines where and how much housing, retail space, and office space can be built)
- Convene area institutions to understand each other's needs and advocate for the area
- Inter agency coordination to influence design of redevelopment of Bronx Psychiatric Center, including advocating for housing in second phase of development
- Coordination with private property owners on the eastern side of the rail line to encourage a welcoming station landing and a more transit-oriented campus

PLANNING TEAM PROGRESS TO DATE:

- Over two years, held series of interactive public meetings to seek input on land use needs
- Drafted a Zoning Framework to meet planning goals
- Engaged private property owners to create vision for large sites
- City Planning Commission approval of Bronx Psychiatric Center General Project Plan with city input on pedestrian connections and design
- Convened local institutions to understand needs and discuss the idea of an "Institutional Alliance"

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OBJECTIVE: Create a neighborhood center that supports transit-oriented development, area institutions, and job growth

Part 2

MORRIS PARK

Promote development on both sides of the rail line that meets the needs of the surrounding area and the new station and that incorporates transit-oriented design principles

Promote residential growth along key corridors such as Eastchester Road, Basset Ave, and Stillwell Ave with a range of housing options and affordability levels

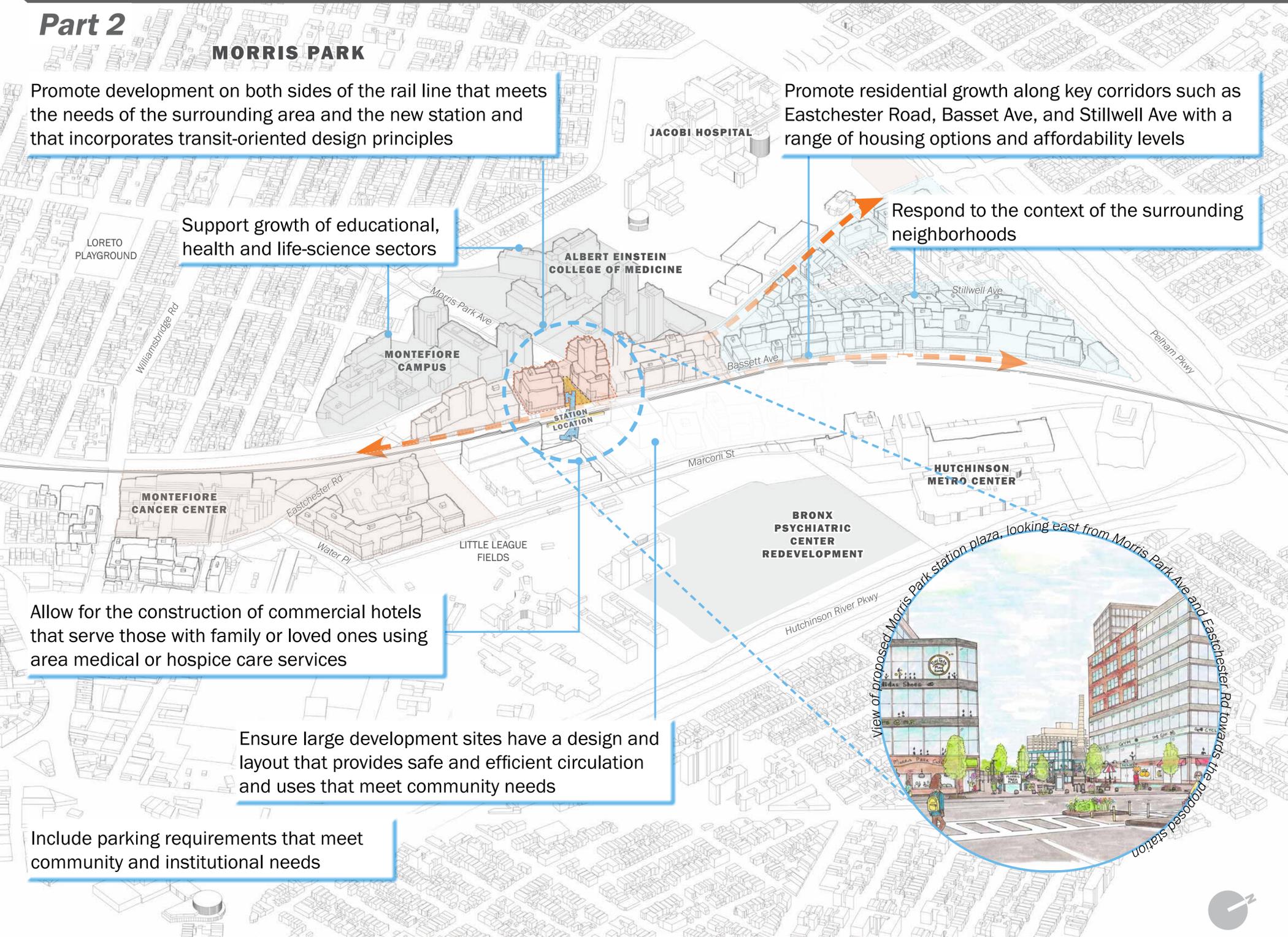
Support growth of educational, health and life-science sectors

Respond to the context of the surrounding neighborhoods

Allow for the construction of commercial hotels that serve those with family or loved ones using area medical or hospice care services

Ensure large development sites have a design and layout that provides safe and efficient circulation and uses that meet community needs

Include parking requirements that meet community and institutional needs



IMPLEMENTATION TOOLS:

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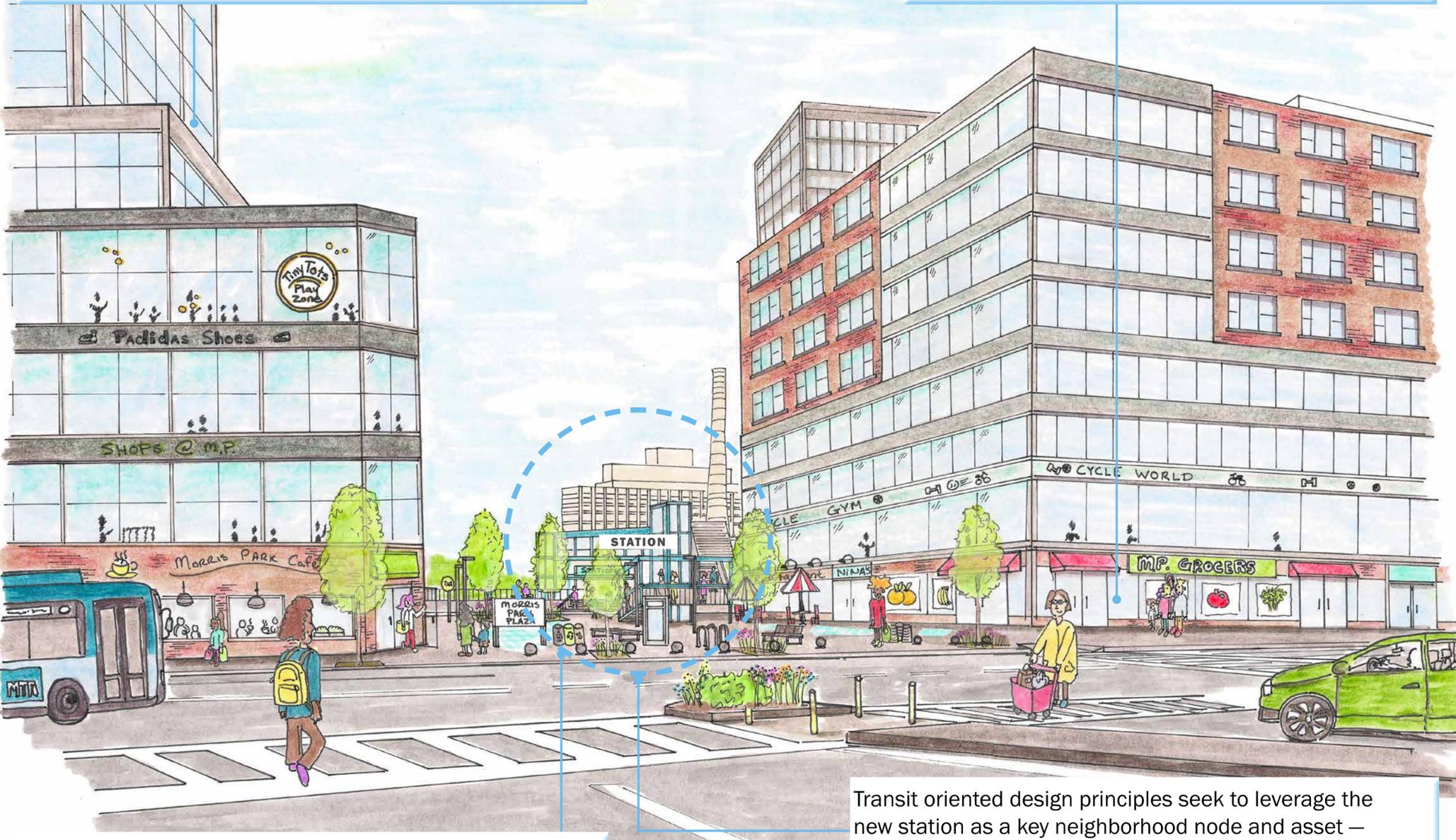
OBJECTIVE: Create a neighborhood center that supports transit-oriented development, area institutions, and job growth

Part 3

VIEW OF PROPOSED PLAZA LOOKING EAST TOWARDS THE FUTURE STATION AT THE INTERSECTION OF MORRIS PARK AVE AND EASTCHESTER ROAD

Capitalize on regional rail investment by allowing density, height, and active mixed uses around the station

Promote active ground-floor uses along key corridors



Create a welcoming central public space and visible identity

Transit oriented design principles seek to leverage the new station as a key neighborhood node and asset — such as strong pedestrian connections and a mix of retail, commercial, and residential uses close to the station

IMPLEMENTATION TOOLS:

- Zoning framework (a tool that determines where and how much housing, retail space, and office space can be built)
- Convene area institutions to understand each other's needs and advocate for the area
- Inter agency coordination to influence design of redevelopment of Bronx Psychiatric Center, including advocating for housing in second phase of development
- Coordination with private property owners on the eastern side of the rail line to encourage a welcoming station landing and a more transit-oriented campus

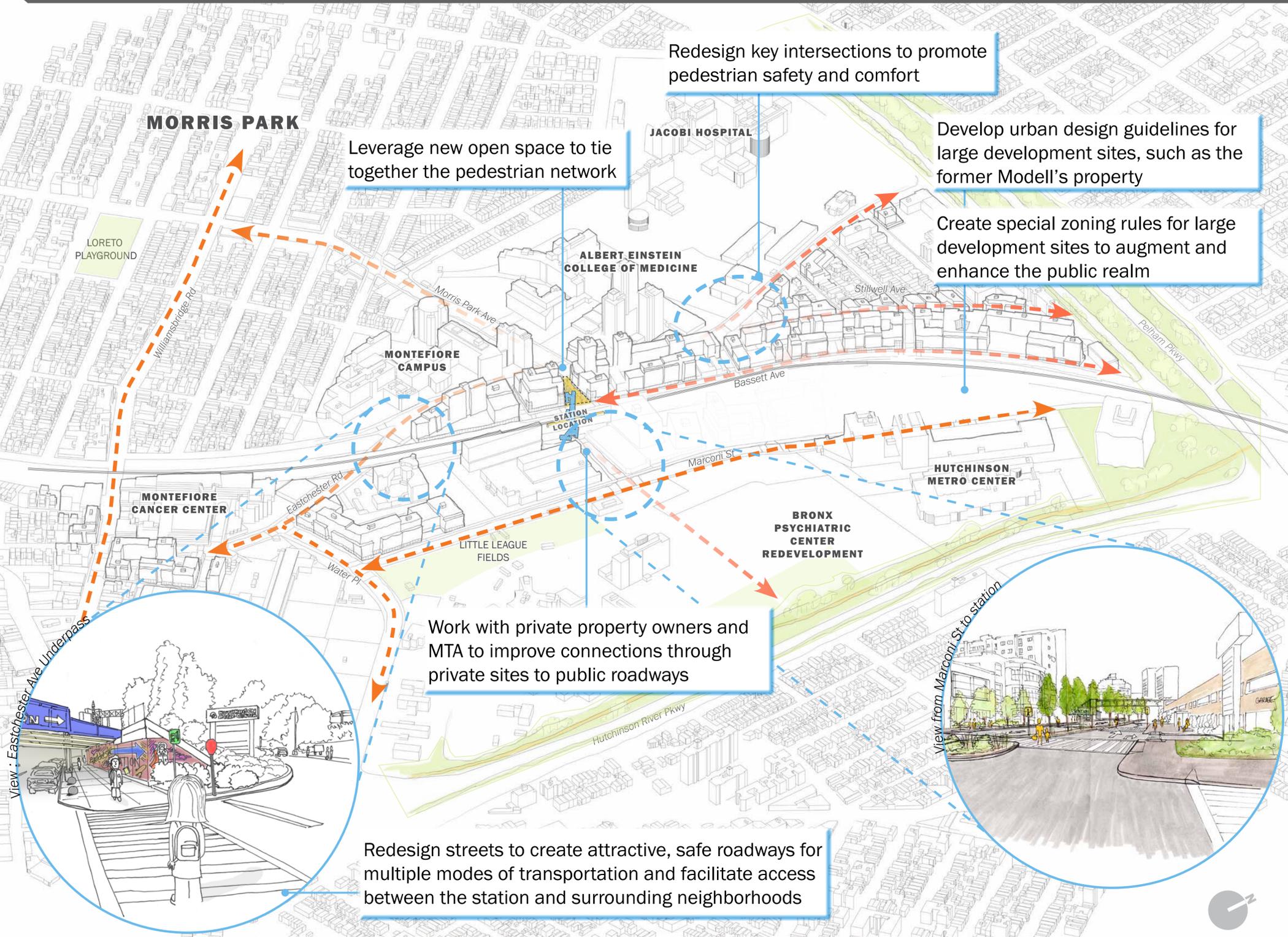
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- Engaged private property owners to create vision for large sites
- City Planning Commission approval of Bronx Psychiatric Center General Project Plan with city input on pedestrian connections and design
- Convened local institutions to understand needs and discuss the idea of an "Institutional Alliance"

Issue/Opportunity:

Today, development on both sides of the rail line is auto oriented and disconnected from the broader neighborhood. The new station, large future development sites, and redevelopment of the former Bronx Psychiatric Center property provide an opportunity to design an attractive, well-connected, and pedestrian-friendly community.

OBJECTIVE: Encourage welcoming public connections throughout the neighborhood



IMPLEMENTATION TOOLS:

- Urban Design Guidelines
- Zoning framework (a tool that determines where and how much housing, retail space, and office space can be built)
- Special zoning rules
- DOT Street Design Manual
- City street mapping

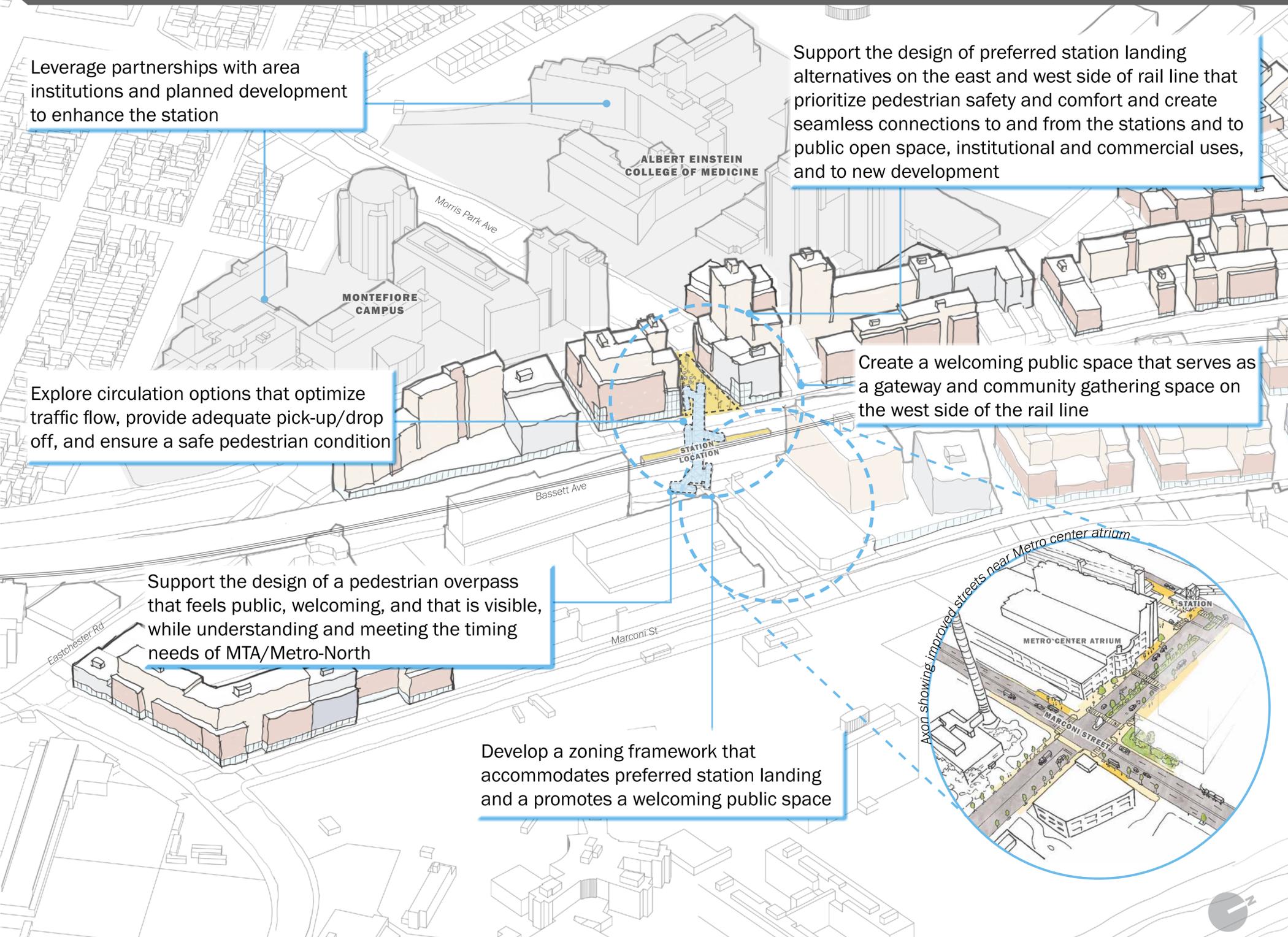
PLANNING TEAM PROGRESS TO DATE:

- Drafted a Zoning Framework to meet planning goals; Actively seeking public comment on framework
- Engaged private property owners to create vision for large sites
- Drafted zoning special permit to require additional public review and design controls for development on large sites to enhance circulation, create public open space, and better overall design
- Held series of interactive public meetings to seek input on public access and connectivity
- Met with local institutions to connect public space with campus plans

Issue/Opportunity:

The station landing on the east side of the rail line is surrounded by private property. Creating an appropriate station landing will require cooperation from private property owners. Additionally, there is no east-west access over the rail line. The MTA regional rail station provides an opportunity to create a seamless, welcoming, and visible pedestrian walkway over the rail line to connect the two sides. Finally, during public outreach, participants expressed a strong desire for public space at the new station. The study offers an opportunity to create a space that both connects the public to the stations and creates a meeting point for residents, workers, and visitors.

OBJECTIVE: Ensure easy and comfortable access to the station from the east and west



Leverage partnerships with area institutions and planned development to enhance the station

Support the design of preferred station landing alternatives on the east and west side of rail line that prioritize pedestrian safety and comfort and create seamless connections to and from the stations and to public open space, institutional and commercial uses, and to new development

Explore circulation options that optimize traffic flow, provide adequate pick-up/drop off, and ensure a safe pedestrian condition

Create a welcoming public space that serves as a gateway and community gathering space on the west side of the rail line

Support the design of a pedestrian overpass that feels public, welcoming, and that is visible, while understanding and meeting the timing needs of MTA/Metro-North

Develop a zoning framework that accommodates preferred station landing and a promotes a welcoming public space

IMPLEMENTATION TOOLS:

- Coordination of MTA station design and City station-area planning
- Urban design guidelines
- DOT Street Design Manual and Toolkit
- Circulation and transportation analysis
- City Street Mapping
- Coordination with adjacent property owners and area institutions to advocate for preferred station design alternatives
- Special zoning rules

PLANNING TEAM PROGRESS TO DATE:

- Engaged MTA, institutions and private property owners to design connections on both sides of the rail line
- Held a series of interactive workshops to get public input on circulation, access and design
- Influenced preliminary station design by MTA that includes commitment to pedestrian overpass and incorporates plan feedback
- Developed preliminary designs for public open space on the east and west side of rail line in coordination with MTA

Issue/Opportunity:

The area lacks a diverse range of housing in terms of types, sizes, and affordability. Additionally, there has been very little new construction over the last decade, which in turn impacts the ability of area institutions to grow and attract staff. There are also limited options for older residents to age in place, for intergenerational households to remain together, and for young people to return to or remain in the community. New train service offers an opportunity to encourage new residential growth in areas closest to the new station and develop varied housing options for a wide range of incomes and households.

OBJECTIVE: Preserve housing affordability for existing residents and encourage high-quality housing options for a wide range of incomes and ages, such as area workers, young families, and seniors, while also supporting institutional needs like staff housing.



Illustration of people discussing about Housing



Intersection of Stillwell Ave and Rhinelander Ave, looking west

Promote homeownership opportunities

Promote role that existing housing options along the new service will play in meeting demand

Leverage large development sites to create a mix of unit types and ownership opportunities

Create opportunities for new housing options that meet local needs, including those of employers, and that serve a wide range of incomes

Share information about available city resources with local residents, including:

- Tenant rights
- Legal services
- Homeownership programs

IMPLEMENTATION TOOLS:

- Rezoning that implements the goals of the Zoning Framework to provide strategic new opportunities for new residential development via Mandatory Inclusionary Housing (MIH)
- Advocacy for additional housing as part of the second phase of the Bronx Psychiatric Center redevelopment
- HPD financing programs to promote homes at a range of incomes and homeownership, such as HPD's Open Door Program
- Coordination with institutions and employers to understand staff housing needs
- Engage with housing organizations to understand local needs
- HPD tools outlined in the 2020 *Where We Live NYC*, including the Landlord and Housing Ambassador programs

PLANNING TEAM PROGRESS TO DATE:

- Coordinated with HPD to understand existing housing needs and programs
- Met with local employers to understand housing needs
- Drafted a Zoning Framework that permits new housing and includes MIH
- Held series of public meetings to understand housing needs in community

Issue/Opportunity:

Historically, the rail line has served as a barrier rather than a gathering point. There are no public open spaces near the proposed station, and opportunities for recreation, specifically playgrounds and sports facilities are limited. We must take full advantage of existing open spaces in the broader area and leverage private development and public streets to create publicly accessible open spaces.

OBJECTIVE: Create new open spaces and improve and better connect to existing ones

Expand the variety of programming within existing open spaces to include a mix of active uses (ball courts, play equipment, etc.) and passive uses (seating, walking paths, etc.)

Connect open space to surrounding community

MORRIS PARK

LORETO PLAYGROUND

Create attractive, safe roadways for multiple modes of transportation and easy access between the station, surrounding neighborhoods, and open spaces

Identify and cultivate open space maintenance partners

Create a clear network across the neighborhood of links to existing public spaces via safer streets, bike paths, and wayfinding

MONTEFIORE CANCER CENTER

ALBERT EINSTEIN COLLEGE OF MEDICINE

HUTCHINSON METRO CENTER

LITTLE LEAGUE FIELDS

BRONX PSYCHIATRIC CENTER REDEVELOPMENT



View to Morris Park Station Plaza



View on Eastchester Street

Identify opportunities to expand or improve existing open spaces and parks in the area

Improve links between the new station and existing public spaces through wayfinding signage, bike networks, bus routes, etc.

Create a clear network across the neighborhood of links to existing public spaces via safer streets, bike paths, and wayfinding

IMPLEMENTATION TOOLS:

- Special zoning rules
- Identification by the Department of Parks and Recreation of potential improvements to existing open spaces
- Continued coordination with the New York State Economic Development Corporation to advocate for quality public space as part of the Bronx Psychiatric Center redevelopment

PLANNING TEAM PROGRESS TO DATE:

- Drafted special zoning rules for large private sites that require the provision of open space and better pedestrian connections
- Drafted a zoning special permit to require additional public review and design controls for development on large sites to enhance circulation, create public open space, and provide better overall design
- The reconstruction of the multipurpose play area at Loreto Park is currently in construction, with an expected completion date in Fall 2021. This will help activate and welcome residents to this neighborhood park.
- Advocated for higher-quality and better-connected open space as part of the Bronx Psychiatric Center Redevelopment Plan east of station.

FLOOD RESILIENCY

Issue/Opportunity:

Today, much of the area located east of the rail line within the Hutchinson Metro Center is in the floodplain. As the map below reflects, the area contains essential services and infrastructure including healthcare campuses, the Public Safety Answering Center II, and the rail line. Access is limited to south along Waters Place at Marconi St. and Basset Avenue, the second of which is a private street. The Metro-North Study provides an opportunity to more thoroughly understand and plan for the resiliency needs of existing and future buildings and infrastructure and to understand what investments could be needed. At the same time, the study can build on and learn from past and ongoing citywide initiatives, including the OneNYC initiative and Zoning for Coastal Flood Resiliency (ZCFR), which have collectively sought to examine and address resiliency needs at numerous scales.

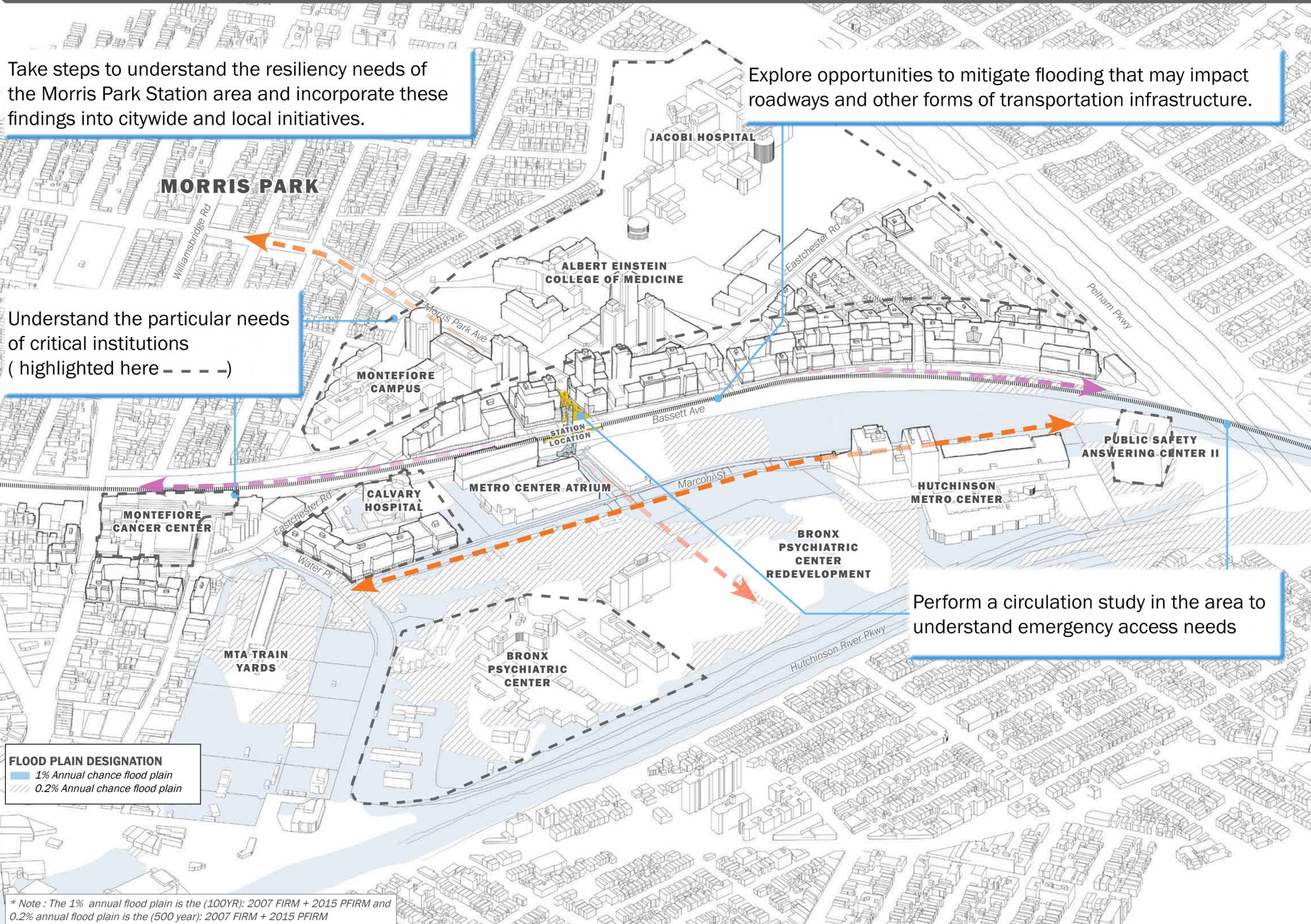
OBJECTIVE: Promote flood resiliency for the Morris Park floodplain

Take steps to understand the resiliency needs of the Morris Park Station area and incorporate these findings into citywide and local initiatives.

Explore opportunities to mitigate flooding that may impact roadways and other forms of transportation infrastructure.

Understand the particular needs of critical institutions (highlighted here - - -)

Perform a circulation study in the area to understand emergency access needs



IMPLEMENTATION TOOLS:

- Ensure that local flood risk and resiliency needs are reflected in studies including ZCFR and Connected Communities
- Coordinate with local institutions and partner agencies, including MTA/Amtrak and the Department of Environmental Protection, to understand opportunities for and prioritize resiliency investments and planning;
- Work with the Department of Buildings to ensure that Building Code requirements reflect current and future flood risk.

PLANNING TEAM PROGRESS TO DATE:

- Ensured that NYC's Building Code requires that new and substantially improved buildings in the areas most likely to flood in the event of a coastal storm (defined as FEMA's 1% annual chance floodplain. See map above) meet Flood Resilient Construction standards.
- Advanced ZCFR, based on years of citywide outreach, to the Public Review Process which seeks to:
 - Increase the safety of existing and future flood prone buildings by expanding, improving, and making permanent optional zoning provisions that affect construction in the floodplain.
 - Provide additional flexibility to facilitate the incorporation of resiliency improvements (including partial retrofits, like elevating building mechanicals or installing flood gates on open areas)
- Provide a road map in the Zoning Resolution to help facilitate the city's recovery from future emergencies.
- Identified potential improvements to area transportation network that would improve emergency access.

Issue/Opportunity:

Currently, the East Bronx lacks regional rail transit, limiting access to important job centers and employment opportunities north of the Bronx and in the region. Recent studies found that households in areas with new transit-oriented development (TOD) projects had access to almost 2X more jobs than households in areas with no TOD activity. When centered on racial inclusion and community wealth building, ETOD can be a driver of positive transformation for more vibrant, prosperous, and resilient neighborhoods connected to opportunities throughout the city and region.

OBJECTIVE: Promote equitable transit-oriented development that benefits all residents regardless of income, race, ethnicity, age, gender, immigration status, or ability.



Illustration showing train station



Photo from previous Open house Community outreach discussion

Allow for a mix of housing types and uses and require that development in rezoned areas around the station provides permanently affordable homes through the Mandatory Inclusionary Housing program

Promote the creation of quality jobs close to new planned transit service and create a pipeline connecting residents to local and regional jobs centers

Work with area institutions on identifying ways they might subsidize transportation costs as a means of promoting transit equity and reducing vehicular traffic

Inventory current sidewalk infrastructure to prioritize needed improvements in pedestrian infrastructure around new stations

Improve visibility and accessibility of transit signage and wayfinding, especially for people with disabilities or for whom English is not their first language

Increase access to alternative forms of transportation for community members, including bike-share, e-bikes, and e-scooters

Work with elected officials and local stakeholders to advocate for prioritization of MTA funding to make area subway stations fully accessible to people with disabilities

Work with elected officials and local stakeholders to advocate to MTA to provide frequency that is sufficient for communities and job centers

Work with NYC Transit to optimize bus service to and from new Metro-North stations and along major corridors

Prioritize high-quality bicycle infrastructure, such as protected bike lanes, connecting people to each other, resources, opportunities, and assets, including the stations

IMPLEMENTATION TOOLS:

- MTA station design guidelines
- NYC Transit bus redesign
- Zoning framework
- Public realm design guidelines

PLANNING TEAM PROGRESS TO DATE:

- Drafted a Zoning Framework that will facilitate TOD
- The new MTA Stations as part of Penn Station Access will be fully ADA accessible
- Coordinated with NYC Transit during bus redesign
- Held a series of interactive workshops with a focus on TOD

Issue/Opportunity:

Morris Park has diverse and growing new immigrant communities, such as large Albanian and Yemeni communities, but these communities may not be aware of or able to access city services

OBJECTIVE: Support the area’s diverse and growing immigrant communities



Photo: Storefront showing Yemeni store



Photo: Intersection of Union port/Starling Av/ Bangla Bazaar

Conduct outreach to understand the specific needs of different populations, such as the area’s Spanish-speaking, Albanian, and Yemeni communities

Share information on relevant programs

Identify and connect nonprofits serving immigrant communities, promoting referral networks and coordinated service delivery



Photo: Streets with diverse commercial facilities

IMPLEMENTATION TOOLS:

- Mayor’s Office of Immigrant Affairs (MOIA) support tools
- Engage local organizations to understand needs of emerging immigrant populations

PLANNING TEAM PROGRESS TO DATE:

- Provided outreach materials in Spanish and offered multiple language services for communities
- Ongoing engagement with local communities, including targeted outreach to Spanish-speakers and the Bengali, Yemeni and Albanian populations in the area

Issue/Opportunity:

The study offers an opportunity to work with local retail corridors and future developers to promote healthy restaurant and grocery options. This expands options for local residents, preventing the need for them to spend more for necessities, compromise on quality, or leave the neighborhood to get what they need.

OBJECTIVE: Make healthy food options available in the local community



Photo: Illustration showing grocery/vegetable markets



Photo: Healthy fresh produce stores



Promote inclusion of healthy food choices on menus

Encourage local food retailers to prominently display healthy offerings

Promote existing programs aimed at increasing access to healthy food

Require that any zoning changes allow for and encourage grocery stores and supermarkets

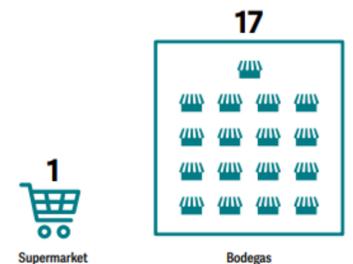
Food environment

Bodegas are less likely to have healthy food options than supermarkets. The lowest ratio among NYC community districts is one supermarket for every three bodegas (healthier); the highest is one supermarket for every 57 bodegas (less healthy). **Morris Park and Bronxdale** is home to one of NYC's farmers markets, another source of healthy food.

It is easier to make healthy choices when healthy, affordable food is readily available.

SUPERMARKET TO BODEGA RATIO

For every one supermarket in **Morris Park and Bronxdale**, there are 17 bodegas.



Source: Farmers Markets: NYC DOHMH Bureau of Chronic Disease Prevention and Tobacco Control, 2017; Supermarket to Bodega Ratio: New York State Department of Agriculture and Markets, October 2016

BRONX RATIO IS 1:15
CITY WIDE RATIO IS 1:13

IMPLEMENTATION TOOLS:

- Coordination with Department of Health and Mental Hygiene
- Coordination with Business Improvement Districts, merchant associations, and project developers
- Work with residents, food retailers and food suppliers and distributors
- Zoning Framework
- Conversations with large development sites to ensure they are aware of community needs

PLANNING TEAM PROGRESS TO DATE:

- Drafted zoning framework (a tool that determines where and how much housing, retail space, and office space can be built) that will permit healthy food options
- Engaged local organizations such as the Morris Park BID
- Engaged private property owners to understand how these needs can be met on their sites

Issue/Opportunity:

Morris Park has a unique history, and public art celebrating its history should be incorporated into the station, surrounding streets, and new developments

OBJECTIVE: Honor the area's history through public art and design

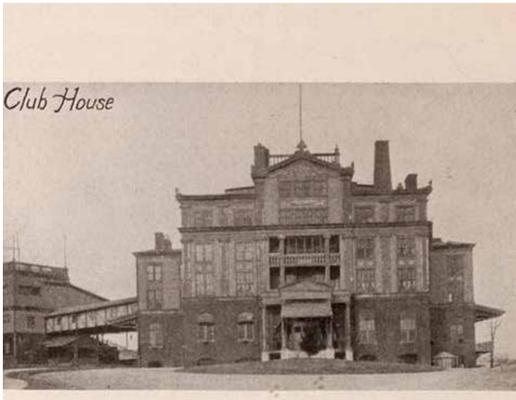


Photo: Morris Park Race Track and Club House



Photo: NYC Health + Hospitals/Jacobi, Bronx

Work with local community organizations, such as the East Bronx History Forum, to identify opportunities for historical markers, murals, or public art elements that pay homage to the area's history

Incorporate the area's history into parks and public spaces, including public spaces created near the new Metro-North station or as part of the station plaza

Incorporate the area's history into area wayfinding

Identify and cultivate open space and art maintenance partners

IMPLEMENTATION TOOLS:

- MTA Arts for Transit
- DOT Art and Event Programming
- DPR Art in the Parks Program (e.g., Young Park)
- Conversations with large development site teams
- Collaboration with DCLA

PLANNING TEAM PROGRESS TO DATE:

- Engaged private property owners to understand how history can be incorporated into site plans
- Engaged the community during public workshops to understand the history of the area

Issue/Opportunity:

Additional growth may create increased demand for schools, daycare, police, and fire service, among other basic services, but redevelopment provides an opportunity to meet these needs.

OBJECTIVE: Plan to meet added demand for schools, police and fire service, and other basic services



Sketch showing various public services

Analyze the potential impacts of the proposed land use changes on the community, including an analysis of community facilities, services, parks and transportation

Analyze existing and future school needs and explore opportunities for capital and programming improvements to local schools

Assess existing police and fire facilities and potential impacts of additional community growth



Photo: Students road crossing

IMPLEMENTATION TOOLS:

- Conduct an environmental review of growth expected from rezoning actions per City Environmental Quality Review standards when considering implementing zoning changes
- Engage the School Construction Authority (SCA) and private development sites to identify opportunities for new schools, capital, and programmatic improvements
- Work with NYPD and FDNY

PLANNING TEAM PROGRESS TO DATE:

- Engaged the School Construction Authority in conversations about needs in the area
- Engaged private property owners to understand how needs can be met on their sites

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

To see how the study seeks to make Morris Park :

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

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

