WELCOME / BIENVENIDOS BRONX METRO-NORTH OPEN HOUSE

CASA ABIERTA MARCH 27 & 30, 2019 27 y 30 DE MARZO, 2019

PARKGHESIER

MORRIS PARK

BRONX METRO-NORTH STATION AREA STUDY

HUNTS POINT





STATION AREA STUDY

EVENT OVERVIEW

Welcome to the Open House for the Bronx Metro-North Station Area Study!

Since July of last year, the study team has been engaging the community, area leaders and elected officials, community organizations, area businesses and business organizations, among many others, to develop a coherent vision for the

HOW THE ROOM IS ORGANIZED:

Today's event is organized around a series of stations, or "chapters". These chapters are:

Study Background and Area Overview

Background information on the study, its timeline, and area information for the Morris Park and Parkchester/ Van Nest station areas.

Metro-North

This is an opportunity to hear first-hand from Metro-North staff about the status of the project and when you can expect to begin enjoying new service.

What We Heard

This station presents a summary of everything we've heard at previous public events. This information is reflected in the recommendations that come in the following sections.

Draft Recommendations

Draft recommendations for each station area touching on:

- Placemaking & Land Use
- Circulation & Mobility
- Jobs & Economic Development
- Parks & Open Space
- Station Area and Access
- Housing
- **Community Resources**

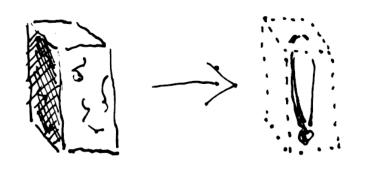
Bringing It All Together

This station brings the recommendations together into a single, coherent vision for each of the station areas.

This is also an opportunity to vote on your vision for what the station area might look like in the future.

Community Priorities Game 6

This presents an opportunity to express your priorities by choosing which elements you would consider priorities if you could only choose so many.



IMPORTANT NOTE ABOUT BIG IDEAS!

Every big thought has to start somewhere. The ideas presented at this event are meant to serve only as "sketch thoughts" as we try to imagine the future of the station areas. All ideas will enventually have to be evaluated for cost, feasibility, and effectiveness. But we've got to start somewhere!

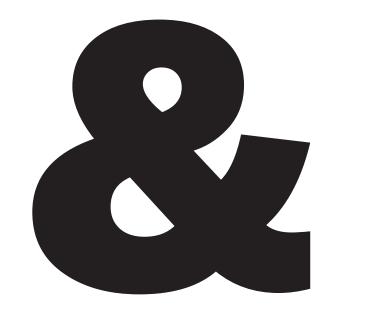




STATION AREA STUDY



BACKGROUND





OVERVIEW

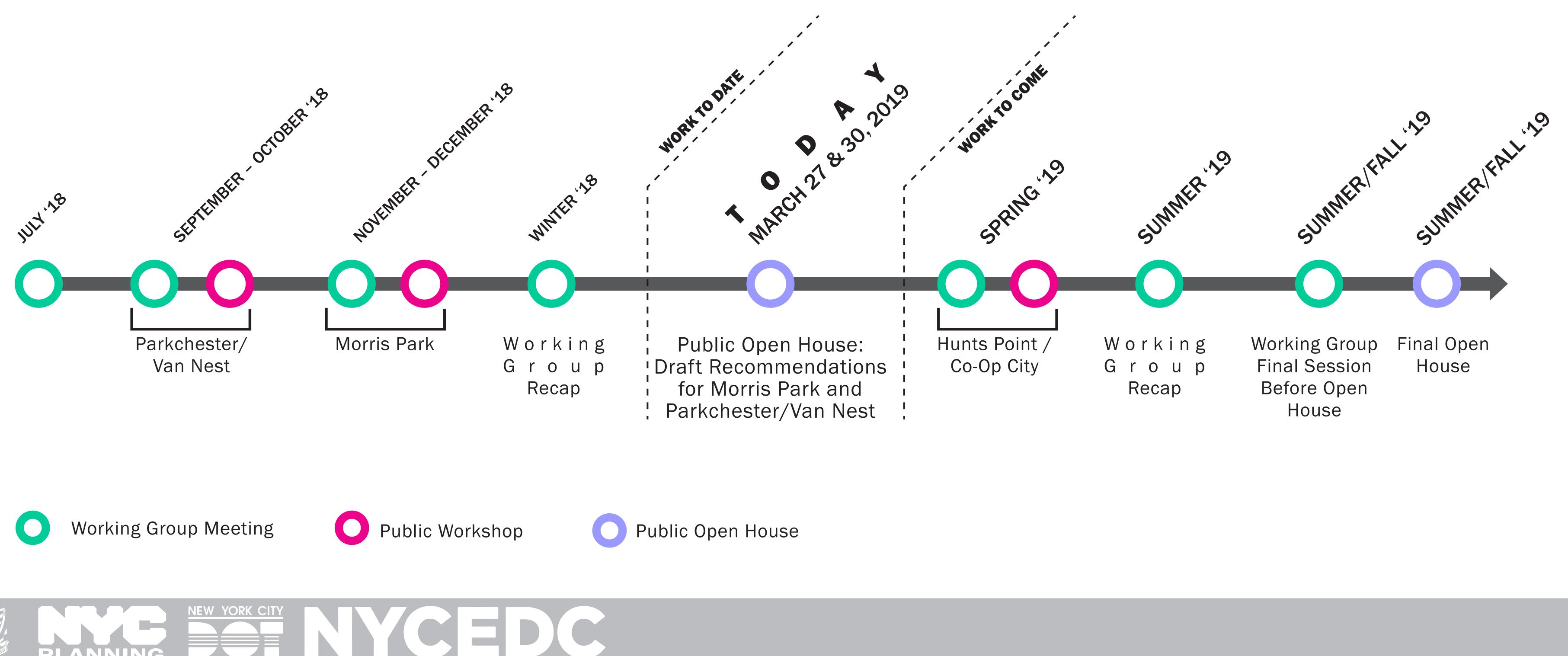


BRONK VEROENORTH **STATION AREA STUDY**

STUDY TIMELINE

Over the course of the last several months, the Working Group and study team have hosted a series of public workshops and held meetings with local stakeholders and institutions, as well as the MTA, in order to advance a comprehensive study of new Metro-North station areas.

Following this outreach, the Working Group and team is presenting here draft recommendations based on all of our conversations to date. But the study doesn't end here. In addition to your critical feedback today, the team will also be hosting events around the Hunts Point and Co-Op City station areas and will return in the full with a refined set of recommendations based on your input today and input at upcoming events.







STATION AREA STUDY: Parkchester/Van Nest

HEALTH/SALUD

ABOUT US:

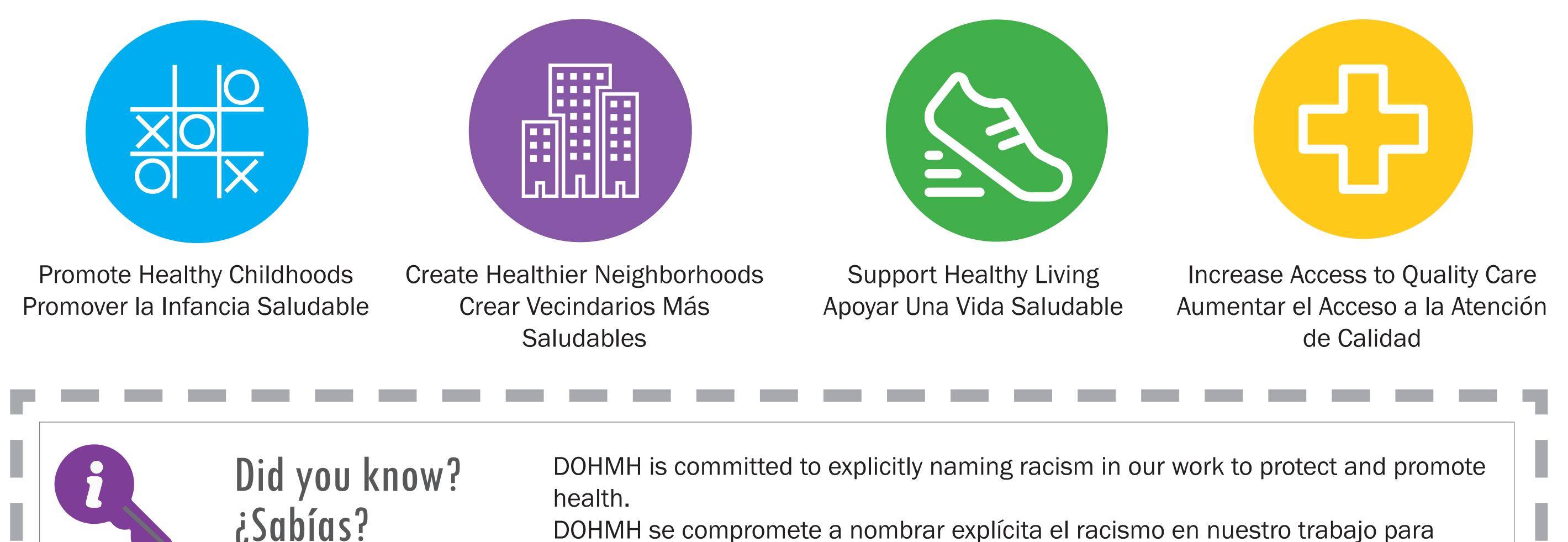
SOBRE NOSOTROS:

The mission of the New York City Department of Health & Mental Hygiene is to protect and promote the health of all New Yorkers.

La misión del Departamento de Salud e Higiene Mental de la Ciudad de Nueva York es proteger y promover la salud de todos los neoyorquinos.

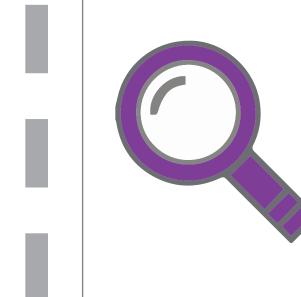
UR BLUEPRINT/NUESTRO PLAN

DOHMH's Take Care NY established four broad categories for the major goals of our work: DOHMH's Take Care NY estableció cuatro amplias categorías para los objetivos principales de nuestro trabajo:



DOHMH se compromete a nombrar explícita el racismo en nuestro trabajo para

proteger y promover la salud.



For more information: Para obtener más intormación.

The Tremont Neighborhood Health Action Center is located at 1826 Arthur Avenue. It is open Monday-Friday, 8:30-5:00pm.

El Centro de Accion de Salud Comunitarios del Bronx está ubicado en 1826 Arthur Avenue. Está ubicado en lunes-viernes desde 8:30-5:00pm.



What kind of tools, strategies or processes help fulfill our mission? ¿Qué tipo de herramientas, estrategias o procesos ayudan a cumplir nuestra misión?

- Research & Data
- NYC Health Code & Board of Health
- Neighborhood Health Action Centers
- Services
- Policy

- Investigaciones y datos
- NYC Health Code & Board of Health
- Los Centros de Accion de Salud Comunitarios
- Servicios
- Regulaciones



ME! For more information about the New York City Department of Health and Mental Hygiene, visit nyc.gov/health or find us on social media Onychealthy



PARKCHESTER: A UNIQUE PLANNED COMMUNITY IN THE HEART OF THE EAST BRONX

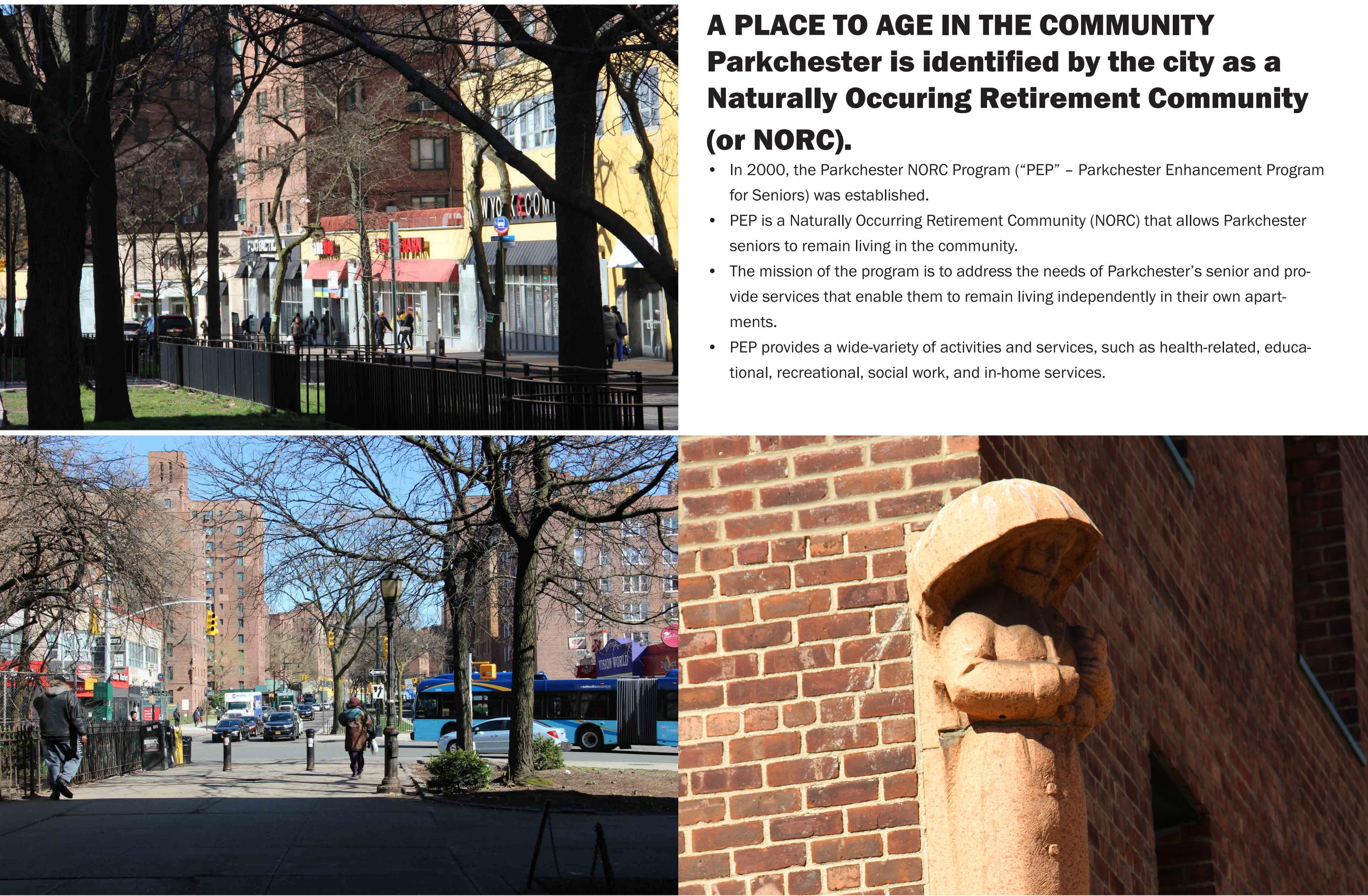
HISTORY & OVERVIEW

- Parkchester is a 129-acre planned residential community located in Community District 9 of the Bronx.
- Completed in 1943, Parkchester has 171 buildings containing 12,271 apartments, as well as 650,000 sf of commercial space and 1,969 garage spaces.
- Parkchester is home to more than 40,000 residents and has a large Pakistani, Bangladeshi, African, and South and Central American population.
- In 1972, the northern portion of Parkchester converted to condominium ownership, forming Parkchester North Condominium. The southern portion converted in 1986, forming Parkchester South Condominium.



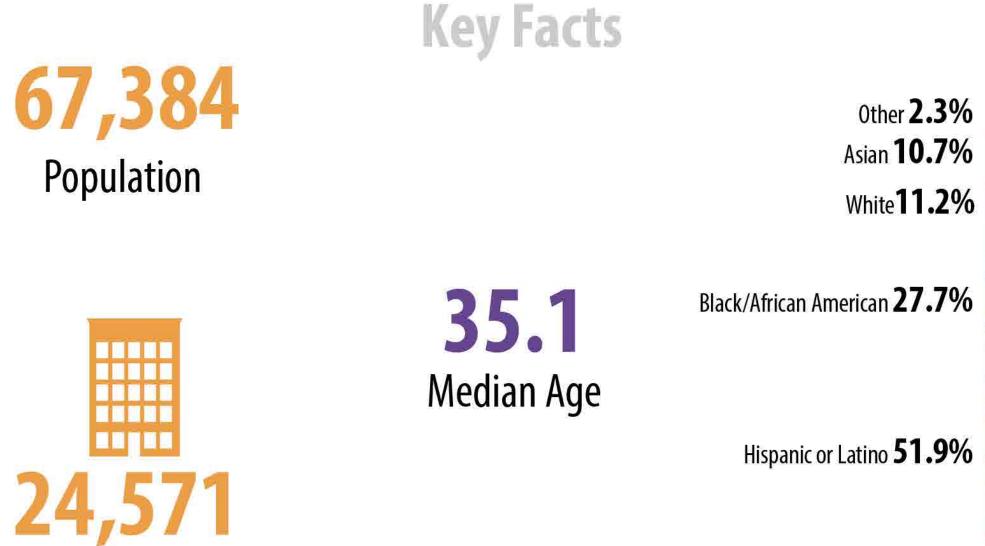
- In 1998, Parkchester Preservation Company (PPC), a joint venture \bullet between Community Preservation Corporation (CPC) and Olshan & O'Connor, acquired the unsold sponsor units in both condominiums and began operating them as rentals.
- Between 2000 and 2005, PPC embarked on a \$250M preservation effort to address ailing physical conditions at Parkchester.

Planned Community Preservation District towards the of construction in the Spring of 1941. Image from New York Historical Society





STATION AREA STUDY: Parkchester/Van Nest



Race

Income



Households















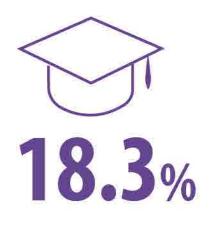
No High

Education

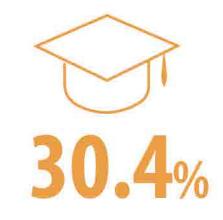
Highest Grade Completed:



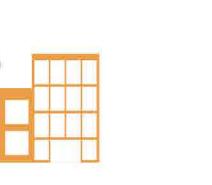
High School Diploma School Graduate



Some College



Bachelor's/Grad/ Prof Degree



486 **Total Businesses**



The **top three sectors** are:

Business

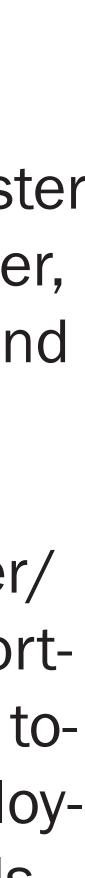
Health Care and Social Assistance Retail Trade Accommodation and Food Services

Source: ACS 2012-2016. Census Tracts 220, 216.01, 232, 236, 246, 252, 230, 244, 210.01, 238, 222, 210.02, 212, 256, 240, 218, 216.02 Source: Quarterly Census of Employment and Wages (QCEW), 3Q 2015

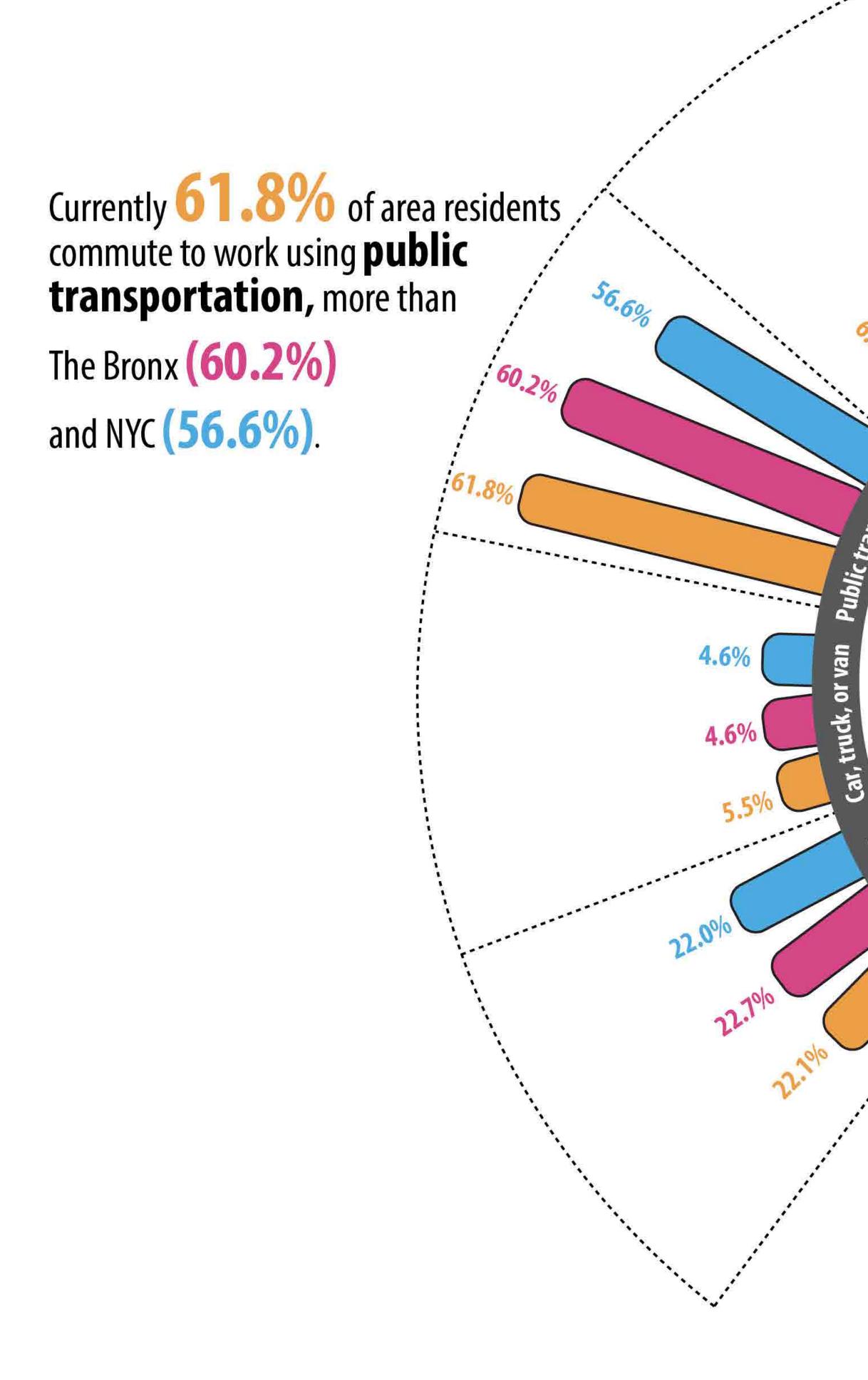
DEMOGRAPHICS

The half-mile area surrounding the Parkchester/Van Nest station is home to a diverse population of over 67,000 people, housed in a range of typologies, from the master planned community of Parkchester, to the low-scale neighborhoods and quiet streets of Van Nest.

The area surrounding Parkchester/ Van Nest is also home to an important concentration of businesses, totaling more than 1,400 and employing as many as 14,691 individuals.



STATION AREA STUDY: Parkchester/Van Nest







Commute to Work

How residents get to work today

Other Means

10.00

7.600

Excluding taxi

Carpool

Today **Only 24.5%** of those commuting from the

Parkchester/Van Nest area get to work in less than 30 minutes.

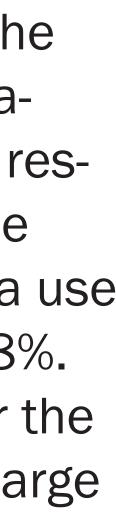
Source: ACS 2012-2016. Census Tracts 220, 216.01, 232, 236, 246, 252, 230, 244, 210.01, 238, 222, 210.02, 212, 256, 240, 218, 216.02

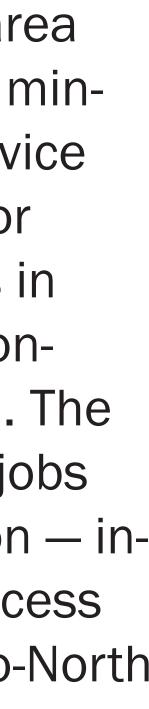


COMMUTING

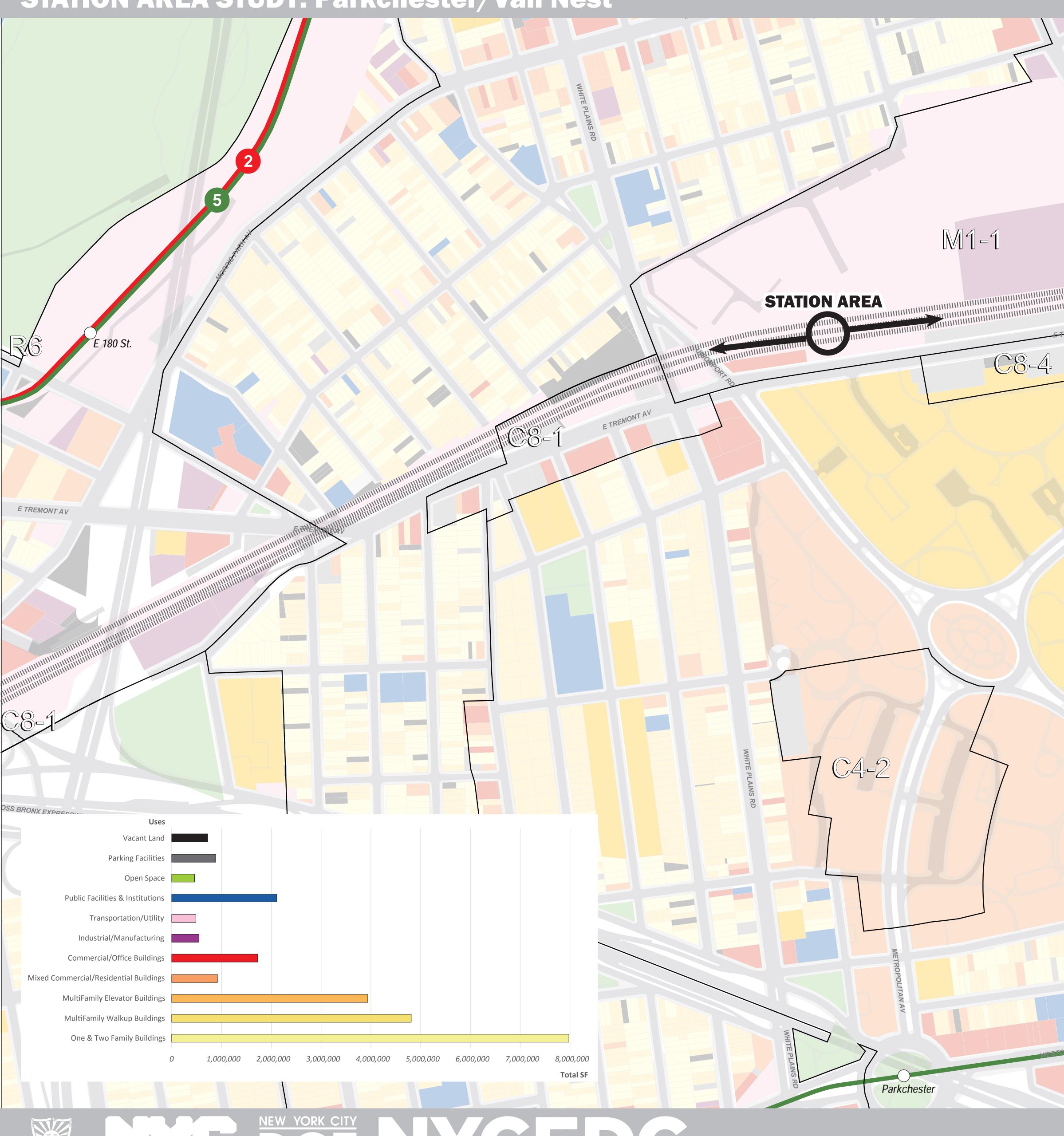
Within the half-mile area around the planned Parkchester/Van Nest station area, a significant majority of residents commuting to work from the Parkchester/Van Nest station area use public transportation today – 61.8%. This is higher than the average for the Bronx (60.2%) and for the City at large (56.6%).

However, today only a quarter of area residents can get to work in thirty minutes or less. New Metro-North service will provide an additional option for Bronxites traveling to jobs centers in Westchester County, southeast Connecticut, and Midtown Manhattan. The trip to the important and growing jobs center that surrounds Penn Station — including Hudson Yards — will be access via a 25 minute trip via new Metro-North service.





BRONX METRO-NORTH **STATION AREA STUDY: Parkchester/Van Nest**



PARKCHESTER/VAN NEST Land Use

The area around the Parkchester/Van Nest Station is characterized by a mix of housing types, commercial corridors, and industrial uses.

The area to the south of E Tremont Ave is characterized largely by the Parkchester Special Planned Community **Preservation Dsitrict, a master-planned** community of co-ops and rental housing that is home to some 35,00 people.

To the north, one and two-family homes are typical as well as smaller apartment buildings.

R6

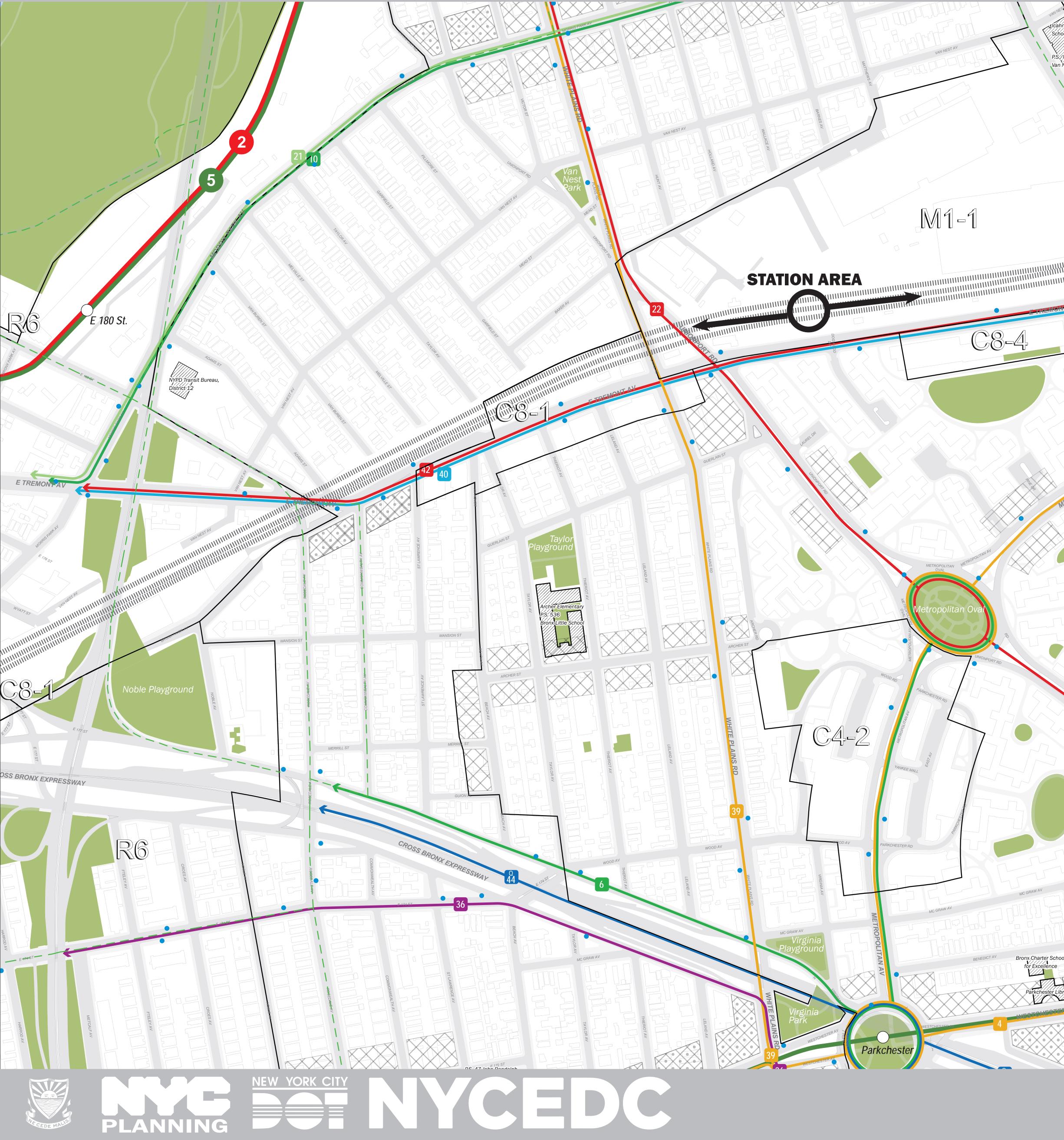
Commercial corridors in the area include Morris Park Ave to the north, East Tremont Ave, and Starling and Westchester Ave to the south.

The large industrial parcel occupied largely by the Con-Ed facility sits just to the north of the proposed station area.

R5



BRONX METRO-NORTH **STATION AREA STUDY: Parkchester/Van Nest**





TRANSIT CONNECTIONS

As we plan for future Metro-North service, it's important to take stock of how area residents and commuters will move between the community and the station area.

Today, a number of subway and bus connections exist within the area. This includes a connection to the newly open ferry service via the Bx39.

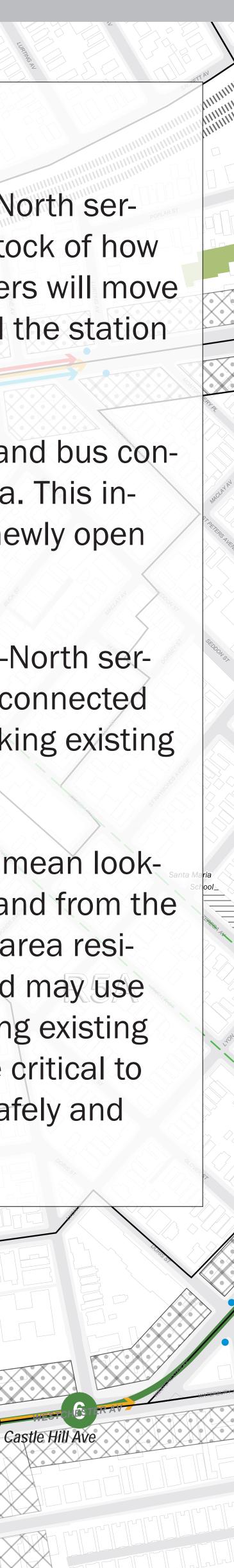
However, making new Metro-North service as convenient and well-connected as possible will mean rethinking existing service.

R6

St.Helena School

As importantly, this will also mean looking out for those walking to and from the station. Understanding how area residents use the area today and may use the area tomorrow — including existing issues and barriers — will be critical to making sure the station is safely and conveniently accessible.

R5



STATION AREA STUDY: Morris Park



40.2

Median Age

0ther **1.5%** Asian **14.4%** Black/African American 10.7%

White **33.3%**

Hispanic or Latino **40.3%**

Race

Income





29,259

Population

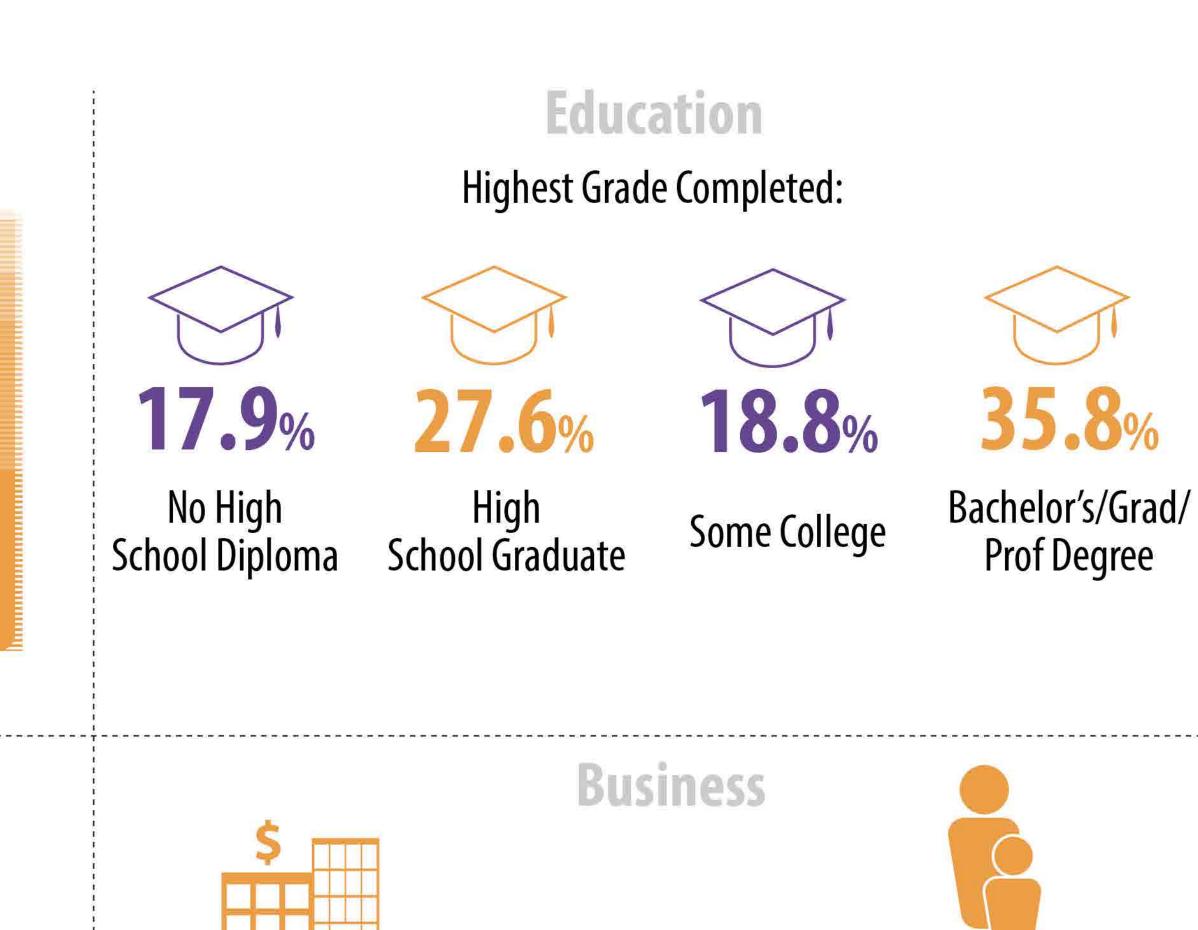
Households













Total Businesses

The **top three sectors** are: **Health Care and Social Assistance Retail Trade Accommodation and Food Services**

Source: ACS 2012-2016. Census Tracts 266.01, 286, 296, 288, 312, 314, 300, 310, 200, 284 Source: Quarterly Census of Employment and Wages (QCEW), 3Q 2015

17,596

Total Employees

DEMOGRAPHICS

The area surrounding the Morris Park station is home to a diverse population of nearly 30,000 people. Hispanic or Latino residents (40%) and White residents (33%) make up the majority of residents, with Black (10%), Asian (14%) and other residents rounding out the balance.

35% of residents hold college degrees (compared to 32% citywide) and the median household income is \$64 thousand (compared to \$51,000 citywide).

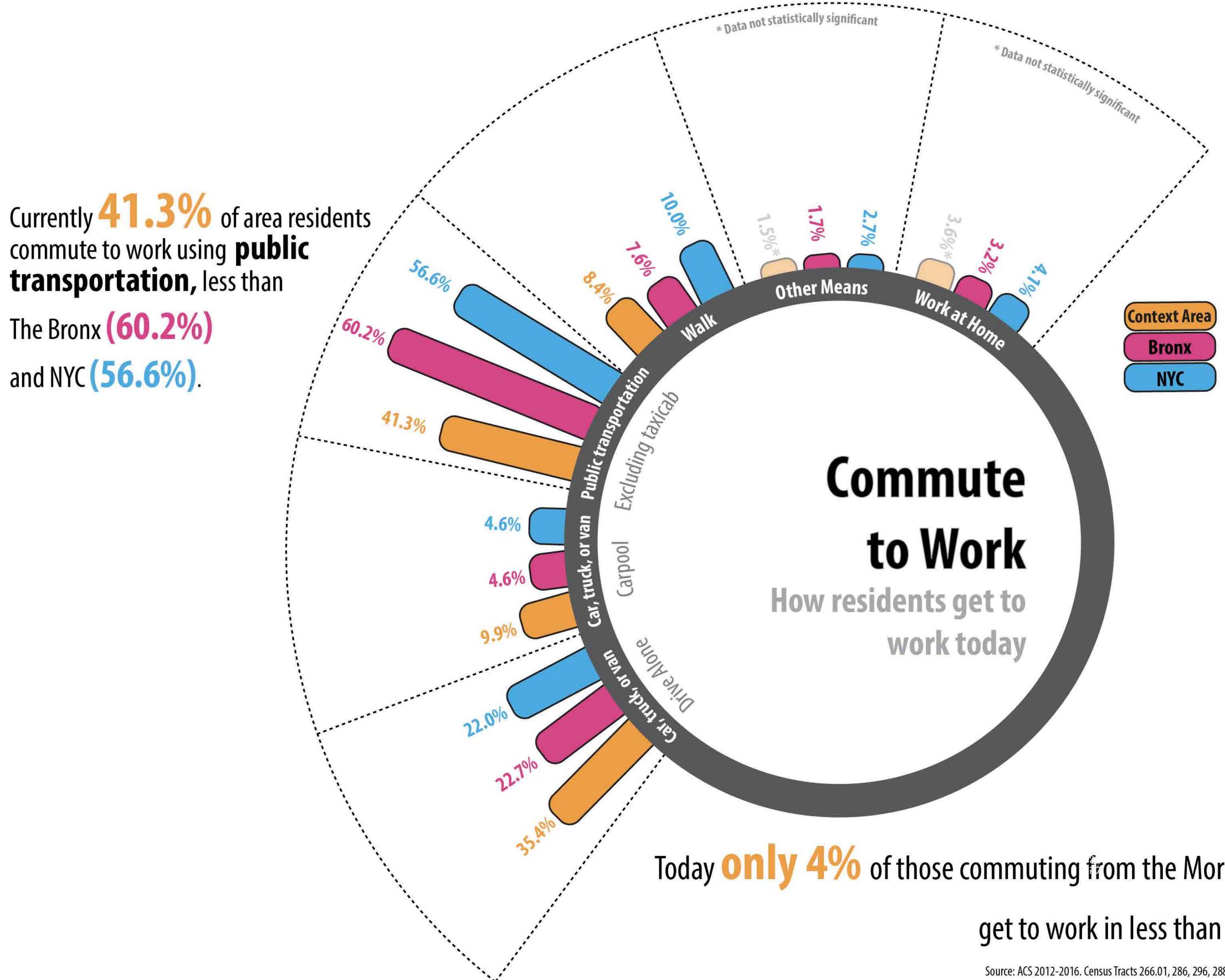
The area surrounding the proposed Morris Park station is also home to an important concentration of businesses, totaling nearly 1,000 and employing as many as 17,596 individuals. Morris Park represents a significant concentration of jobs in the Bronx.







STATION AREA STUDY: Morris Park











Today Only 4% of those commuting from the Morris Park area

get to work in less than 30 minutes.

urce: ACS 2012-2016. Census Tracts 266.01, 286, 296, 288, 312, 314, 300, 310, 200, 284

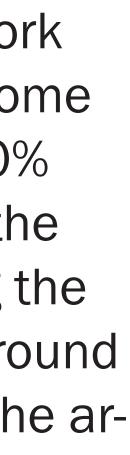
COMMUTING

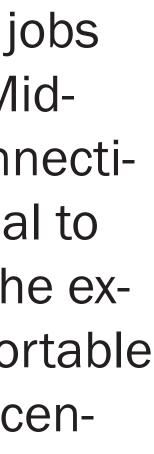
Of the 12,440 individuals who commute to work each day from the Morris Park station area, some 44% do so via public transit, while another 40% commute via private vehicles or carpools. Of the remainder, some 10% walk to work, reflecting the strong concentration of area jobs clustered around the Morris Park station area and throughout the areas retail corridors like Morris Park Ave.

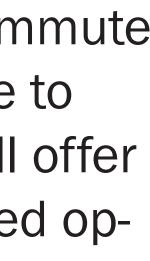
New Metro-North service will not only expand jobs options for area residents by making jobs in Midtown, Westchester County, and southeast Connecticut easily accessible, but also has the potential to drastically improve local connections across the existing rail lines, allowing residents more comfortable and convenient access to major employment centers in the neighborhood.

With only 4% of residents currently able to commute to work within 30 minutes or less, new service to Midtown – projected to take 25 minutes – will offer area residents both time savings and expanded options when deciding where to work.

New Metro-North service will provide an additional option for Bronxites traveling to jobs centers in Westchester County, southeast Connecticut, and Midtown Manhattan. The trip to the important and growing jobs center that surrounds Penn Station including Hudson Yards — will be access via a 25 minute trip via new Metro-North service.









BRONX VETRO-NORTH **STATION AREA STUDY: Morris Park**

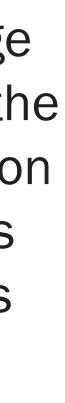


LAND USE

The area around the Morris Park Station is predominantly defined by large institutional uses which include the Albert Einstein College of Medicine, the Public Safety Answering Center II, the Jacobi Medical Center, the Hutchison Metro Center, the Bronx Psychiatric Center and Calvary Hospital. There is also a mix of other commercial and light industrial uses. Residential uses can be found both east and west of the large institutional campuses and are largely lower-scale, one- and two-family buildings, with some scattered multifamily apartment buildings.

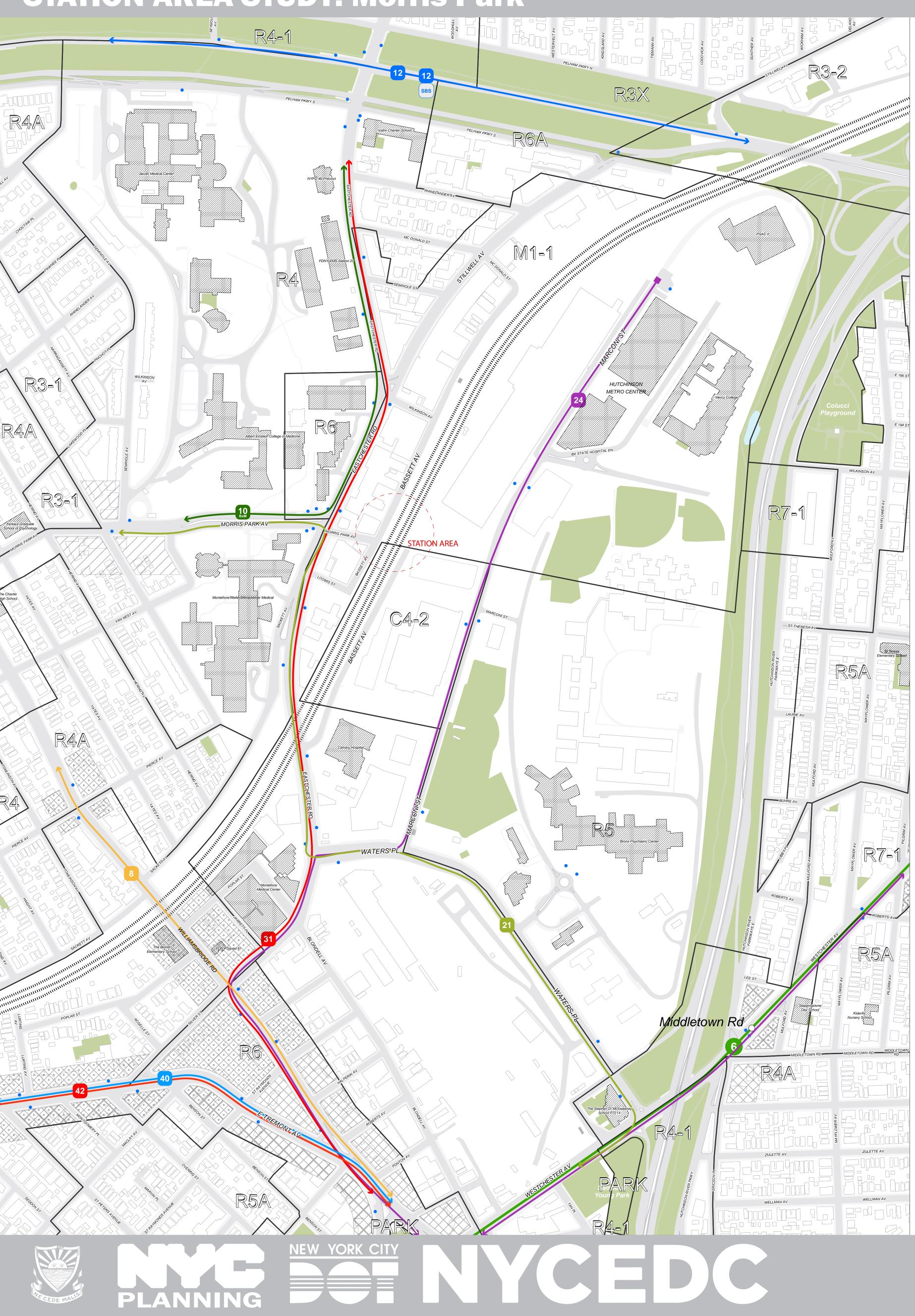
Neighborhood-serving retail districts can be found both west of the proposed station area along Morris Park Avenue as well as south of the proposed station area along Tremont Avenue and Williamsbridge Road. Both of these areas are served by Business Improvement Districts, the Morris Park BID and Westchester BID, respectively. A small amount amount of retail is also located along Eastchester Rd and within the Hutchinson Metro Center along Marconi St, in close proximity to the proposed station area.

The area between Eastchester Rd and Bassett Ave, to the west of the proposed station area, contains a mix of industrial uses, ranging from car shops to food and beverage distribution. A large rail yard is located to the south of the proposed station area, to the south of which is located another significant cluster of industrial uses.





BRONKINETROFICENORTH **STATION AREA STUDY: Morris Park**



TRANSIT CONNECTIONS

As we plan for future Metro-North service, it's important to take stock of how area residents and commuters will move between the community and the station area.

Today, a number bus connections exist within the area. The Bx12 runs along Pelham parkway and provides the area with Select Bus Service. Other local buses include the Bx24 (terminating in the Hutchinson Metro Center), the Bx31, Bx10, and Bx 21. There is subway service along the #6 line with a stop at Middletown Road.

However, making new Metro-North service as convenient and well-connected as possible will mean rethinking existing service.

As importantly, this will also mean looking out for those walking to and from the station. Understanding how area residents use the area today and may use the area tomorrow — including existing issues and barriers - will be critical to making sure the station is safely and conveniently accessible.



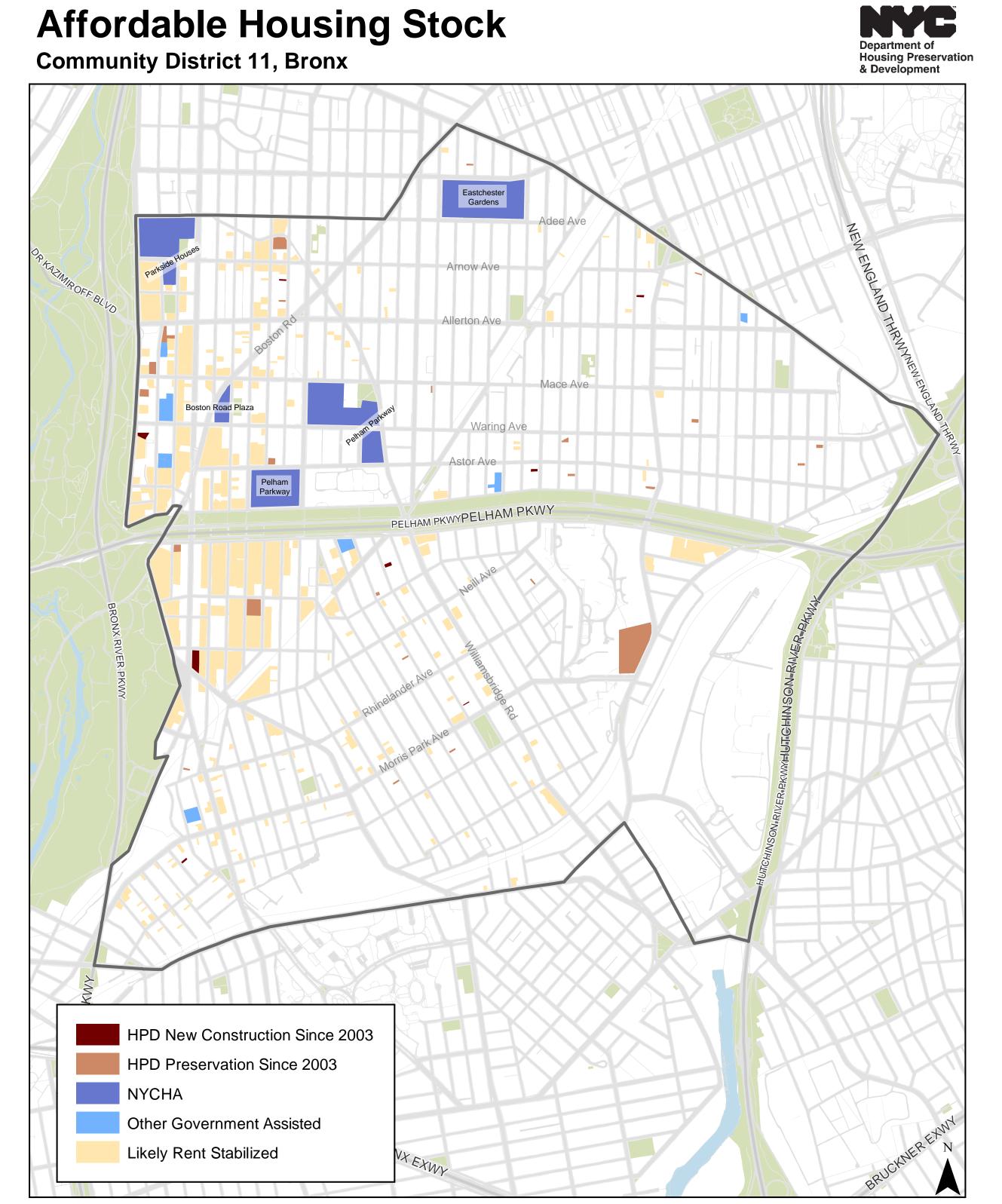


BRONX METRO-NORTH STATION AREA STUDY: Morris Park

Housing

Housing Stock

- More than half of the units are located in small buildings with fewer than six (6) units.
- The housing stock built before 1947 is on trend with New York City however, compared to New York City (28%), more than a quarter (38%) of the housing stock in CD 11 was built between 1947 and 1973. CD 11 has fewer units (7%) that were built after 1974 compared to New York City (15%).
- Community District 11 contains a large stock of unregulated housing (58%), while only 13% of the units is regulated by a



government agency or public housing.

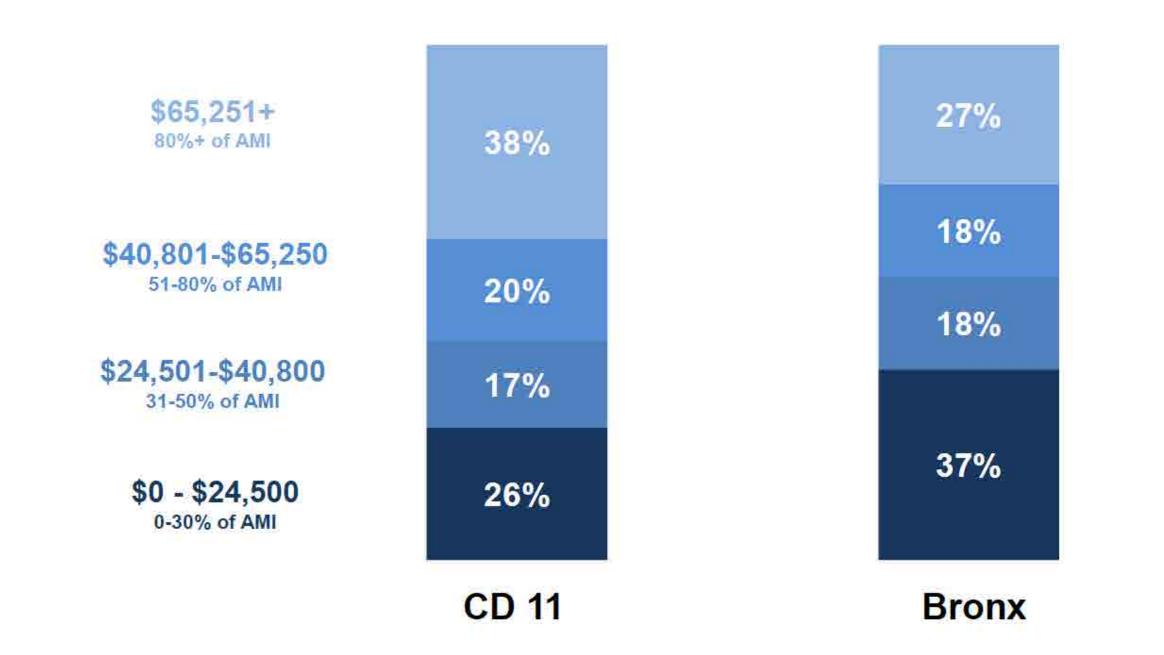
Median Household Income



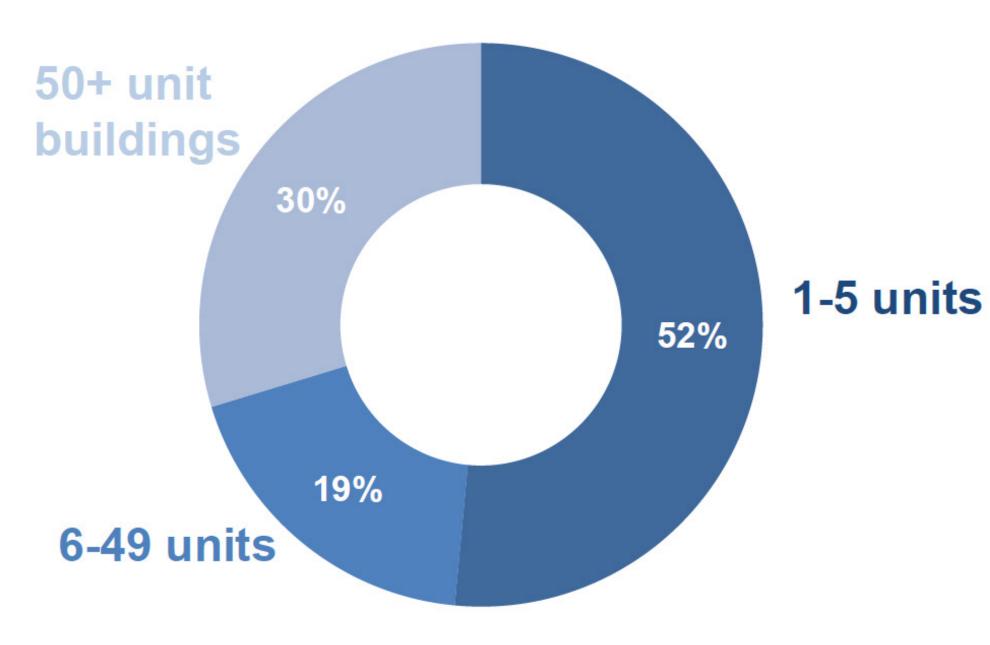
Data sources: NYC Department of Housing Preservation and Development (2018), NYC Department of City Planning, PLUTO, ESRI

August 29, 2018

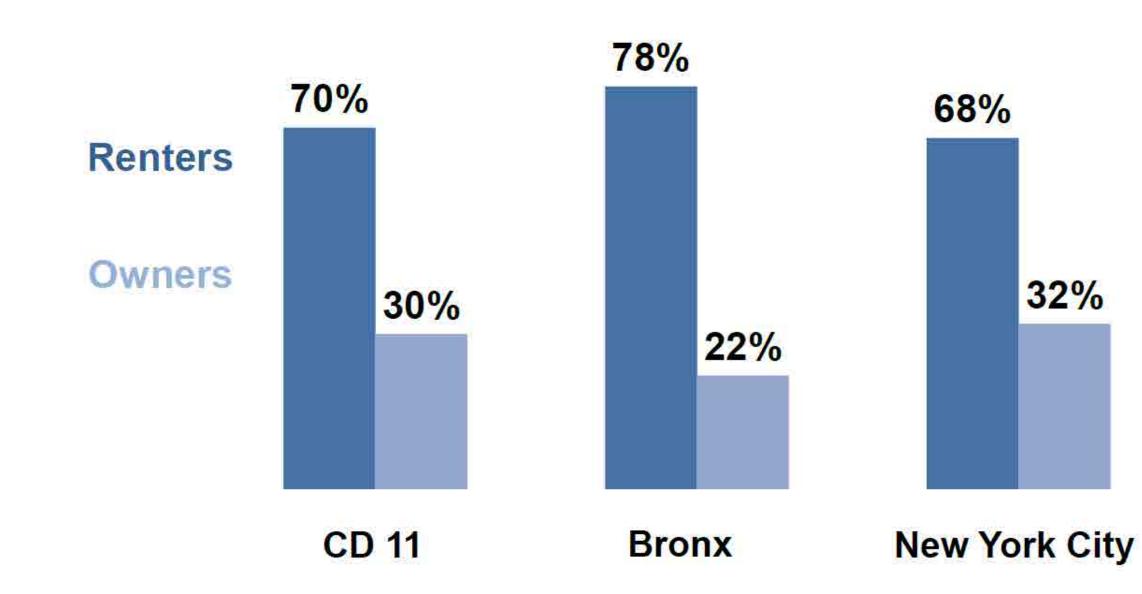
Household Income by AMI Band



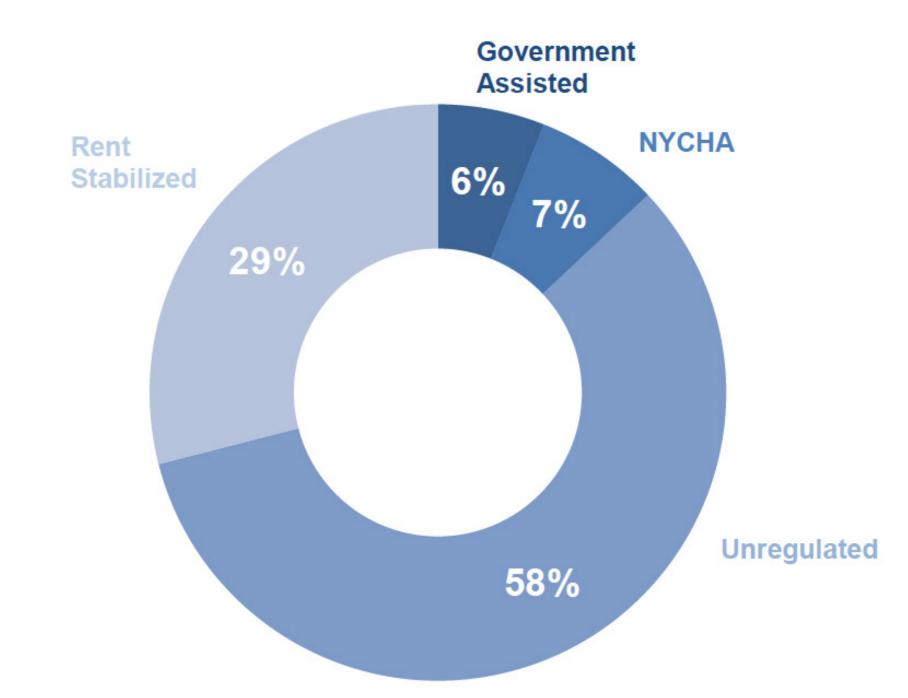
Residential Units by Building Type in CD 11



Renters and Owners



Residential Units by Regulatory Status in CD 11



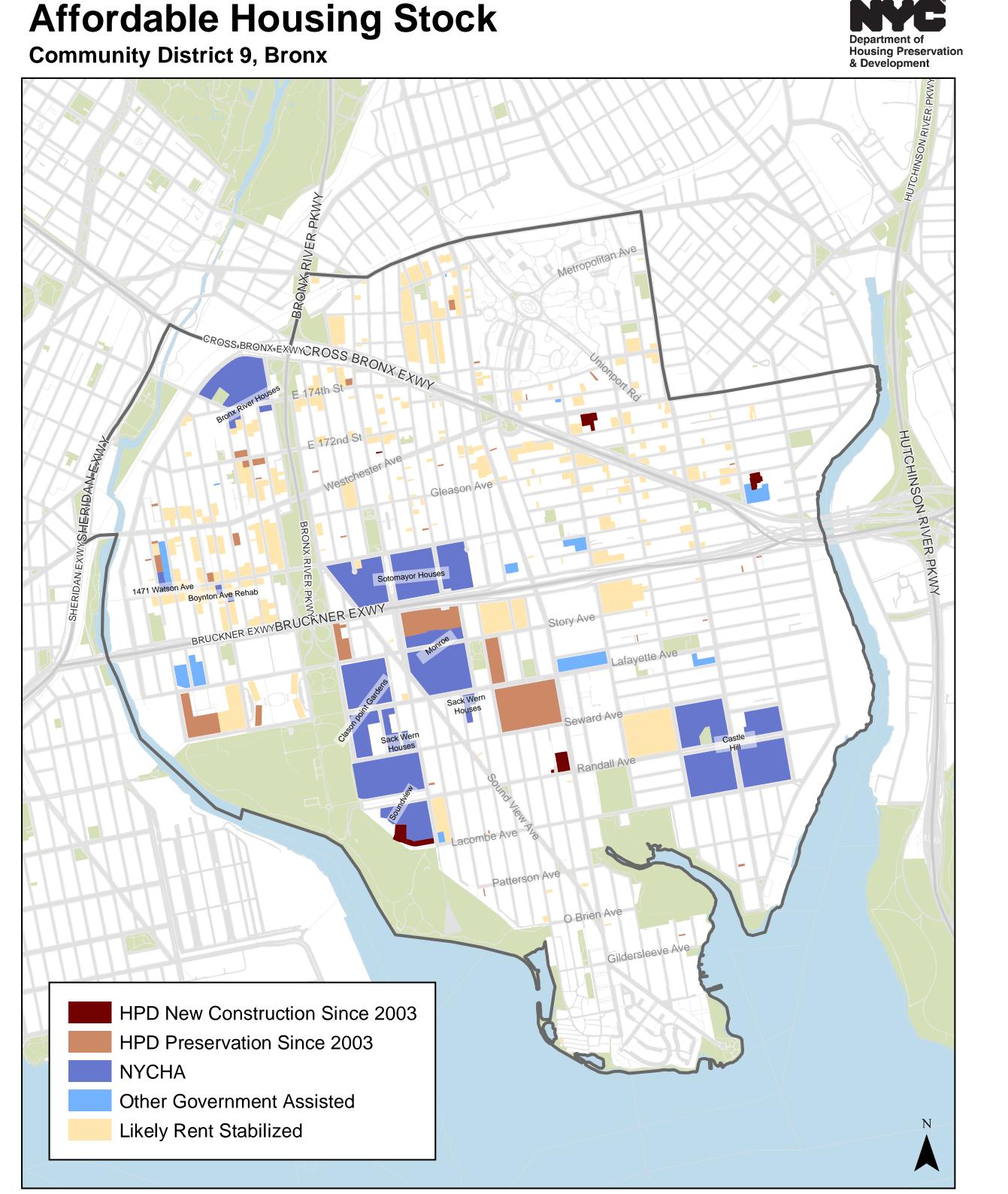


BRONX METRO-NORTH STATION AREA STUDY: Parkchester/Van Nest

Housing

Housing Stock

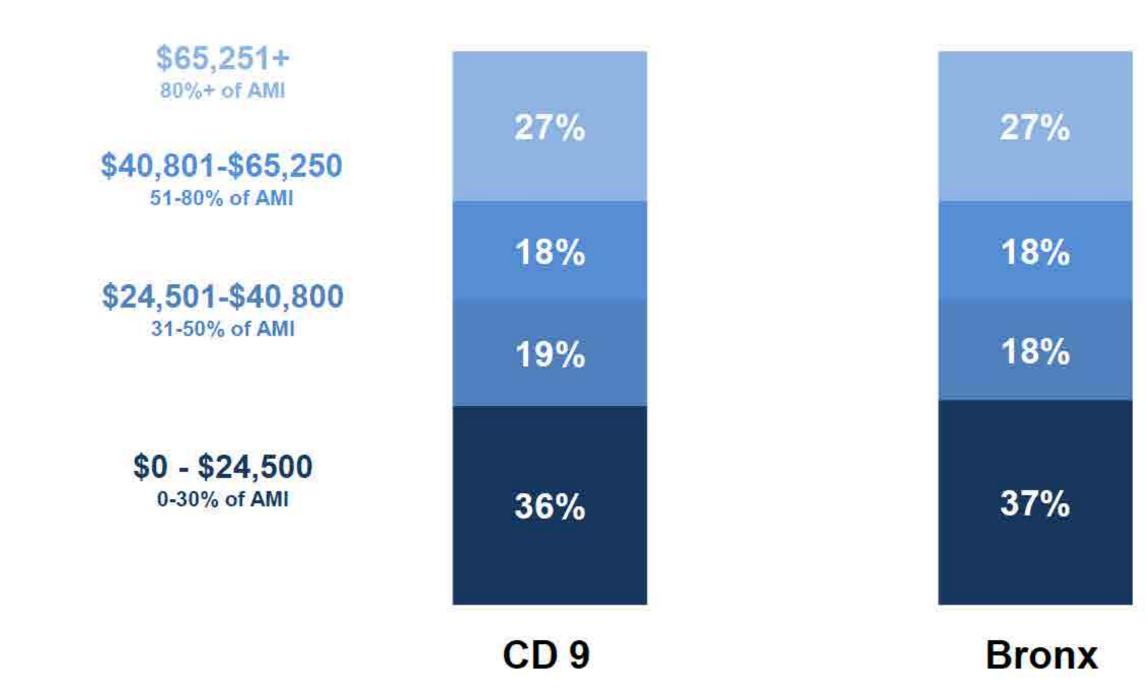
- The age of the housing stock is on trend with the age of New York City's housing stock.
- Community District 9 contains a large stock of both unregulated housing (51%) and units that are regulated by a government agency or public housing (31%).



Median Household Income



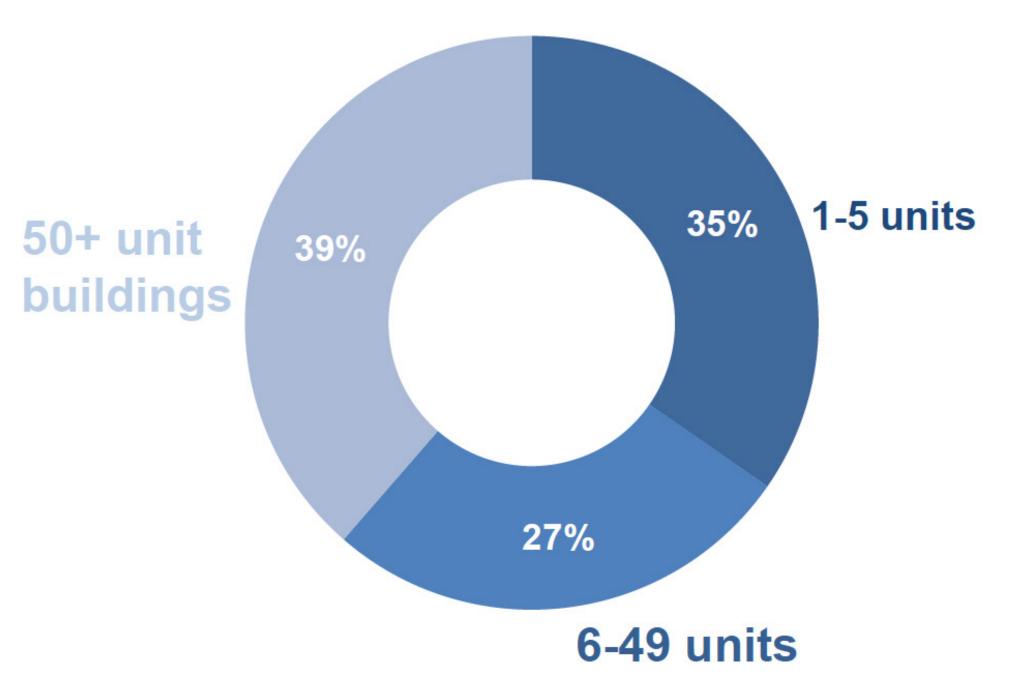




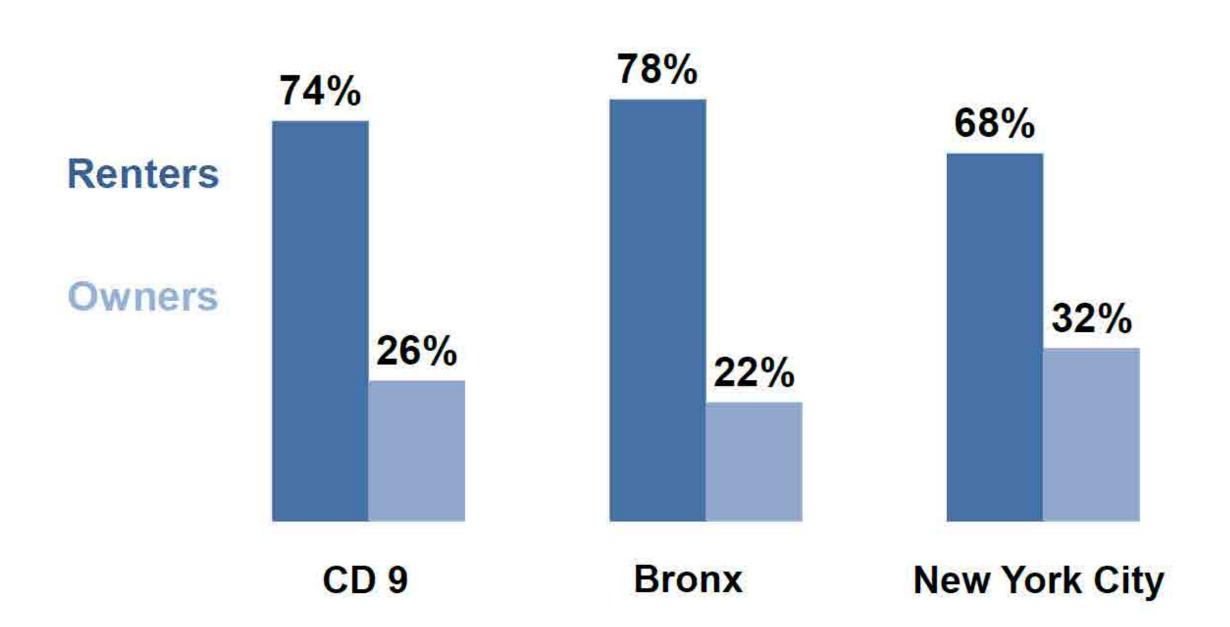
Data sources: NYC Department of Housing Preservation and Development (2018), NYC Department of City Planning, PLUTO, ESRI

August 29, 2018

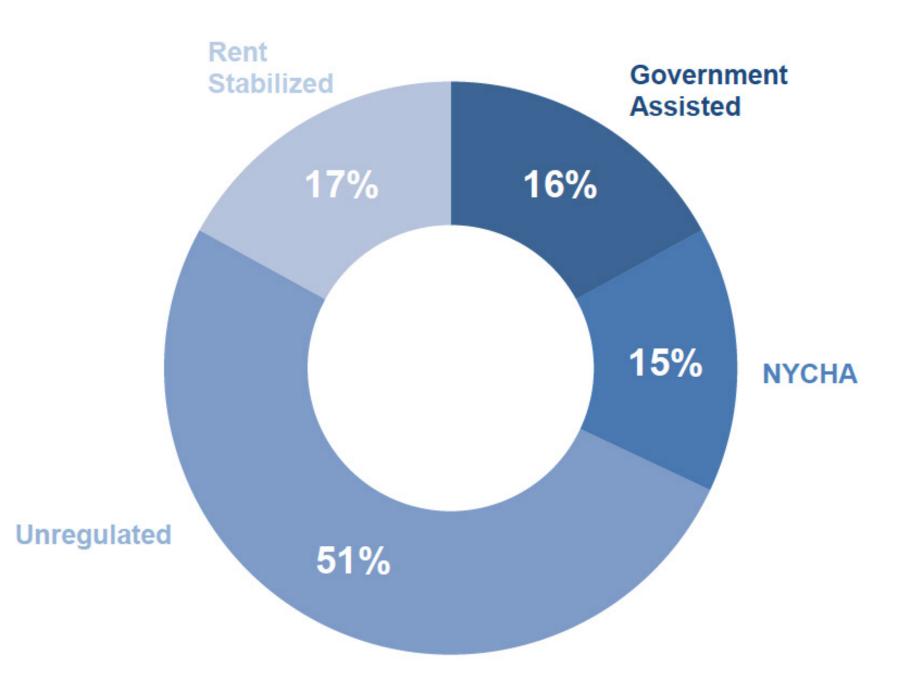
Residential Units by Building Type in CD 9



Renters and Owners



Residential Units by Regulatory Status in CD 9









MORRIS PARK

WHAT WE HEARD: Neighborhood Character & Livibility

Are there aspects of the neighborhood that could improve, be it safety, community events, the physical character of the area, etc.?

MORRIS PARK

Safe streets, better lighting, children related retail as we

are surrounded by so many schools and young families Add lower AMI income bands; Create contingency that **Gym + fast foods + great restaurants** More cafes/hang out areas serves families at/below poverty More (affordable) housing for Einstein postdocs and associates Hard to find housing currently. No larger buildings for mid-income housing More greenstreets Retail is underdeveloped/underutilized Physically we need to brighten up vacant buildings More pedestrian friendliness (Morris Park Avenue and Eastchester Road) **Better bike routes** Police enforcement at ped crossing at **Retail and banks** No restaurant culture (mix is missing, only Italian places) **Clean up area and create green spaces** Morris Park and Eastchester Rd Space and affordability is a factor for new Trolley may help traffic on Morris Park Avenue No bookstores, cultural, selection of arts (quality of life) housing being developed. No studios, but bigger. More activities in Orchard Beach (Bring the Ferry!) Fix up sidewalk/paths on the Pelham Parkway park/pathway Different variety of schools should be available for kids and families Local neighborhood retail

What would make Morris Park a place you would want to move to?

Short-term housing for people visiting the local institutions

If greenway and paths were extended, and One of the few places left in the city where folks still mentioned they pedestrians can walk safely everywhere. Access to Manhattan and different lifestyles can afford to own homes, and therefore should stay affordable Train to connect Parking Affordable housing!) + contingency to add people below **Quality housing and restaurants** Schools **Cheaper housing needed** poverty line





77

What types of housing needs to grow?

(i.e. seniors, low-income, middle-income, veterans, homeless, etc.?)

May need more assisted living. A senior community here retirees.

Affordable housing for large families and seniors; assisted living; parking; more affordable ownership opportunities

Good to have mixed housing and also mixed income levels; promote integration

"

More affordable housing in Parkchester – not enough rental.

New homeowner and renter options needed.

Need more affordable housing. Low-income families need housing in the wider areas.

Need more condos. A lot of interest in buying here and renting too. More rental.

What are the main issues with existing housing in the area?

Quality of life should not come at expense of housing security

Affordable housing process is long and onerous

Need to strike affordability balance as property values may change

Many seniors in Parkchester buildings often lack wheelchair access

Lack of good waste management systems. Infestations.

Rent is too expensive and increasing.

Mismatch between population (old) and level of accessibility

PARKCHESTER/VAN NEST

Are there aspects of the neighborhood that could improve, be it safety, community events, the physical character of the area, etc.?



Walk a lot, buses go to many places, very accessible

Doctors for seniors are important

good sidewalks

Green market exists by subway station but there needs to be one by Tremont

lots of green areas is great

Existing parks need to be maintained. Parks in Parkchester are good for seniors.



MORRIS PARK

WHAT WE HEARD Retail & Business





MORRIS PARK

What is lacking in your commercial corridor?

Need more grocery store options and healthy restaurants

Reduce retail vacancy

Healthy food options near hospitale could use a shore repair business near the new station

Bars and restaurants in addition to bodegas

Encourage broader variety of restaurants and shops, keeping mind varied economic mix of residents and workers, something for everyone

More food options — healthy, affordable (e.g., Panera, Chipotle)

Are there missing shopping options that you would like to see or that would keep you from living in the area?

Space and parking (walking) Parking is a major problem for mom and pop businesses

Shopping and dining

Campus food options are limited along Eastchester Rd. Healthy food options near hospital

What do businesses and merchants need in your **commercial corridor?**

Clean up area and create green spaces " Physically we need to brighten up vacant buildings Support for BID to help attract businesses Great connectivity & easy access via highways Trolley may help traffic on Morris Park Avenue Need parking Housing construction means more opportunity for business Police enforcement at ped crossing at Morris **Park and Eastchester Rd; More greenstreets** 77 Fix up sidewalk/paths on the Pelham Parkway park/pathway

Parking for customers

What would make Morris Park a better place to work?

Cafes & sit-down restaurants within walking distance

Safe bike routes and bike parking stations

Parking and ways to commute safely

Retail and residential development around the new station

Locally-owned and diverse businesses

Cheaper and free activities

77

Having an easier commute by improving connectivity to subway and bus lines

Car charging stations

Improve access to and partnership with networks and institutions like NYU, Cornell, and Columbia

77

What do small business owners most need along your commercial corridors?

Support for entrepreneurs starting out.

Need for a business service center; hold business development class

Businesses need to open later. They close too early. Past 9-5 hours Businesses face public safety issues (trash, money problems) New businesses: rent increasing makes it difficult for local merchants to make ends meet.

General shopping district. Better marketing. Better food offerings (ethnic)

What other business or services would you like td/see?

Have to travel for some specialty food goods.

More local banks, credit union, municipal credit union, etc.

Lack of clothing stores.

Would love a frozen yogurt shop There's no good supermarket.

Lack of amenities for theaters, live theater, performing and visual arts.

Need more mid-grade restaurants, locally owned.

PARKCHESTER/VAN NEST

What are the biggest challenges facing your commercial corridors?

Keep the community for the community

West of White Plains road: improve that area. Stores conducive to people in neighborhood.

West of White Plains road: improve that area. Stores conducive to people in neighborhood.

Need for more places to go out at night safely. Destination spot for night life.

Potential for this to be a commercial hub due to transit accessibility.

Double parking on E Tremont by autobody shops.

Not a diversity of retail on E Tremont

Not a diversity of retail on E Tremont

Cars are still a reality. We still need parking.

Lots of double parking on E Tremont. Needs improvement.







WHAT WE HEARD: Getting Around



MORRIS PARK

GETTING TO AND FROM MORRIS PARK 50% of residents & **35% of workers** surveyed said they will change how they travel to use the new service

Of people surveyed, people are almost twice as likely to drive over using either public transit or walking

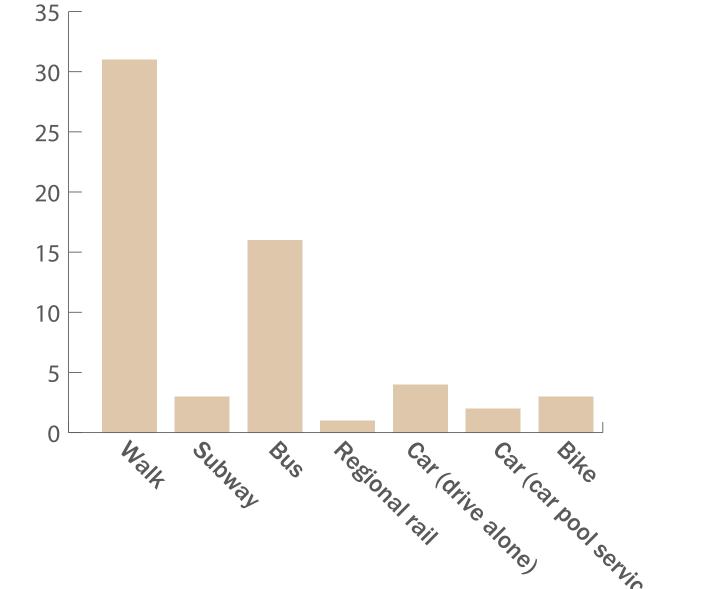
Are there improvements that could be made that would help you get around regardless of whether you walk, cycle, drive, take the bus, etc.?

"			Signage and ramps for impaired visitors and residents			
	Traffic pattern changes for safety	Need connection to subway	Parking is constrained; so	me for commuters; po	ommuters; possibly a parking deck	
	East Tremont needs to be clean and safe				Access for hospital patients	
Prio	Wheelchair accessibility and elevators ne oritize alternative transportation to station				CitiBike station at train station and bike parking	
	Bike trails along tracks; walking trail to Pelham Bag	ath between Stillwell and White Plains				
		Road surface improvements		PARKC	HESTER/VAN NES	T

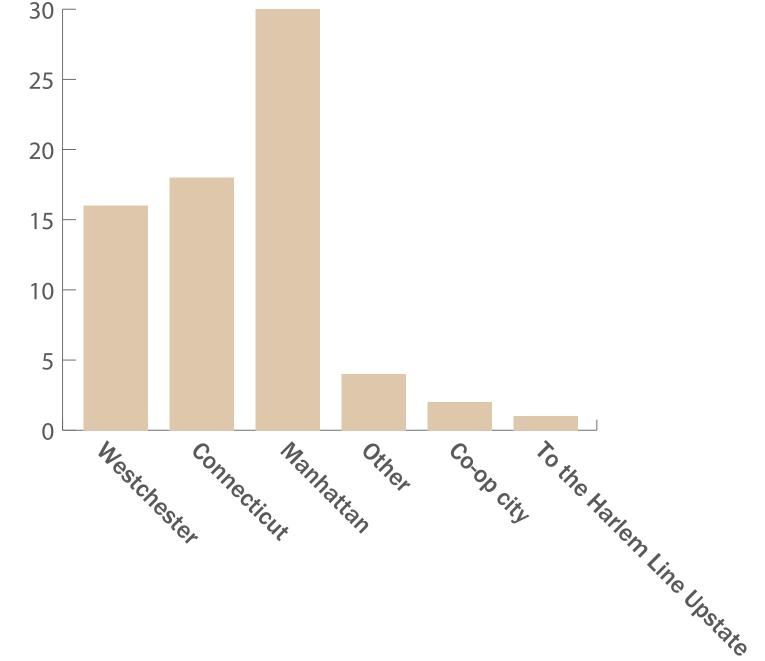




How do you think you'll get to the station in the future?



Where would you take Metro-North service to in the future?



More retail along Tremont: **Cafe and news stands**

Dark under the bridges

New station needs to connect to neighborhoods

Streets sometimes feel dangerous to cross

East Tremont is very wide

Need better lighting

Sidewalks need investment

Need for crosswalks along Tremont

I don't like crossing under bridges



MORRIS PARK

WHAT WE HEARD: Parks & Open Space

What's your favorite thing to do in the park?

Rock-climbing and biking

Birding

Ride to work or to City Island on related trails

Biking Paddle tennis

Kids playground and shopping

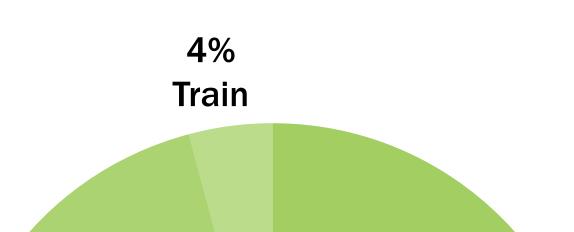
Pastor takes kids to Barreto for sprinkler and swings

<mark>20</mark>%

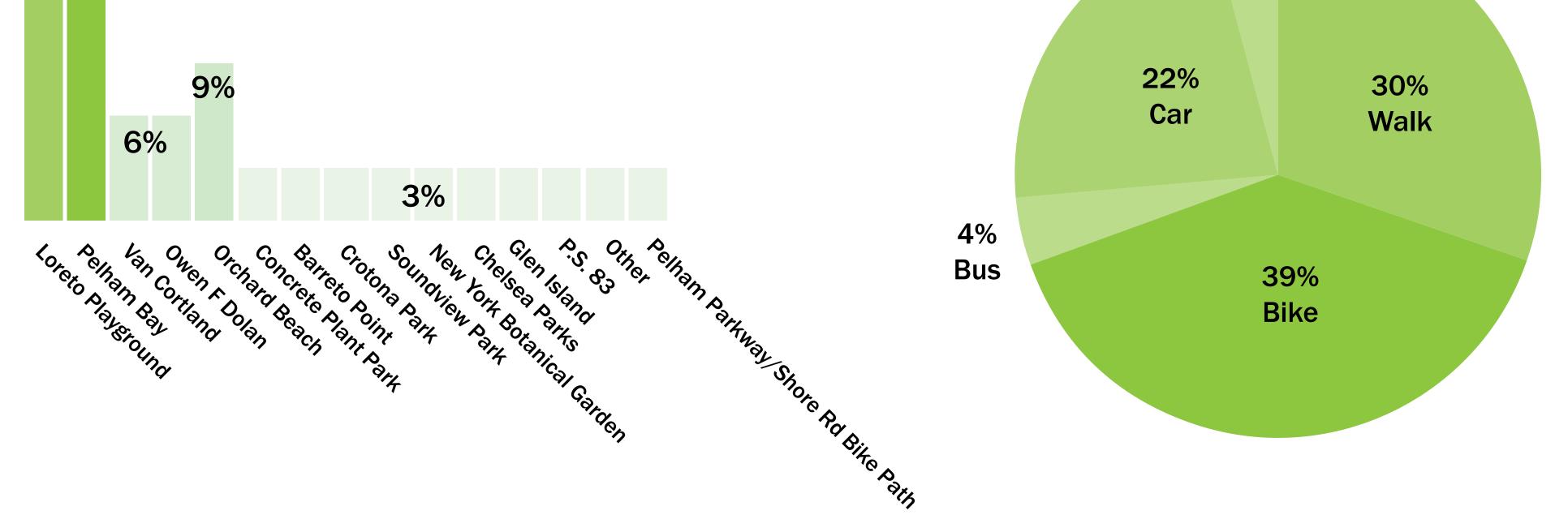
31%

Which parks do you visit the most?

How do you get to the park?





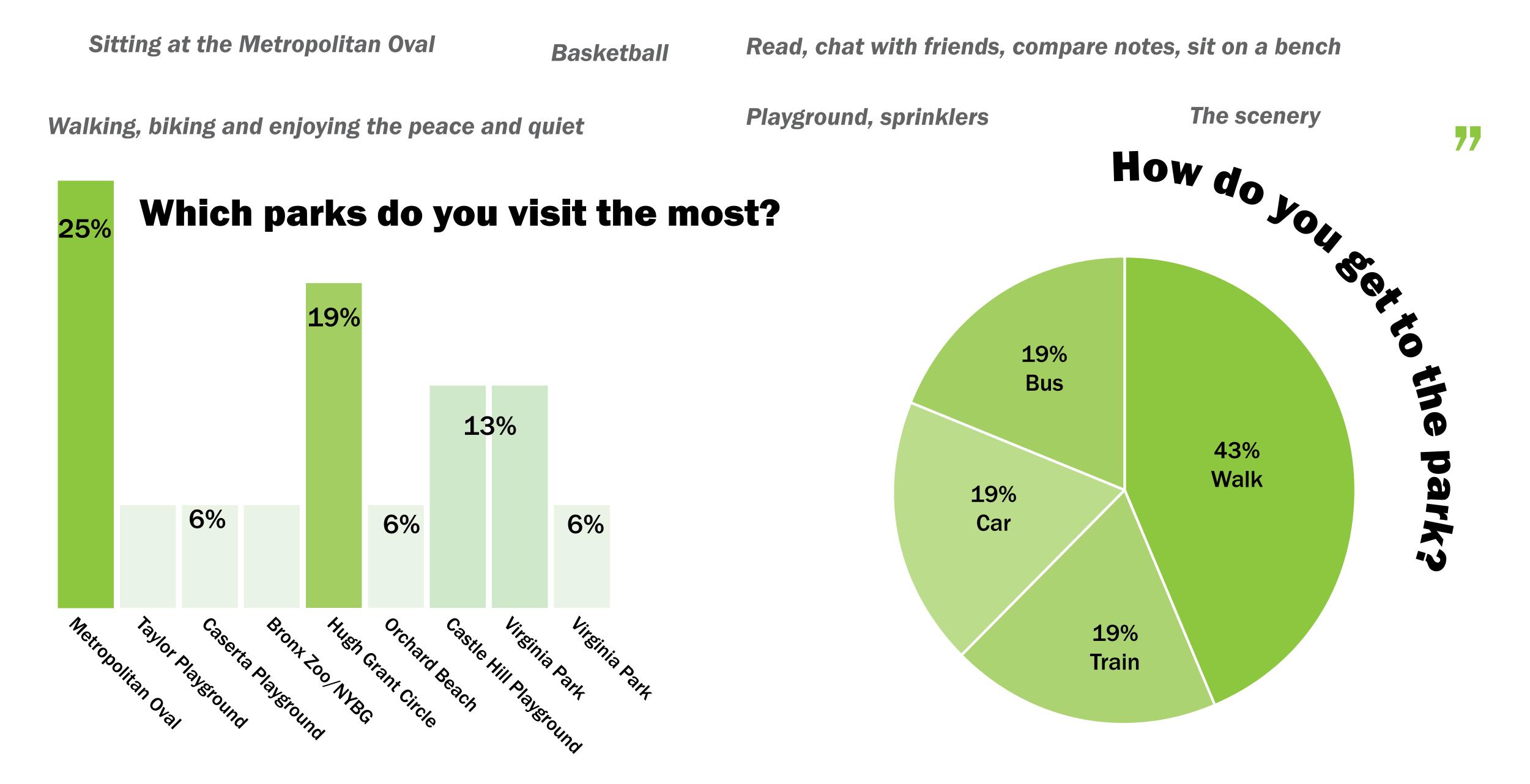




What's your favorite thing to do in the park?

PARKCHESTER/VAN NEST

Many seniors in Parkchester buildings often lack wheelchair access





MORRIS PARK

A FUTURE VISION FOR MORRIS PARK:

A once in a lifetime transformational opportunity

Improve connections between the subway stations and the new station

More affordable housing, especially student housing ⁷⁷

Enhance bike/ped connections between Morris Park and Pelham Bay Park

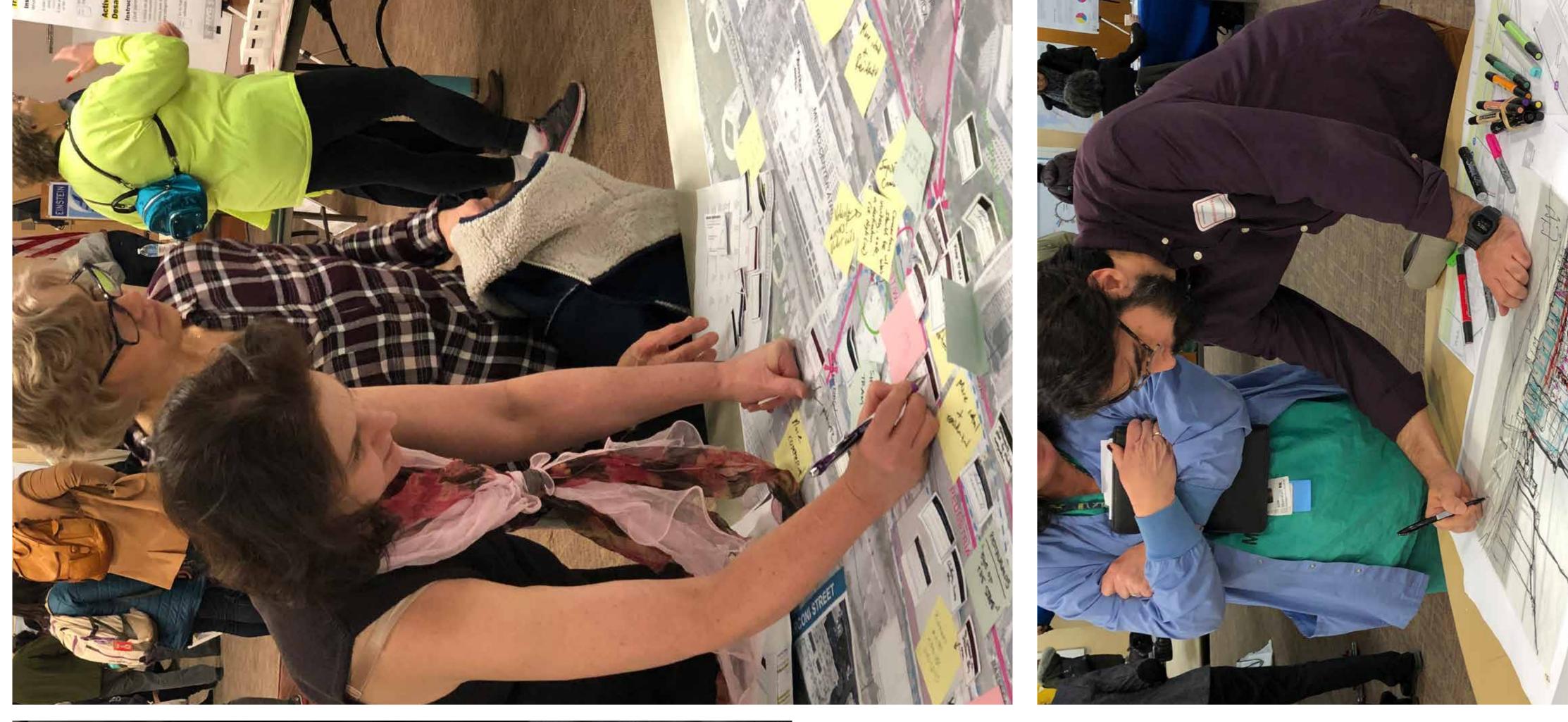
The station's pedestrian bridge should be a wide, public space....



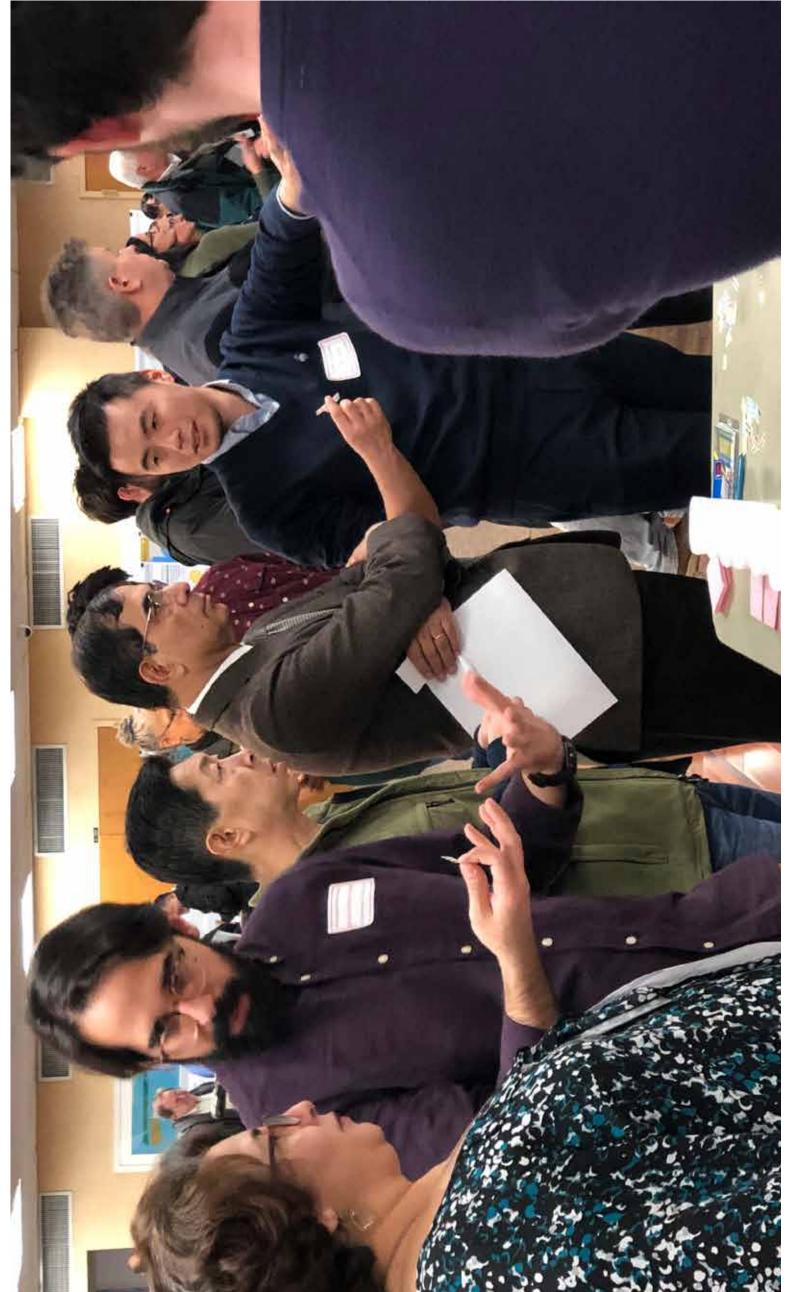




MORRIS PARK







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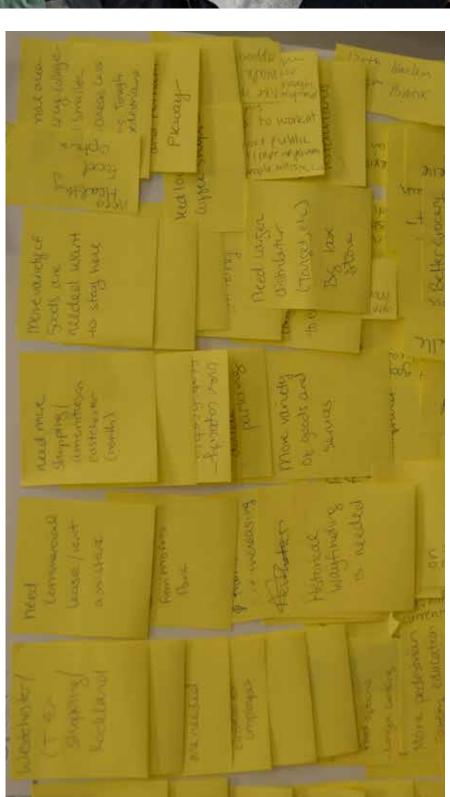
touching on everything from improving job access and needed area reta and roadways. Participants also directed urban designers in a sketch preferences for land uses, public spaces, and more, within the station area. Agencies were on-hand to answe needs, to identifying dangerous or problematic intersections spoke with city agencies about their vision for the station area, provided input about their

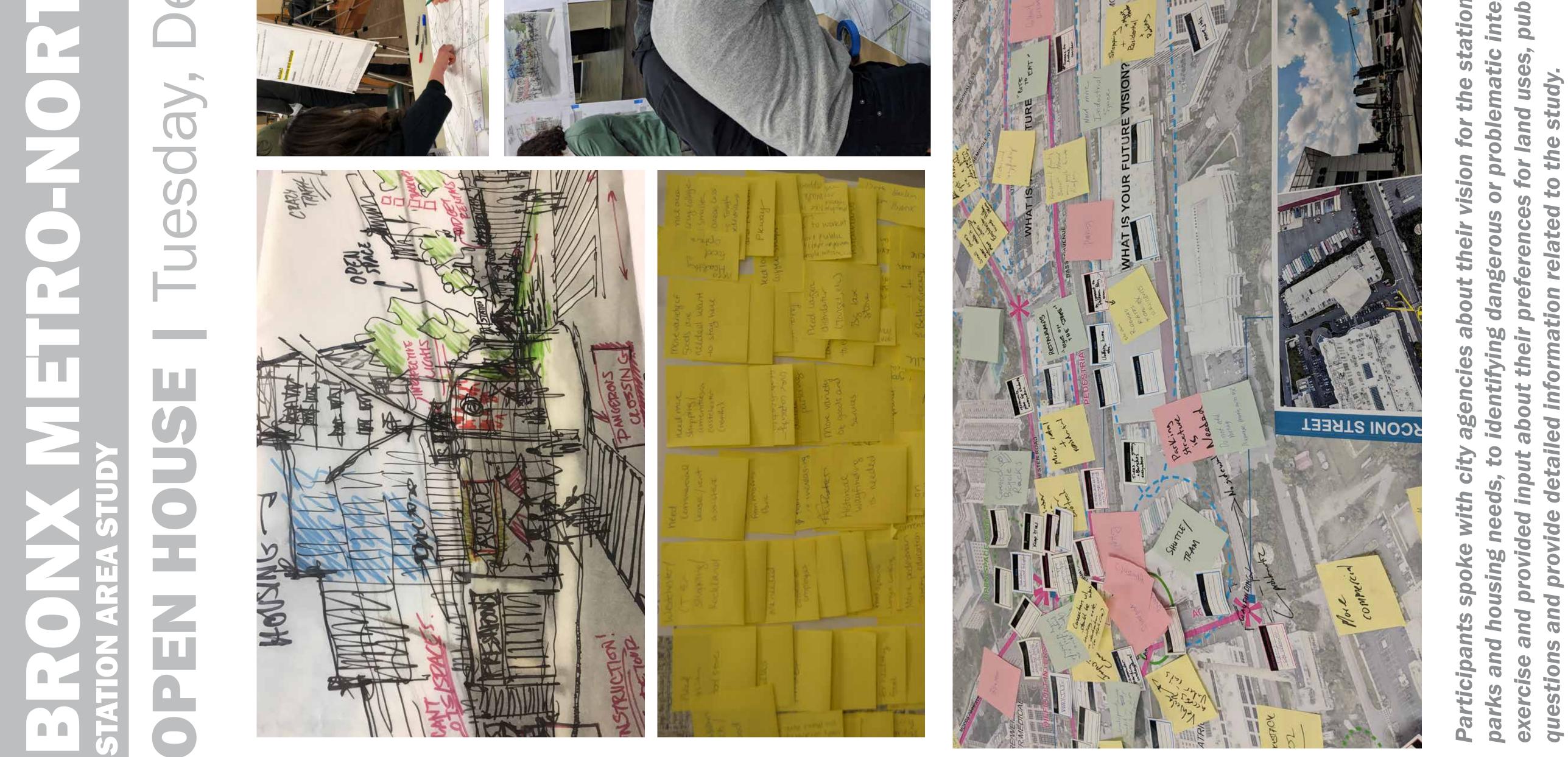
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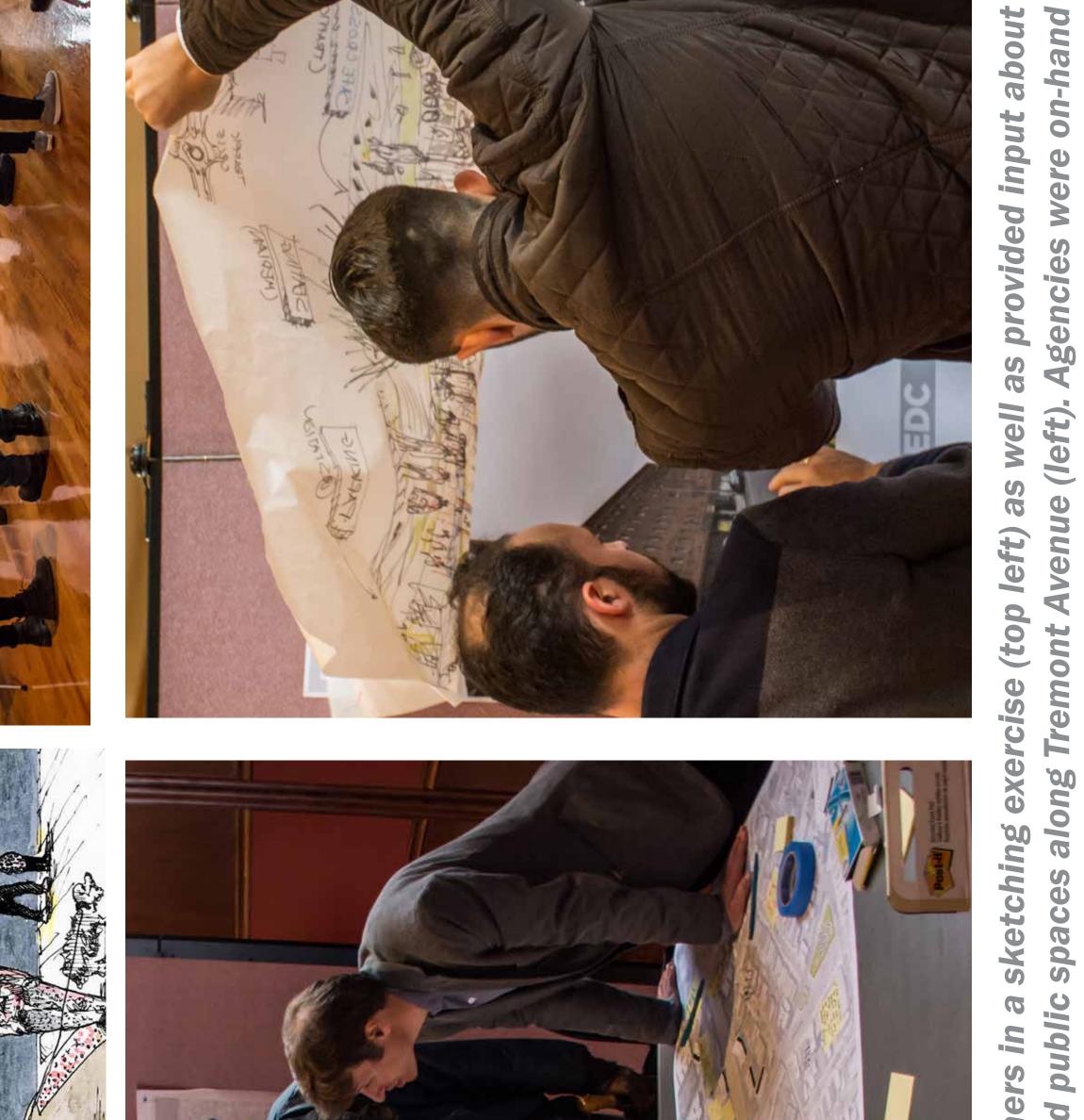




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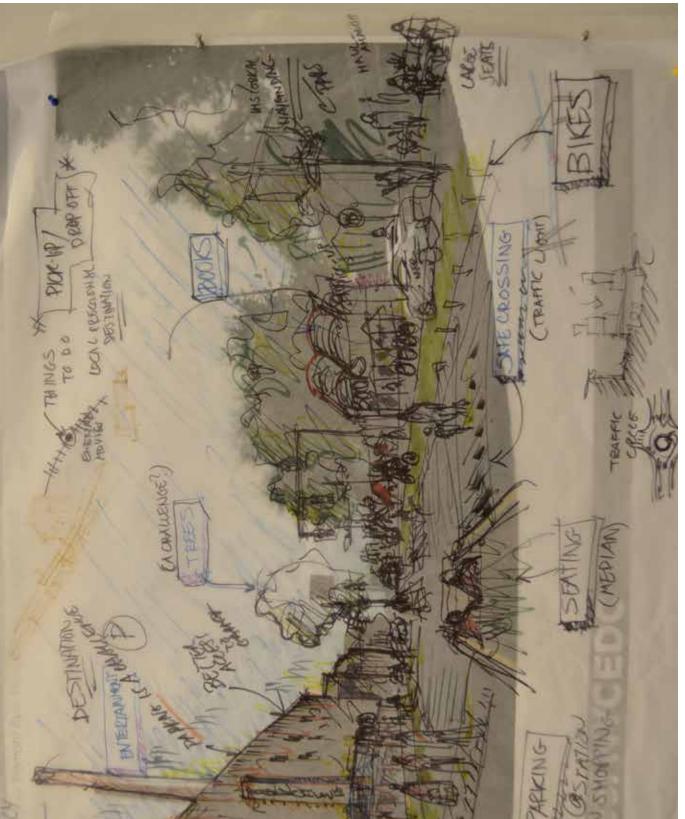




as provided input about Agencies were on-hand area's economic and also asked how they critical connections

ONX METRO-NORTH AREA STUDY

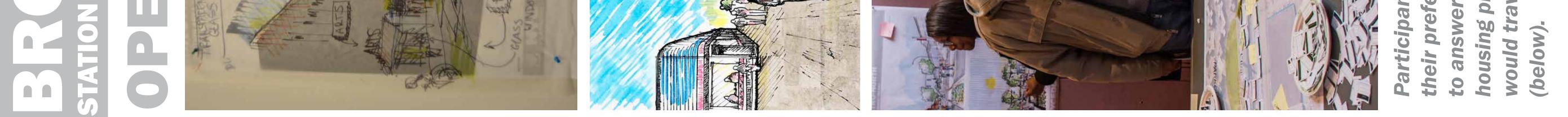








Participants directed urban designers in a sketching exercise (top left) as well their preferences for land uses, and public spaces along Tremont Avenue (left). to answer questions and provide detailed information related to the study: the housing profiles, small-business services, and more (above). Participants were would travel to the proposed station in the future, identifying key patterns and



PARK MORRIS



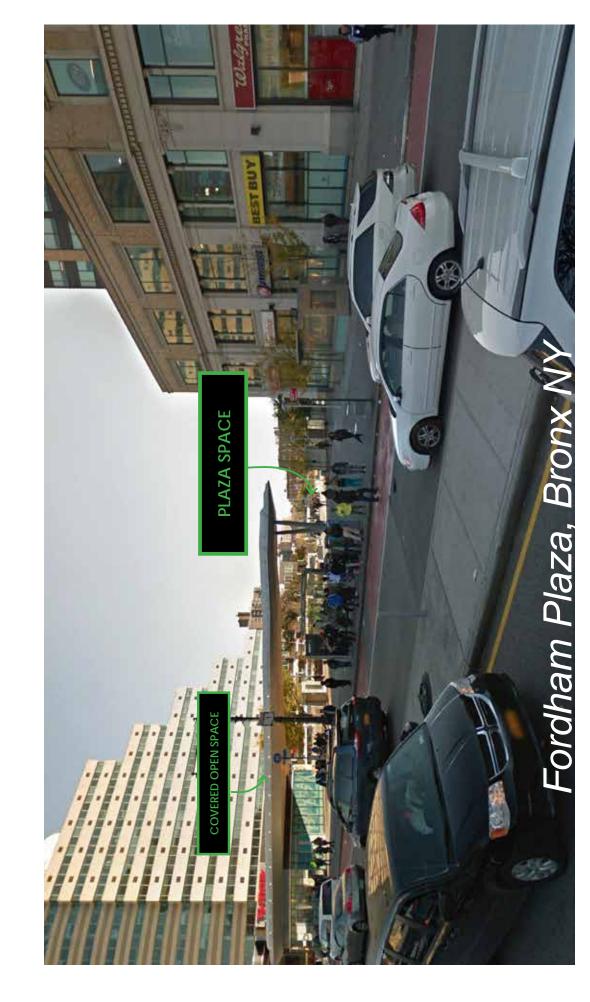


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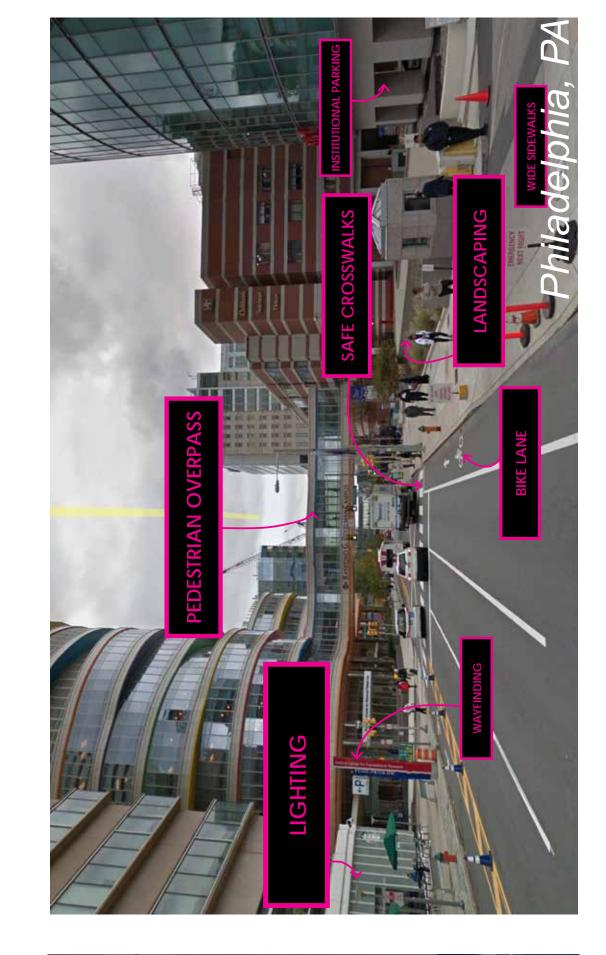
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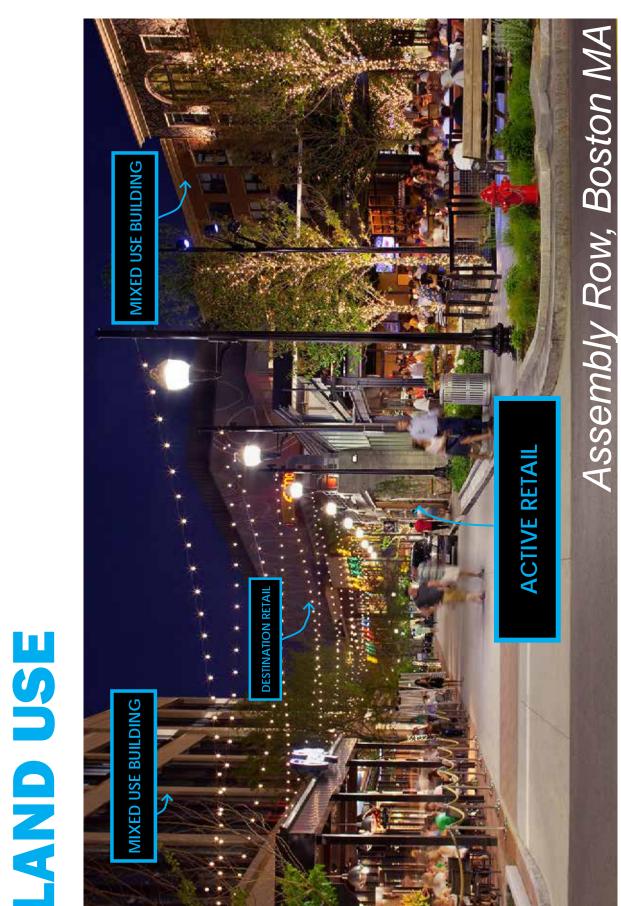
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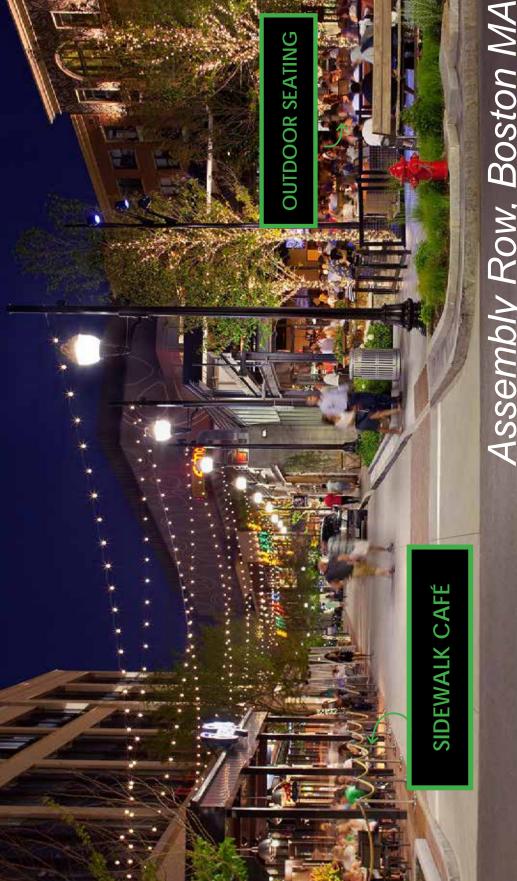
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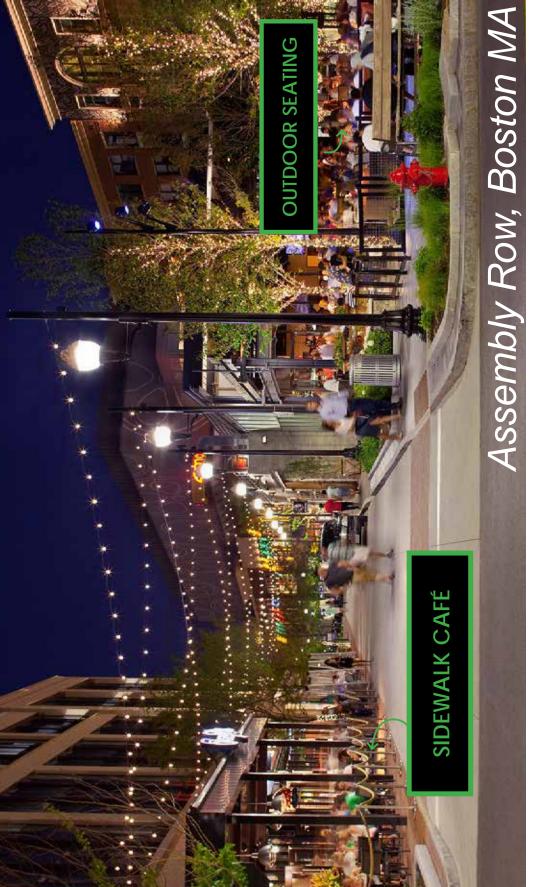
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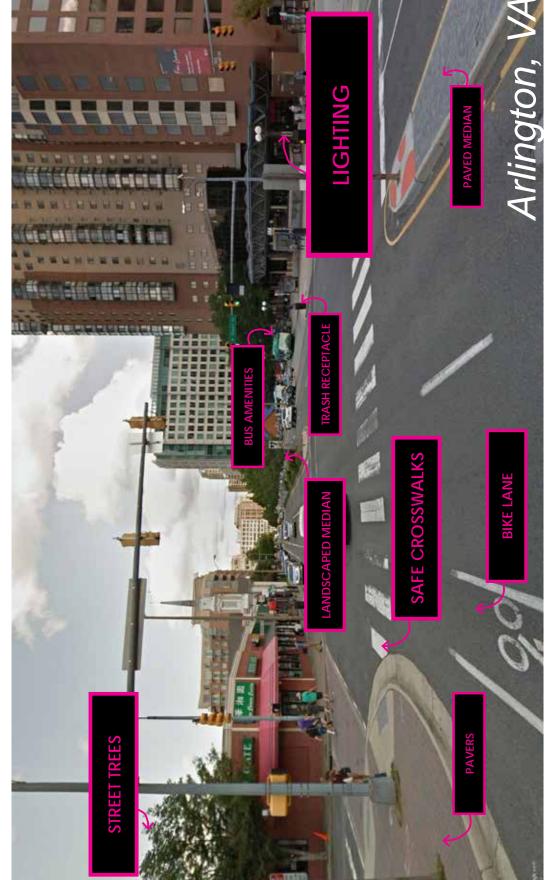




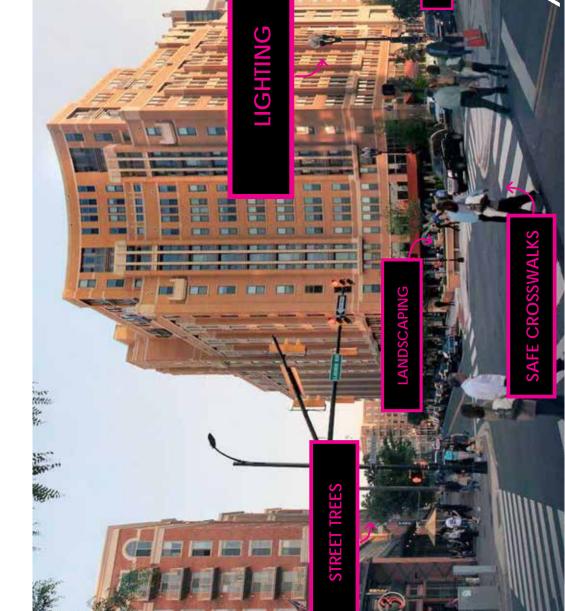




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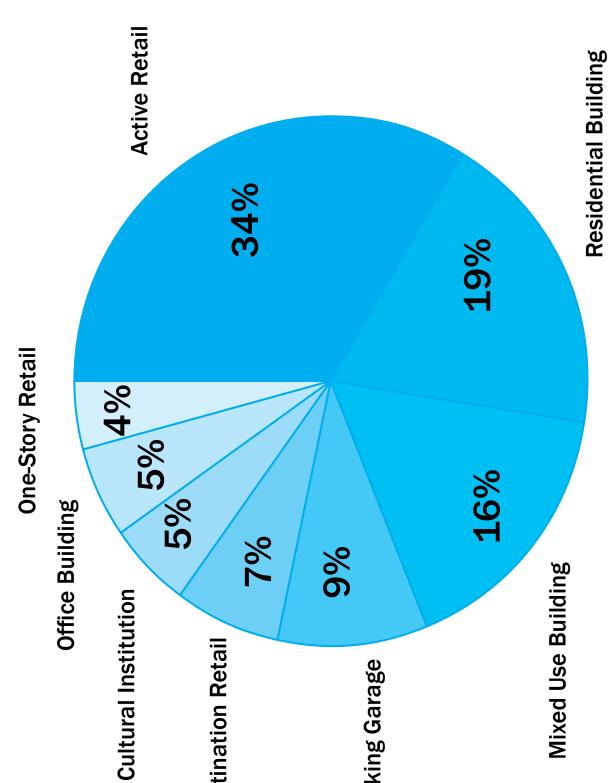




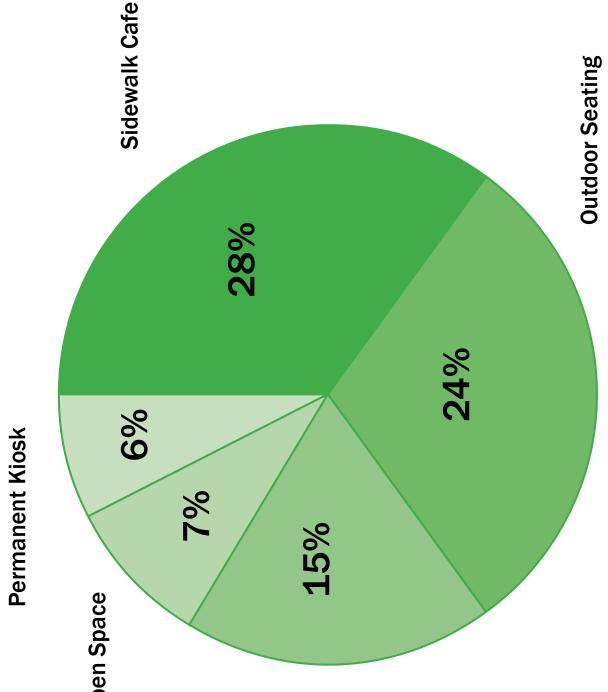


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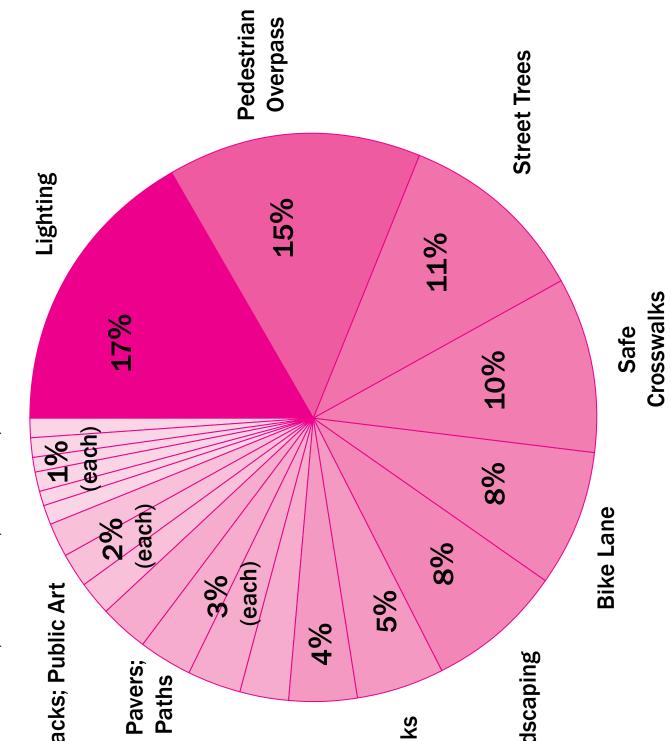
XOO area successful station ŋ does



Resider



Pedestrian Connection; Institutional Parking; Paved Median; Seat Wall; Benches; Car Share



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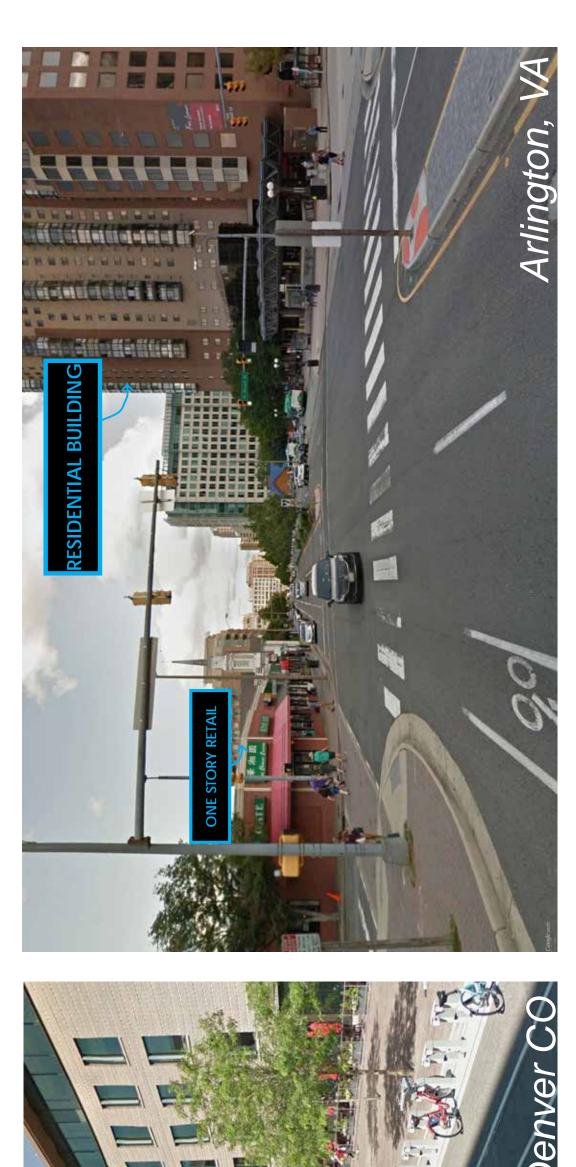
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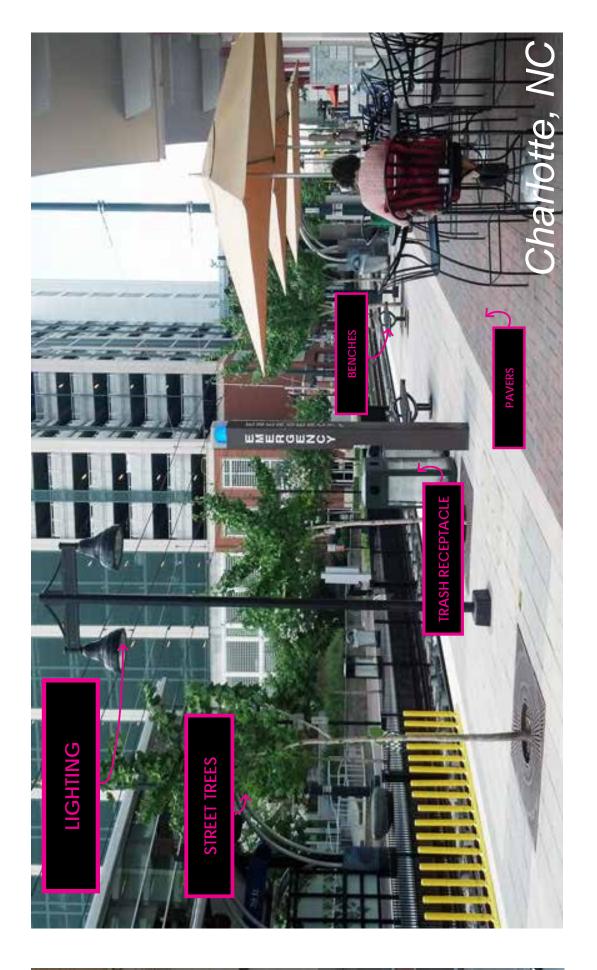
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Mixed use building

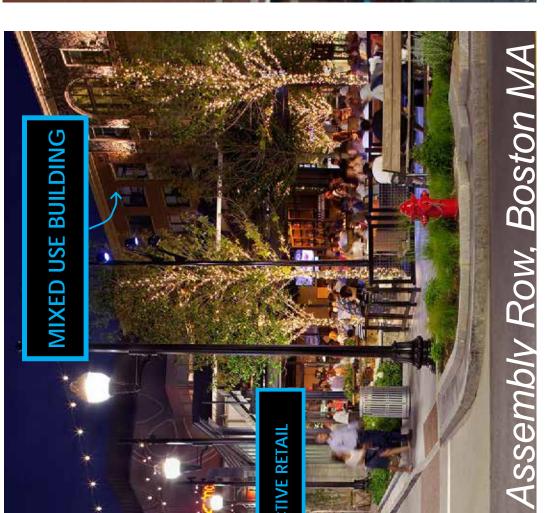
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Office Building

26%

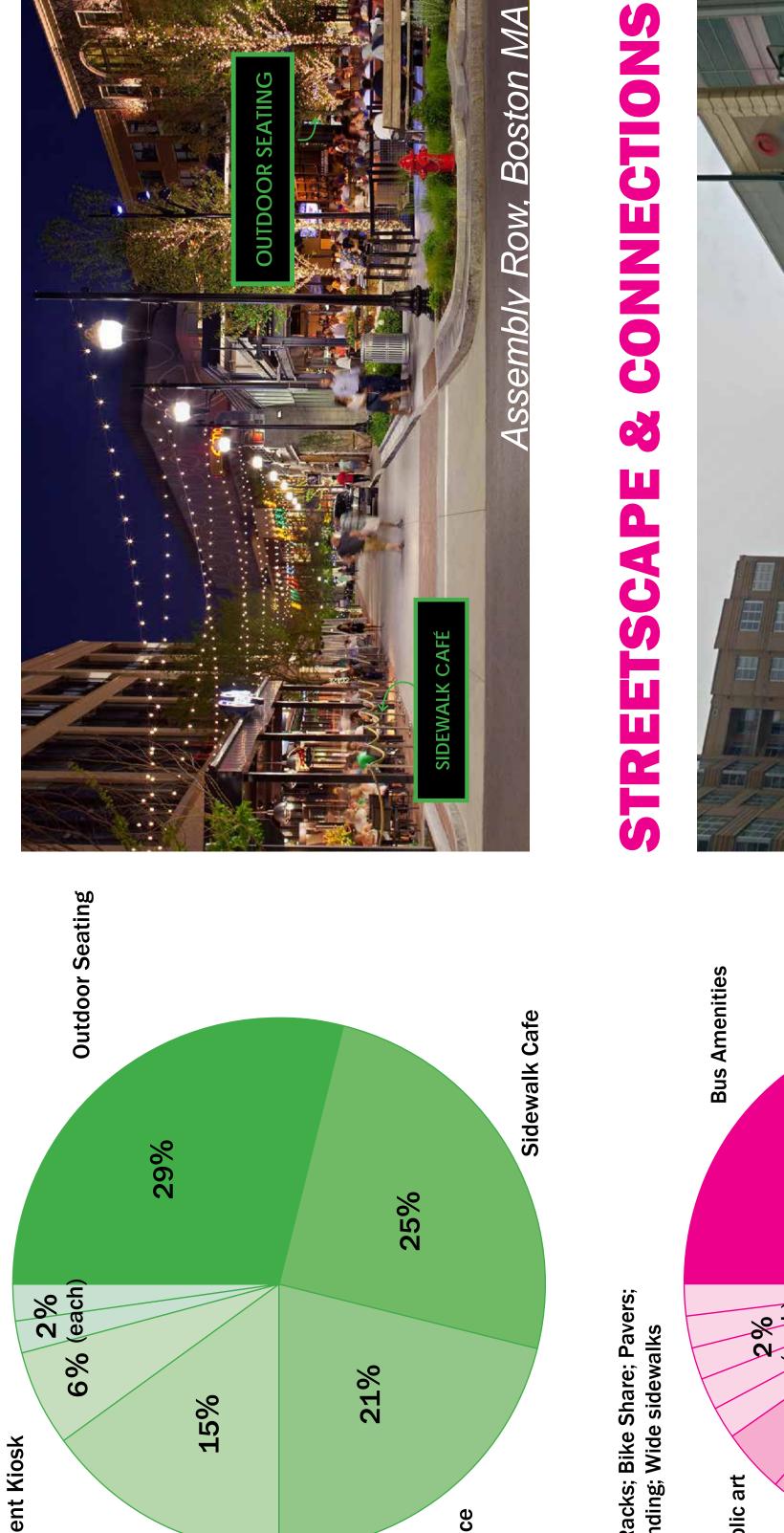
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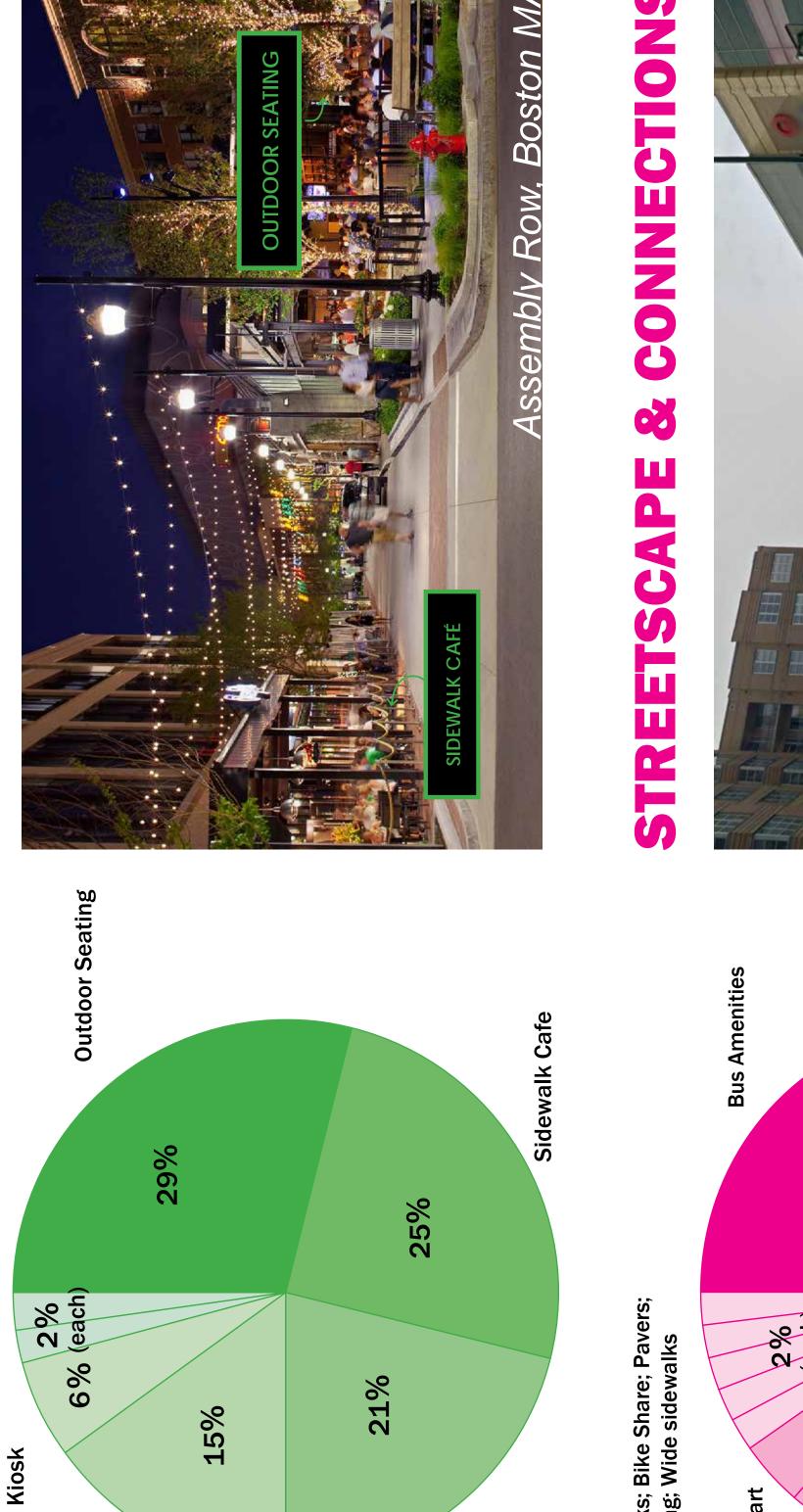


MIXED USE BUILD



Inion Station







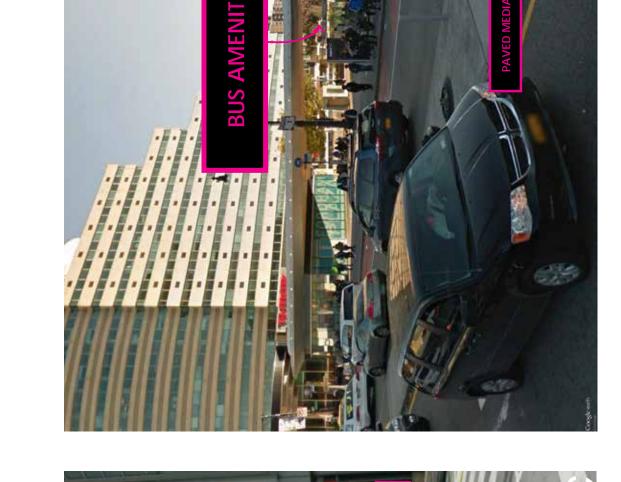
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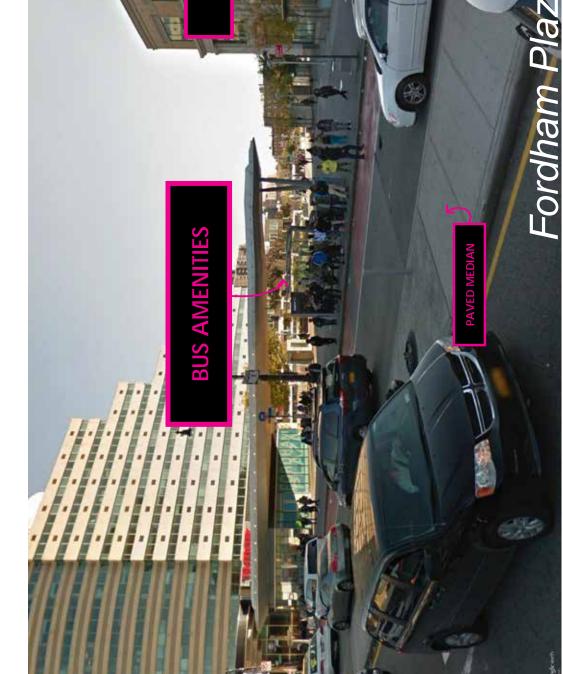
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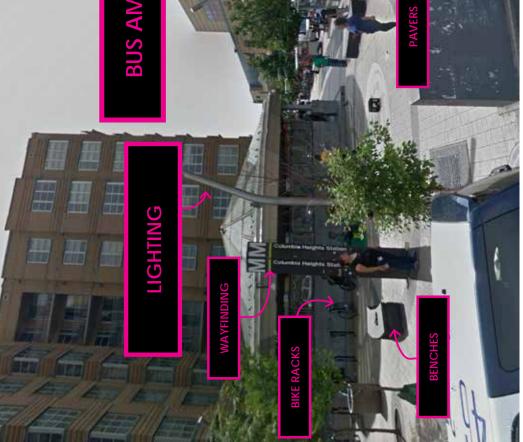
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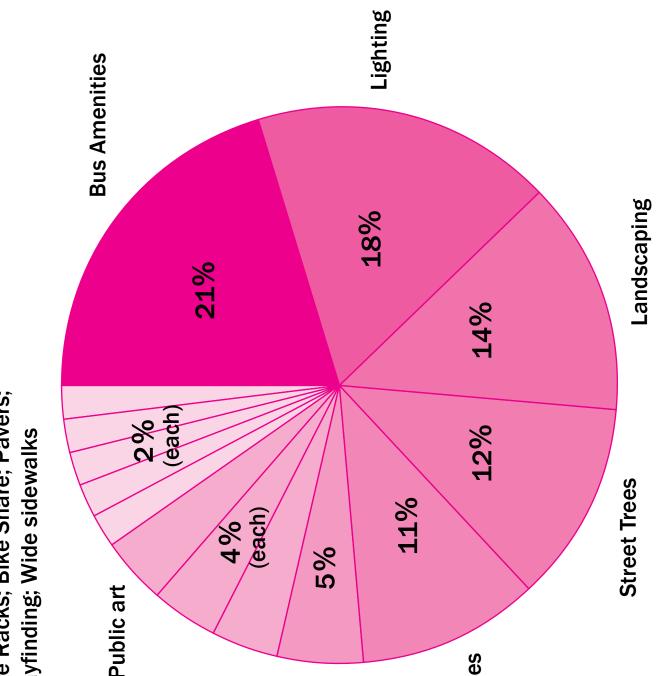
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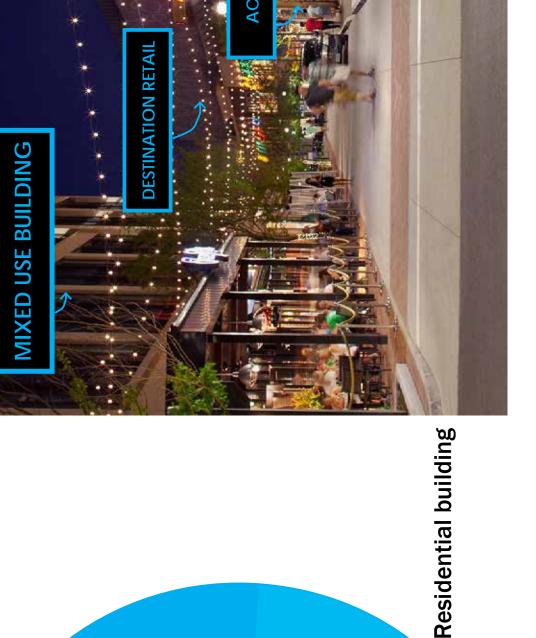








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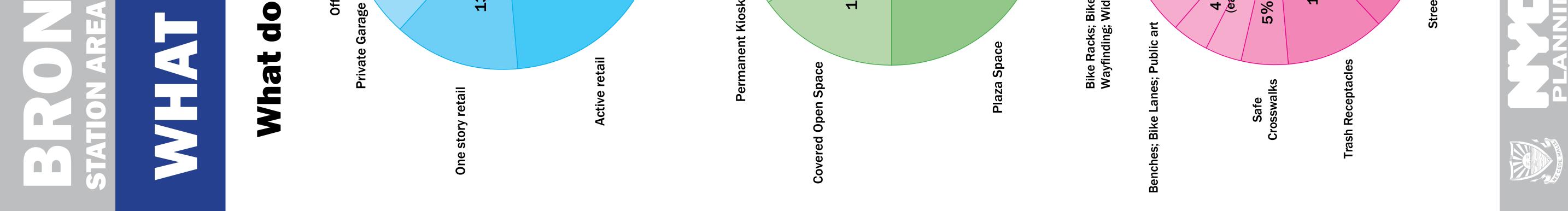
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Space

Bike Racks; Bike Share; Pavers; Wayfinding; Wide sidewalks

Destination Retail

Pop-Up vendor∕ market; Food ca**t**



PARKCHESTER/VAN NEST

VISION PRIORITIES

#1: ENHANCING PEDESTRIAN SAFETY, ESPECIALLY FOR YOUTH AND SENIORS

#2: PROVIDING MORE RETAIL AND DINING OPTIONS

#3: IMPROVING CONNECTIONS BETWEEN NEIGHBORHOODS

#4: BUILDING NEW PLAZAS AND PLACES TO CONGREGATE

#5: MAKING EAST TREMONT AVE A "PLACE"

Should be a gateway to Parkchester

Should be more pedestrian-friendly

Better Connections 77

More food options 77

Safety for seniors should be a priority









RECOMMENDATIONS



BRONX METRO-NORTH

PARKCHESTER/VAN NEST

STATION AREA STUDY: Draft Recommendations

PLACEMAKING & LAND USE

Issue/Opportunity:

Existing land uses and zoning along E Tremont Ave do not support a vibrant, pedestrian-oriented transit corridor necessary for a successful station

Recommendations:

- Develop zoning framework for identified opportunity areas along the E Tremont Ave corridor that:
 - Facilitates mixed-use residential development and supports an active pedestrian-oriented corridor
 - Provides opportunities for local and regional commercial uses, as appropriate
 - Responds to the needs of the surrounding residential neighborhoods and complements existing commercial corridors
 - Promotes active ground-floor uses in any new development to support active street life

Issue/Opportunity:

Shallow lots along north side of E Tremont Ave are difficult to develop, and they are currently used for parking and other auto-related uses that do not create a pedestrian-friendly corridor

Recommendations:

- Explore special zoning rules to promote development of lots to better support a pedestrian-oriented transit corridor, where appropriate
- Identify strategies to activate shallow lots through temporary uses or pilot programs and promote development of shallow lots
- Explore other incentives to support improvements on parking lots and other uses (sidewalks, lighting, e.g.)

Promote active ground-floor uses in any new development to support active street life

Identify strategies to activate shallow lots through temporary uses or pilot programs and promote development of shallow lots

STATION

Explore other incentives to support improvements on parking lots and other uses (sidewalks, lighting, e.g.)

Mar AV

School

180 St. St Raymond Academy for Gir **Facilitate mixed-use residential** Explore special zoning rules to development and support an active promote development of lots to better pedestrian-oriented corridor support a pedestrian-oriented transit corridor, where appropriate E TREMONT AV **Provide opportunities for local** and regional commercial uses, as appropriate Ensure land use responds to the needs of the surrounding residential neighborhoods and complements existing commercial corridors CROSS BRONX EXPRESSWAY St Helena School Castle Hill Ave nx Charter School for Excellence Parkchester Librar



Parkchest



* All recommendations are exploratory and do not represent capital commitments but rather are meant to serve as a point of reference when evaluating future needs

PARKCHESTER/VAN NEST

STATION AREA AND ACCESS

<u>Issue/Opportunity:</u>

A successful station must interface and connect properly with surrounding neighborhoods, but the station area is currently bordered by private property only

Recommendations:

- Identify and implement best practices for station connection/interface to both Parkchester and Van Nest communities including:
 - Signage (to communities and transit connections)
 - Countdown technology for coming trains and buses
 - Lighting and safety
- Identify alternative scenarios for preferred station landing and access
- Work with MTA on station and station interface design to support good connections to neighborhoods

<u>Issue/Opportunity:</u>

3

Passengers accessing the station and those waiting for arriving passengers should have spaces in which to wait and relax

Recommendations:

- Explore opportunities for entry plaza along E Tremont Ave that would allow for passengers to relax before boarding trains or to wait for arriving passengers
- Explore opportunities to work with property owners to enhance experience for those using the station via the inclusion of public space and/or passenger-serving retail

E TREMONT AV

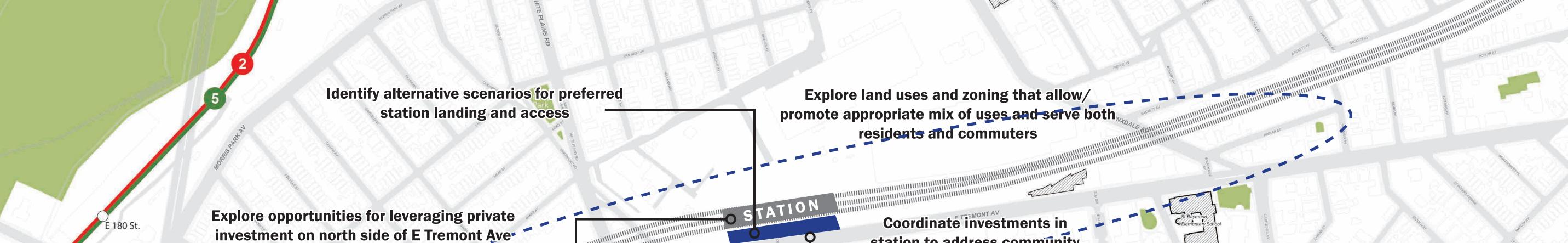
CROSS BRONX EXPRESSWAY

<u>Issue/Opportunity:</u>

Station/station area amenities and surrounding uses should meet both commuter and local needs and desires

Recommendations:

- Explore land uses and zoning that allow/promote appropriate mix of uses and serve both residents and commuters
- Coordinate investments in station to address community safety and comfort concerns



to enhance experience for those using the station via the inclusion of public space and or passenger-serving retail station to address community safety and comfort concerns

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Work with MTA on station and station interface design to support good connections to neighborhoods Explore opportunities for entry plaza along E Tremont Ave that would allow for passengers to relax before boarding trains or to wait for arriving passengers



Parkchest



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Castle Hill Ave

School

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PARKCHESTER/VAN NEST

PARKS & OPEN SPACE

<u>Issue/Opportunity:</u>

Limited public open space in immediate station area

Recommendations:

- Explore opportunities to create open space (whether public or private) along shallow lots near station ac-
- cess, including on site in front of proposed station area
- Identify opportunities for improving links to existing public spaces, such as adequate sidewalks and lighting, expanded bike network, signage and wayfinding
- Identify opportunities to work with Parkchester to improve connections to parks and open spaces within the Parkchester development

<u>Issue/Opportunity:</u>

Desire for public art and for places for people to interact in the neighborhood

Recommendations:

• Explore opportunities to include art along E Tremont Ave and near station area

- Explore opportunities to include art in public spaces
- Explore creation of station entry plaza, including appropriate art, seating, lighting, and amenities, to attract a variety of users

<u>Issue/Opportunity:</u>

Some residents would like the public realm along E Tremont Ave to more closely resemble that found within Parkchester

Recommendations:

- Consider development of urban design guidelines for strategic sites, including shallow lots along rail line
- Explore opportunities for improved conditions within roadway







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PARKCHESTER/VAN NEST

CIRCULATION & MOBILITY: Vehicular Access

<u>Issue/Opportunity:</u>

E Tremont Ave and other major corridors are busy and designed mainly for through car and truck traffic, bu traffic circulation patterns will need to meet the needs of a growing transit corridor

Recommendations:

- Analyze traffic circulation to identify interventions needed to prepare for station and growth
- To address current safety and circulation needs, adjust signal timing, including potential changes to both vehicular and pedestrian signal phases
- Explore enforcement strategies for double parking with Community Boards and NYPD 43rd and 49th precincts
- Work with private developers along E Tremont Ave to design appropriate vehicular access that takes into account the station and E Tremont Ave circulation

<u>Issue/Opportunity:</u>

Sidewalks along the north side of E Tremont Ave are obstructed due to spillover from auto shops onto street

Recommendations:

Issue/Opportunity:

Need to address vehicular circulation around the future station

Recommendations:

- Identify options for safe and efficient drop-off and pick-up within the station area
- Develop options for preferred vehicular circulation to and from station based upon station design and future growth

• Work with partner agencies and local businesses to increase enforcement and better understand space needs

Issue/Opportunity:

Parking needs will grow with a new station and as development occurs

Recommendations:

80 St.

E TREMONT AV

CROSS BRONX EXPRESSWA

- Require appropriate parking in private developments through zoning
- Ensure alternative ways of accessing the station are fully supported and encouraged (create attractive and safe sidewalks and crossings, develop robust bus connections and bike network, accommodate easy and safe pick-ups and drops-offs in the station area, etc.)
- Make the most of on-street parking by assessing and reconfiguring street parking and changes to metering, pricing, or no-standing zones, as appropriate
- Explore opportunities to improve and increase the capacity of existing private parking garages and surface lots

Analyze traffic circulation to identify interventions needed to prepare for station and growth

STATION

Work with partner agencies and local businesses to increase automotive parking enforcement and better understand space needs

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Develop options for preferred vehicular circulation to and from station based upon station design and future growth

To address current safety and circulation needs, adjust signal timing, including potential changes to both vehicular and pedestrian signal phases Explore enforcement strategies for double parking with Community Boards and NYPD 43rd and 49th precincts

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Parkchest



* All recommendations are exploratory and do not represent capital commitments but rather are meant to serve as a point of reference when evaluating future needs

Castle Hill Ave

** All potential improvements part of mitigation measures to be explored as part of CEQR

St Helena School

PARKCHESTER/VAN NEST

CIRCULATION & MOBILITY: Pedestrian and Bicylce Access

<u>Issue/Opportunity:</u>

Need stronger coordinated connections among existing transit service, including buses and ferry, the station area, and local/regional amenities

Recommendations:

- Work with Parkchester to understand major pedestrian routes through community and opportunities to shift focus to E Tremont Ave
- Improve wayfinding and signage in and around neighborhood to get to and from station (WalkNYC, etc.)
- Explore potential improvements to bus connections and stops (including ferry, proposed SBS service, subway connections, ride-share drop-off, bike share, etc.)
- Assess sidewalks, crossings, and lighting along major access routes
- Strengthen links and wayfinding to places like zoo, train stations, retail corridors, ferry, etc.

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 the Van Nest neighborhood

Issue/Opportunity:

Bike network does not connect to future station area on E Tremont Ave. Lack of existing network on White Plains Rd, Unionport, and Bronxdale forces cyclists to drive within regular traffic lanes

Recommendations:

• Identify opportunities for improved bicycle infrastructure along key corridors and connecting to station area

Issue/Opportunity:

E Tremont Ave has traditionally served as the back door to both the Parkchester and Van Nest communities, which is reflected in its character. Today many find E Tremont Ave to be unattractive, unsafe and difficult to navigate. As new rail service attracts many more pedestrians to and from the area, the pedestrian environment along E Tremont Ave must be improved to support a successful station

Recommendations:

Identify place-making interventions to support revitalization of corridor including using key sites at Unionport/
 White Plains Road and the Parkchester garages as a gateway to the corridor

Recommendations:

- Work with MTA and property owners to explore opportunities for easements or zoning rules, for example, to improve access to station
- Work with Con Ed to understand site needs and develop recommendations for long-term connections around the Con Ed site and adjacent properties

3

<u>Issue/Opportunity:</u>

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

Recommendations:

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

- Propose a suite of strategies that will create a pedestrian-oriented corridor along E Tremont Ave, including:
 - Ensure improved sidewalks on north side of E Tremont Ave
 - Limit pedestrian/automotive use conflicts
 - Create bus amenities and generally improve conditions at stops
 - Explore additional access points from E Tremont Ave into Parkchester
 - Increase pedestrian/cyclist safety by implementing standard DOT improvements (leading intervals, crosswalks, pedestrian signals, high visibility crosswalks, etc.)

Issue/Opportunity:

Bronxdale bridge underpass is currently not well lit and is perceived as unsafe by residents

Recommendations:

- Work with MTA to identify opportunities for improvements as part of planned bridge reconstruction
- Explore other public realm improvements to create the perception of a safer environment, including street trees, lighting, cleanup/beautification of area under bridge, etc.

Propose a suite of strategies that

corridor along E Tremont Ave

will create a pedestrian-oriented with for a

St Helena School

Strengthen links and wayfinding to places like sources zoo, train stations, retail corridors, ferry, etc.

E TREMONT AT

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

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Castle Hill Ave





* All recommendations are exploratory and do not represent capital commitments but rather are meant to serve as a point of reference when evaluating future needs

STATION AREA STUDY: Draft Recommendations

PARKCHESTER/VAN NEST

HOUSING

Issue/Opportunity:

Need for housing options for a wide range of incomes

Recommendations:

- Rezone opportunity areas to permit housing and require affordable housing through Mandatory Inclusionary
 - Housing program
- Ensure new housing options meet local needs and serve a wide range of income, including new affordable
 - housing and senior housing

Issue/Opportunity:

Need for more affordable housing and a wider range of options that provide flexibility to households to stay in the neighborhood as they grow and age

Recommendations:

- Explore barriers to aging in place in community
- Create a walkable and accessible community for all by applying universal design standards to streets and station area and by encouraging private parties to participate
- Explore opportunities for working with Parkchester management to improve conditions, especially regard-

Issue/Opportunity:

There is a unique existing affordable housing stock that needs to be preserved as service begins and the area continues to grow

Recommendations:

- Work with Parkchester owners to support preservation of existing affordable housing
- Host local tenant resource fairs and use other ways to provide information to residents about tenants' rights, legal services, rental assitance programs, etc.

- ing accessibility Explore barriers to aging in place in community
- Explore opportunities for preservation of existing affordable units
- Explore homeownership opportunities like HPD's Open Door program in new affordable housing in the area
- Mandatory Inclusionary Housing will be applied to any rezoned area and will require a portion of housing is affordable

Issue/Opportunity:

Need for more information regarding homeownerhsip opportunities

Recommendations:

- Implement HPD programs targeted at homeowners
- Hold homeowner resource fair

COMMUNITY RESOURCES

Issue/Opportunity:

Understand vulnerable populations living in station area who may be at risk of displacement

Recommendations:

- Work with City agencies to share information about available city resources including:
 - Tenant rights
 - Legal services

Issue/Opportunity:

While the area around the proposed station has a rich and varied history, little of this is memorialized throughout the community

Recommendations:

- Work with local community organizations to identify opportunities for historical markers, murals, or public art elements that pay homage to the area's history

Issue/Opportunity:

The area has strong and growing immigrant communities, such as the Bengali community, Spanish-speaking communities, and others

Recommendations:

- Work with MOIA to understand specific needs of different populations and share information on programs meeting those needs
- Identify nonprofits serving immigrant communities and engage with MOIA

Issue/Opportunity:

Lack of healthy food options in area

Recommendations:

- Work with business improvement districts and other retail corridors to promote provision of healthy dining choices by member restaurants
- Work with the Department of Health to discuss application and communication of existing programs aimed at addressing shortfall
- Ensure any zoning changes allow grocery stores and super markets

- Incorporate area's history into parks and public spaces as opportunities arise, including any public space created near the station
- Incorporate area's history into area wayfinding as opportunities arise

Issue/Opportunity:

3

Additional growth may create additional demand for schools, police and fire service, and other basic services.

Recommendations:

- Conduct environmental review per city standards to analyze potential impacts of proposed land use changes on community, including analysis of community facilities, services, parks, transportation
- Perform analysis of existing and potential school needs. Work with SCA to meet needs
- Work with NYPD and FDNY to understand existing facilities and impacts of growth on service provision



* All recommendations are exploratory and do not represent capital commitments but rather are meant to serve as a point of reference when evaluating future needs

PARKCHESTER/VAN NEST

JOBS & ECONOMIC DEVELOPMENT

Issue/Opportunity:

Parkchester is a dense and stable residential community, but is not necessarily connected to the major jobs center at Morris Park or surrounding commercial areas

Recommendations:

- As part of jobs plan, identify opportunities to connect Parkchester to Morris Park and other regional job centers and ensure station-area growth is mutually supportive
- Create employment profile of Parkchester residents and identify gaps/needs •

Issue/Opportunity:

Existing commercial corridors should remain unique shopping areas, complementing and supporting future growth

Recommendations:

- Support commercial corridors, such Morris Park, Castle Hill, Metropolitan Ave, Starling, and others
- Develop understanding of business needs and environment
- Retail around future station should complement existing retail

<u>Issue/Opportunity:</u>

3

Bronxites are not always aware, readily qualified for, and/or connected to job opportunities at area institutions

Recommendations:

- Work with Mayor's Office of Workforce Development, the Department of Small Business Services , and New York City Economic Development Corporation to understand opportunities for better connecting Bronxites to jobs
- Bring together local CBO's and institutions to discuss opportunities to improve awareness, training, and job opportunities
- Hold events and/or outreach based on findings to connect the Morris Park job center and Bronxites

•	Consider potential pedestrian improvements along key travel routes between employment centers and com-	ļ
	mercial corridors	
		l
		•

As part of jobs plan, identify opportunities to connect Parkchester to Morris Park and other regional job centers and ensure station-area growth is mutually supportive

Consider potential pedestrian improvements along key travel routes between employment centers and commercial corridors

St Raymond ademy for G **Retail around future station should** complement existing retail E TREMONT AV **Create employment profile of** Parkchester residents and identify gaps/needs Hold events and/or outreach based on findings to connect the Morris Park job center and Bronxites CROSS BRONX EXPRESSWAY Support commercial corridors, such Morris Park, Castle Hill, Metropolitan Ave, Starling, and others Support commercial corridors, such Morris Park, Castle Hill, Metropolitan Ave, Starling, and others St Helena School **Castle Hill Ave** nx Charter School for Excellence Parkchester Librar

STATION





* All recommendations are exploratory and do not represent capital commitments but rather are meant to serve as a point of reference when evaluating future needs

STATION AREA STUDY: Draft Recommendations PLACEMAKING & LAND USE

<u>Issue/Opportunity:</u>

Existing zoning and land use around proposed station do not support transit-oriented developm

Recommendations:

- Explore zoning changes including special rules to support a mix of uses and densities around the station
- Focus new development and density close to proposed station and along key corridors such as Eastchester Road, Basset Ave, and Stillwell Ave
- Create welcoming neighborhood-oriented open space around future station entrance
- Promote a range of housing options and affordability levels
- Promote active ground-floor uses in any new development to support active street life

<u>Issue/Opportunity:</u>

Existing zoning and land use within surrounding neighborhood do not support growth of key ins

Recommendations:

- Explore zoning changes that would help sustain growth of educational, health, and life-scier
- Understand special needs of surrounding institutional uses
- Explore special zoning rules to increase feasibility of transit-oriented uses on lots around fu

<u>Issue/Opportunity:</u>

Shallow lots along Bassett Avenue are difficult to develop

Recommendations:

- Identify strategies to activate shallow lots through temporary uses or pilot programs and pro
- Explore possibility of instituting special zoning rules to increase feasibility of lots for station

<u>Issue/Opportunity:</u>

Neighborhood lacks a "center" or sense of place

Recommendations:

- Create a central place focused on the station with greater density and height, active and million
- Continue to work with ESD to ensure Bronx Psych redevelopment is reflective of needs of sure (TOD) design
- Redevelopment should provide uses that complement and support the neighborhood's grow
- Redevelopment should help to connect the neighborhood together by providing connection

5

3

Issue/Opportunity:

Redevelopment of former Bronx Psych property requires provides an opportunity to design an site that takes advantage of and supports new rail service and station

Recommendations:

- Work with Empire State Development and development team to ensure site redevelopment porates transit-oriented design principles
- Redevelopment should provide a range of uses that complements and supports the neighborhood's growth





stitutions and employers
ence sectors
uture station
omote development of shallow lots
n-oriented uses
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vived uses a public space, and identity
nixed uses, a public space, and identity ourrounding area and also transit-oriented development
owth
ns to the east and west as well as north and south
、
attractive well-connected, pedestrian-friendly
it reflects needs of surrounding area and incor-

<u>lssue/Opportunity:</u>

The needs of light industrial, auto, and other uses along the corridor must be considered as part of land use recommendations.

Recommendations:

businesses

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• Develop understanding of business needs and environment and understand how existing city programs can support the needs of these

BRONX VERO-NORTH **STATION AREA STUDY: Draft Recommendations** PLACEMAKING & LAND USE

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Promote active ground-floor

uses in any new development

to support active street life

Promote a range of housing options and affordability levels

Explore possibility of instituting special zoning rules to increase feasibility of shallow lots for transit. oriented uses

> Identify strategies to activate shallow lots through temporary uses or b pilot programs and promote development of shallow lots

Explore zoning changes that would help sustain growth of educational, health, and life-science sectors

Create a central place focused on the station with greater density and height, active and mixed uses, a public space, and identity

Understand special needs of surrounding institutional

uses

Explore special zoning rules to increase feasibility of station-oriented uses on lots around future station

MORRIS PARK AV

Create welcoming neighborhood-oriented open space around future station entrance

> **Redevelopment should** help to connect the neighborhood together by providing connections to the east and west as well as north and south

Focus new development and density close to proposed station and along key corridors such as Eastchester Rd, Basset Ave, and Stillwell Ave

WATERS PL

*All recommendations are exploratory and do not represent capital commitments but rather are meant to serve as a point of reference when evaluating future needs





NEW YORK CIT

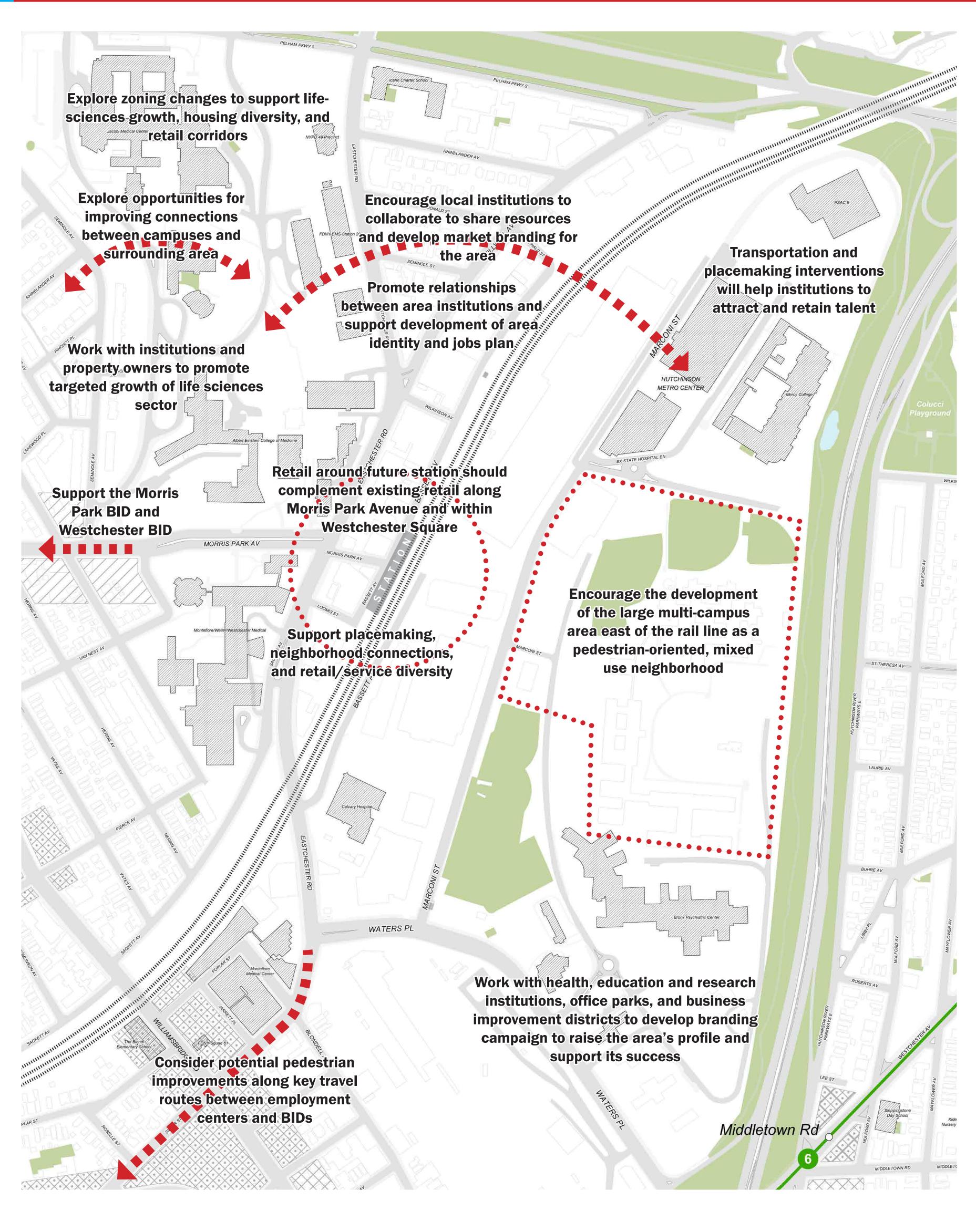
Redevelopment should provide uses that complement and support the neighborhood's growth

Continue to work with ESD to ensure Bronx Psych redevelopment is reflective of needs of surrounding area and also transit-oriented development (TOD) design

Bronx Psychiatric Cent

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JOBS & ECONOMIC DEVELOPMENT



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* All recommendations are exploratory and do not represent capital commitments but rather are meant to serve as a point of reference when evaluating future needs

STATION AREA STUDY: Draft Recommendations JOBS & ECONOMIC DEVELOPMENT

<u>Issue/Opportunity:</u>

Recommendations:

- Work with Mayor's Office of Workforce Development, the Department of Small Business Ser ment Corporation to understand opportunities for better connecting Bronxites to jobs
- Bring together local community-based organizations and institutions to discuss opportunitie portunities
- Hold events and/or outreach based on findings to connect the Morris Park job center and B

Issue/Opportunity:

Recommendations:

- Develop a "jobs plan" that:
 - Identifies the area's strength and weaknesses
 - Connects residents with existing and future jobs
- Identify capacity for economic growth to inform land actions and prioritize investments

Issue/Opportunity:

3

Recommendations:

- Support placemaking, neighborhood connections, and retail/service diversity
- Explore opportunities for improving connections between campuses and surrounding area
- Encourage the development of the large multi-campus area east of the rail line as a pedest
- Promote relationships between area institutions and support development of area identity a

Issue/Opportunity:

Recommendations:

- Explore improvements to bus and shuttle routes
- Consider pedestrian improvements along key travel routes between employment centers an





<u>Issue/Opportunity:</u>	Issue/Opportunity: The Morris Park area is well positive
Bronxites are not always aware, readily qualified for, and/or connected to job opportunities at area institutions	town Manhattan to New Haven, but this a reality.
Recommendations:	
 Work with Mayor's Office of Workforce Development, the Department of Small Business Services, and New York City Economic Development Corporation to understand opportunities for better connecting Bronxites to jobs Bring together local community-based organizations and institutions to discuss opportunities to improve awareness, training, and job opportunities Hold events and/or outreach based on findings to connect the Morris Park job center and Bronxites 	 Recommendations: Work with institutions and prop Explore zoning changes to supp Transportation and placemaking
Issue/Opportunity:	Issue/Opportunity: Existing commercial corridors sho
Morris Park has developed into a regional economic engine and job center but lacks cohesion and recognition	
 Recommendations: Develop a "jobs plan" that: Identifies the area's strength and weaknesses Connects residents with existing and future jobs Identify capacity for economic growth to inform land actions and prioritize investments 	 Recommendations: Support the Morris Park BID ar Retail around future station sho Understand streetscape and possible
Encourage local institutions to collaborate to share resources and develop market branding for the area Issue/Opportunity:	8 Issue/Opportunity: Despite having thousands of employment cen
Lack of good transit connections, lack of sense of place, and limited diversity of housing and retail/services makes it difficult to attract and retain employees	• Work with health, education ar
Recommendations:	raise the area's profile and sup
 Support placemaking, neighborhood connections, and retail/service diversity Explore opportunities for improving connections between campuses and surrounding area Encourage the development of the large multi-campus area east of the rail line as a pedestrian-oriented, mixed use neighborhood Promote relationships between area institutions and support development of area identity and jobs plan 	
<u>Issue/Opportunity:</u>	
Difficult and time consuming to go from local shopping areas, such as Morris Park, to the area institutions and Hutchinson Metro Center	
Recommendations:	
 Explore improvements to bus and shuttle routes Consider pedestrian improvements along key travel routes between employment centers and BIDs 	
	- * -

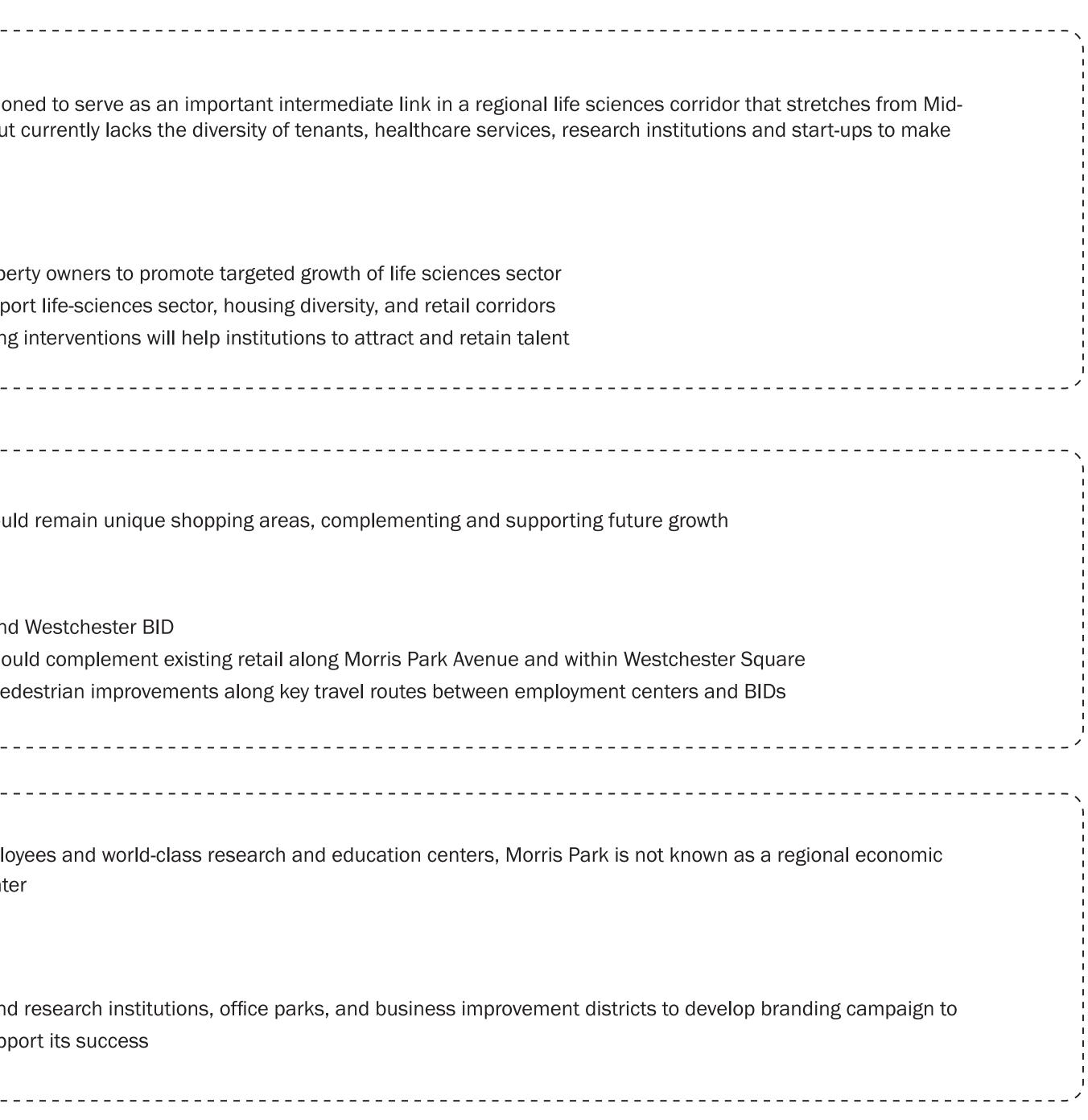
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tioned to serve as an important intermediate link in a regional life sciences corridor that stretches from Midout currently lacks the diversity of tenants, healthcare services, research institutions and start-ups to make

perty owners to promote targeted growth of life sciences sector port life-sciences sector, housing diversity, and retail corridors ng interventions will help institutions to attract and retain talent ould remain unique shopping areas, complementing and supporting future growth nd Westchester BID nould complement existing retail along Morris Park Avenue and within Westchester Square bedestrian improvements along key travel routes between employment centers and BIDs ______

ployees and world-class research and education centers, Morris Park is not known as a regional economic

nd research institutions, office parks, and business improvement districts to develop branding campaign to oport its success



BRONX METRO-NORTH **STATION AREA STUDY: Draft Recommendations CIRCULATION & MOBILITY: Pedestrian and Bicycle Access**

<u>Issue/Opportunity:</u>

Poor pedestrian connections along Bassett Avenue, between campuses, and around station area make it difficult to move between campuses and retail corridors

Recommendations:

- Address circulation and safety needs between institutions, neighborhoods, and future station
- Promote pedestrian safety and comfort along key corridors
- Improve the built portion of Bassett Avenue around station to the standards of an active pedestrian street so that it is safe, welcoming, and connected to the new station
- As development occurs, ensure unbuilt portion of Bassett Avenue between McDonald Street and Pelham Parkway is built out in line with standards for both pedestrian and vehicular access
- Promote Morris Park Avenue as a key gateway to the community and station with new open space, signage, and other streetscape improvements

Issue/Opportunity:

Poor pedestrian and bike connections in Morris Park east and west of the rail line and between institutions make it difficult to move between campuses and retail corridors

Recommendations:

- Work with institutions to improve conditions and connections between campuses
- Explore opportunities for improving street conditions with a focus on pedestrian safety and comfort
- Identify options for connecting city streets to station area, including the possibility of mapping new streets

Issue/Opportunity:

Local portion of the Hutchinson River Greenway is difficult to access and entrances are poorly marked

Recommendations:

- Explore opportunities for improving access to Greenway, including inclusion of new connections through large redevelopment projects on former Bronx Psych property
- Improve wayfinding to direct users to greenway access points

Issue/Opportunity:

Area surrounding station area contains a complex array of institutional campuses, as well as a number of community resources

Recommendations:

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











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As development occurs, ensure unbuilt portion of Bassett Avenue between **McDonald Street and Pelham Parkway is** built out in line with standards for both pedestrian and vehicular access

Promote pedestrian safety and comfort along key corridors

Identify options for connecting city streets to station area, including the possibility of mapping new streets

Explore opportunities for improving access to Greenway, including inclusion of new connections through large redevelopment projects on former **Bronx Psych Campus.**

HUTCHINSON

METRO CENTER

Improve wayfinding to

direct users to greenway

access points

Explore opportunities for improving street conditions with a focus on pedestrian safety and comfort

WATERS F

Middletown



BRONX METRO-NORTH **STATION AREA STUDY: Draft Recommendations CIRCULATION & MOBILITY: VEHICULAR ACCESS**

<u>lssue/Opportunity:</u>

Recommendations:

Issue/Opportunity:

Recommendations:

- Explore opportunities to improve access and circulation to Morris Park East to support inst ate the costs, benefits and trade-offs of each, including:
 - Extending connections north to Pelham Parkway
 - Providing additional east/west pedestrian/vehicular passage across rail line,
 - Connecting the local bike network to neighborhoods east of the Hutchinson River Par
 - Creating new connections to the Buhre Avenue subway stop

<u>Issue/Opportunity:</u>

Need to balance need for improved vehicular connections with need for pedestrian safety and streetscape improvements on local street network, including Waters Place and Eastchester Road

Recommendations:

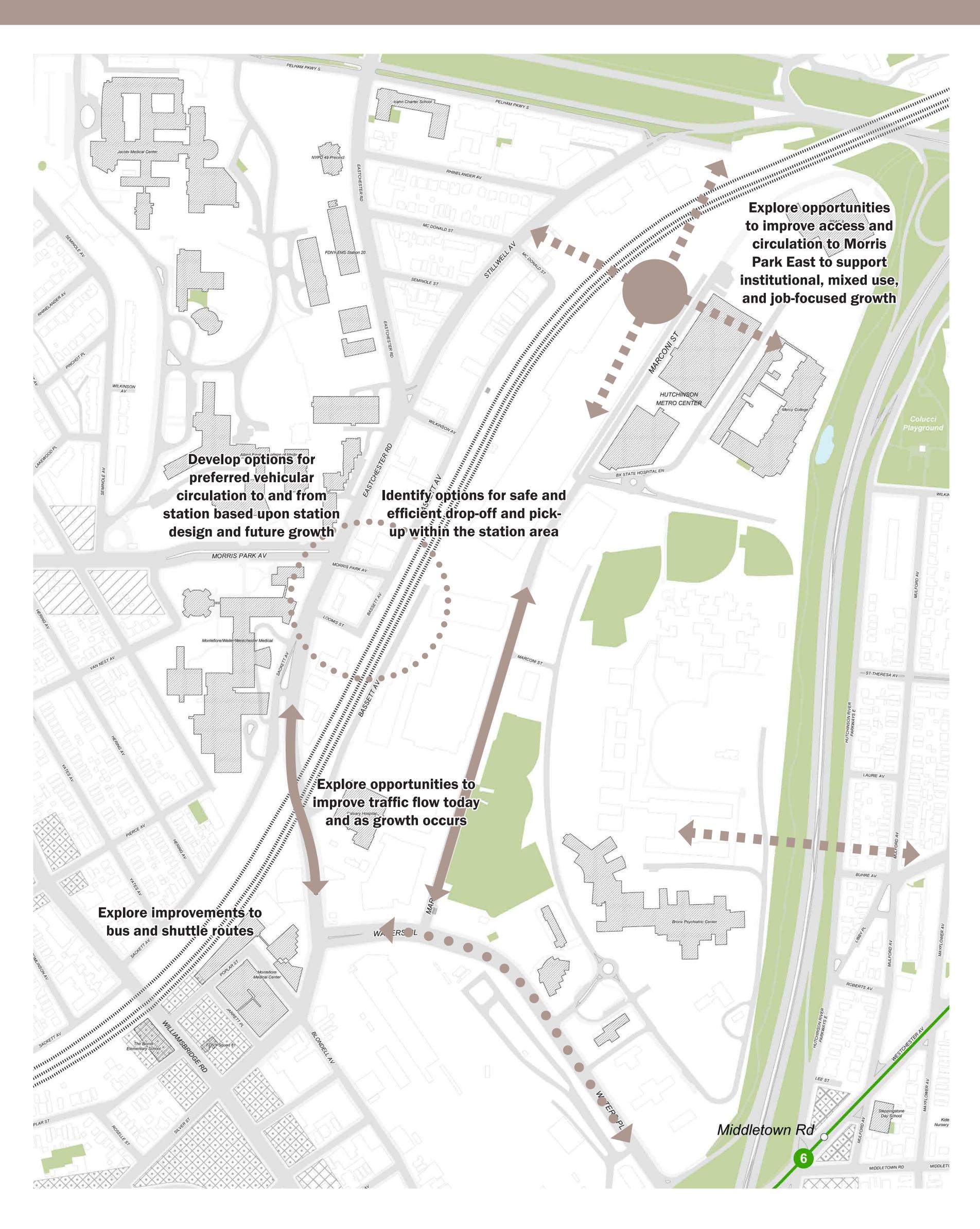
- Explore opportunities to improve traffic flow today and as growth occurs
- Explore improvements to bus and shuttle routes







Issue/Opportunity: Need to address vehicular circulation around the future station		
ecommendations:		
Identify options for safe and efficient drop-off and pick-up within the station area		
Develop options for preferred vehicular circulation to and from station based upon station design and future growth		
ssue/Opportunity:		
mited ways in and out of Morris Park East create significant congestion and limit current and future growth opportunities		
ecommendations:		
Explore opportunities to improve access and circulation to Morris Park East to support institutional, mixed use, and job-focused growth and evalu- ate the costs, benefits and trade-offs of each, including:		
 Extending connections north to Pelham Parkway 		
 Providing additional east/west pedestrian/vehicular passage across rail line, 		
 Connecting the local bike network to neighborhoods east of the Hutchinson River Parkway 		
 Creating new connections to the Buhre Avenue subway stop 		
sue/Opportunity: eed to balance need for improved vehicular connections with need for pedestrian safety and streetscape improvements on local street net-		





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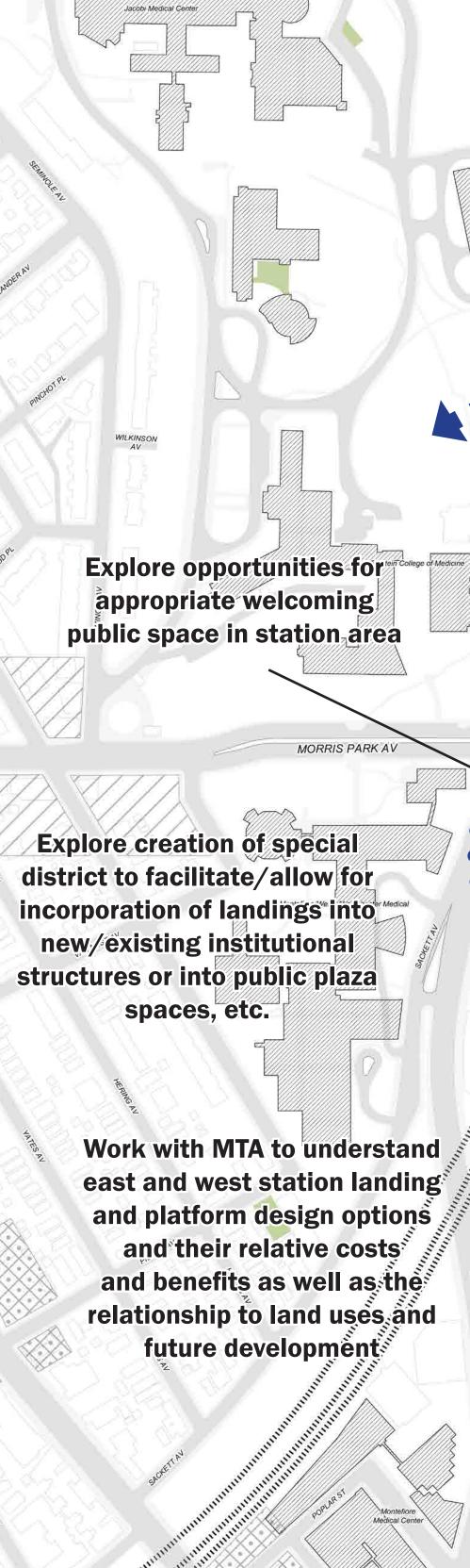
STATION AREA AND ACCESS

<u>Issue/Opp</u>	ortunity:
<i>,</i>	lic land east of station so station access will require coordination with private property owners
Recommer	dations:
	TA to understand east and west station landing and platform design options and their relative costs and benefits as well as the re and uses and future development
•	ortunities for appropriate welcoming public space in station area
Explore lance	use actions and zoning incentives to create station access and public space around station
Issue/Opp Need to coordin	ortunity: Nate with Metro-North on east-west access needs as part of station
• Explore alte	idations:
Explore alte	natives for making east-west crossing a community asset as well as station feature (visibility, wayfinding, ADA, design, etc.)
Explore alteEnsure land	dations: matives for making east-west crossing a community asset as well as station feature (visibility, wayfinding, ADA, design, etc.) ings on east and west sides provide adequate pedestrian connectivity and appropriately connect to open spaces and uses prtunities for leveraging station pedestrian bridge to connect existing neighborhood and future development in Morris Park East a
 Explore alte Ensure land Explore opp West of the 	Idations: Inatives for making east-west crossing a community asset as well as station feature (visibility, wayfinding, ADA, design, etc.) Ings on east and west sides provide adequate pedestrian connectivity and appropriately connect to open spaces and uses portunities for leveraging station pedestrian bridge to connect existing neighborhood and future development in Morris Park East a rail line
 Explore alte Ensure land Explore opposition West of the Issue/Opposition Fully leveraging munity vision	Adations: Inatives for making east-west crossing a community asset as well as station feature (visibility, wayfinding, ADA, design, etc.) ings on east and west sides provide adequate pedestrian connectivity and appropriately connect to open spaces and uses ortunities for leveraging station pedestrian bridge to connect existing neighborhood and future development in Morris Park East a rail line Drtunity: new station may require coordination with area institutions and property owners and may require special incentives to achieve co
 Explore alte Ensure land Explore opposition West of the Issue/Opposition Fully leveraging munity vision Recommentation	Adations: Inatives for making east-west crossing a community asset as well as station feature (visibility, wayfinding, ADA, design, etc.) ings on east and west sides provide adequate pedestrian connectivity and appropriately connect to open spaces and uses ortunities for leveraging station pedestrian bridge to connect existing neighborhood and future development in Morris Park East a rail line Drtunity: new station may require coordination with area institutions and property owners and may require special incentives to achieve co









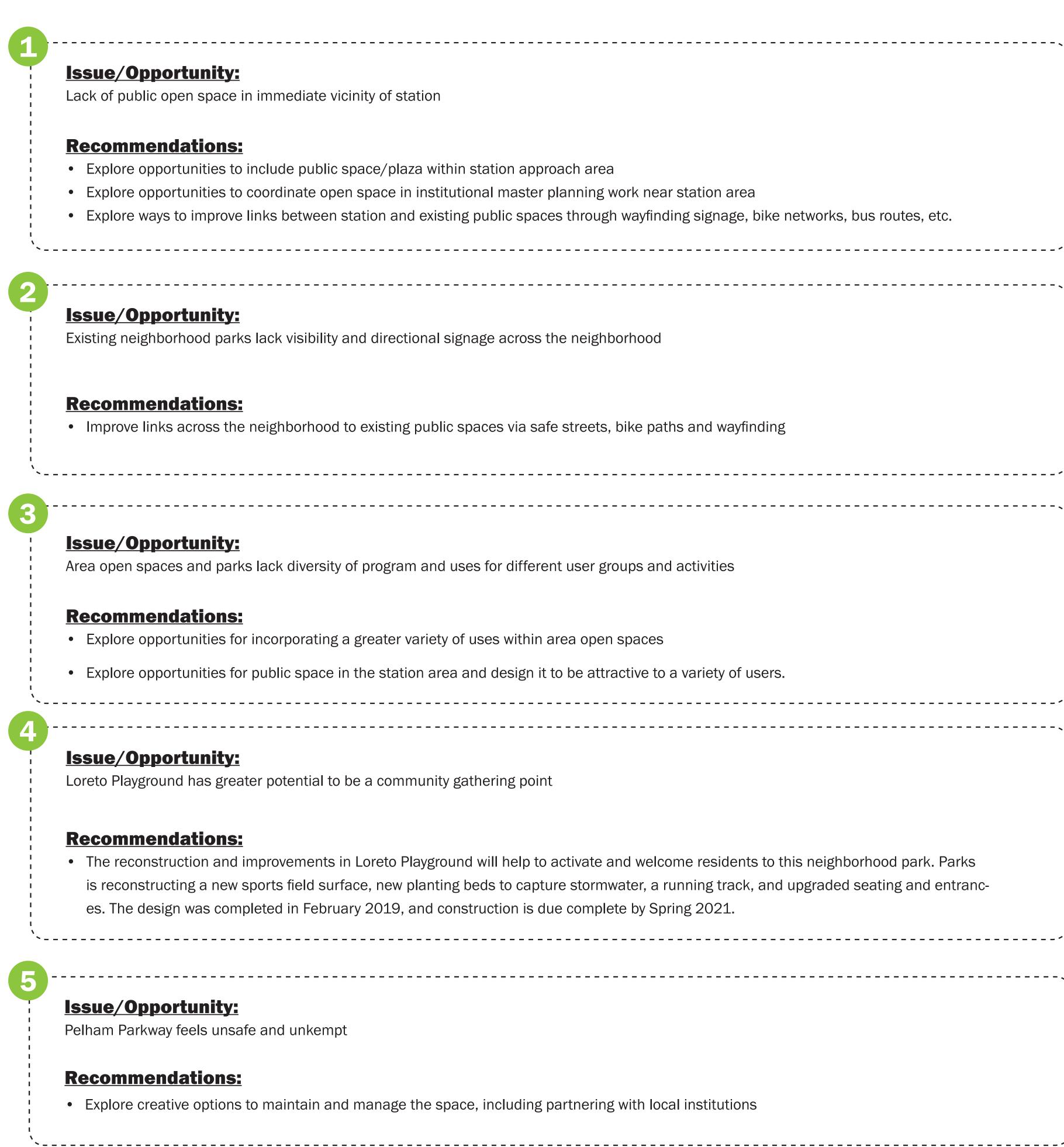
MORRIS PARK

Explore opportunities for leveraging station pedestrian bridge to connect existing neighborhood and future development in Morris Park East and West of the rail line HUTCHINSON METRO CENTER Explore alternatives for making east-west crossing a community asset as well **Ensure landings on east** as station feature and west sides provide adequate pedestrian connectivity and appropriately connect to open spaces and uses **Explore land use actions** and zoning incentives to create station access and public space around station Explore mapping actions to facilitate appropriate station area WATERS PL Middletown R

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PARKS & OPEN SPACE



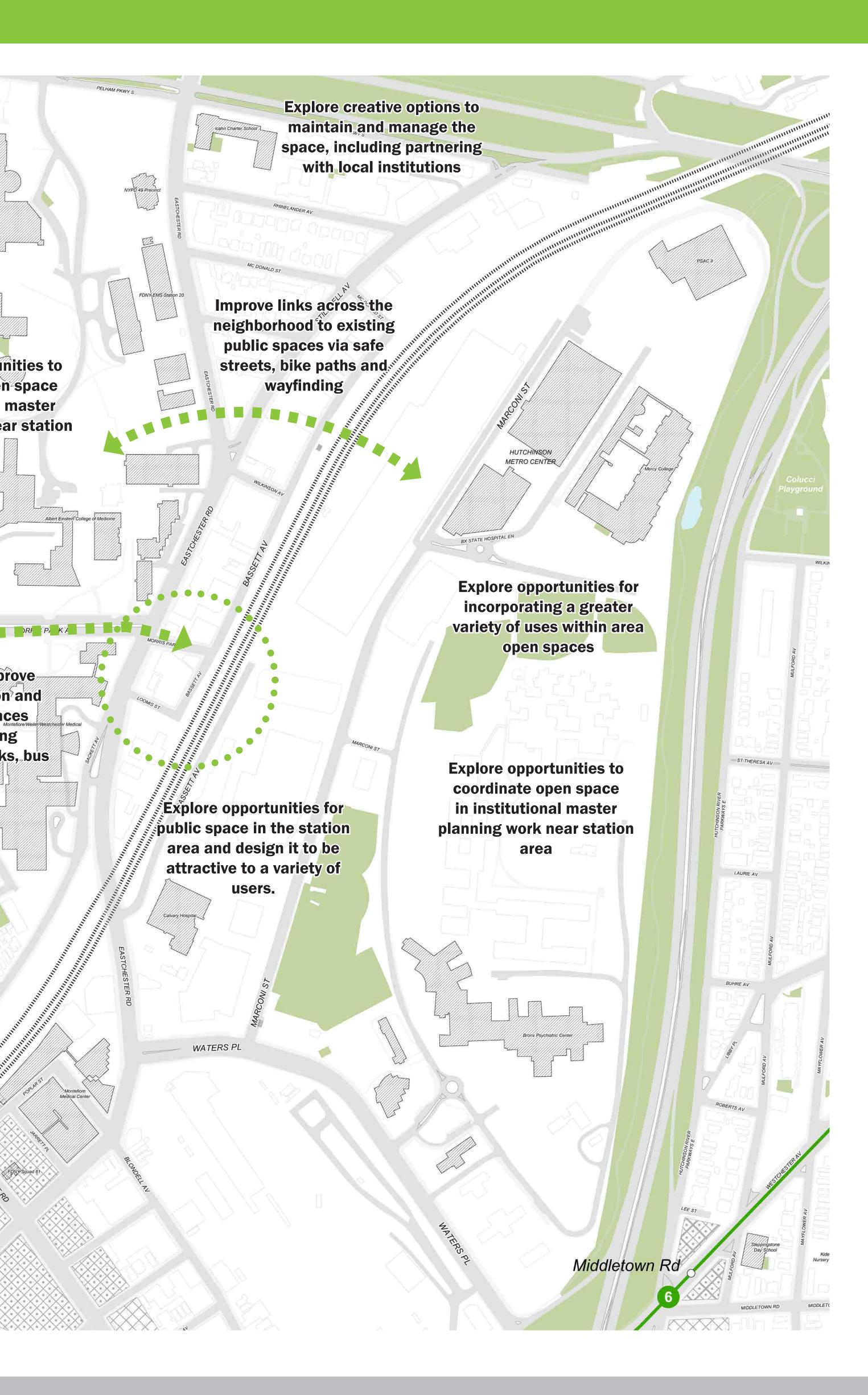




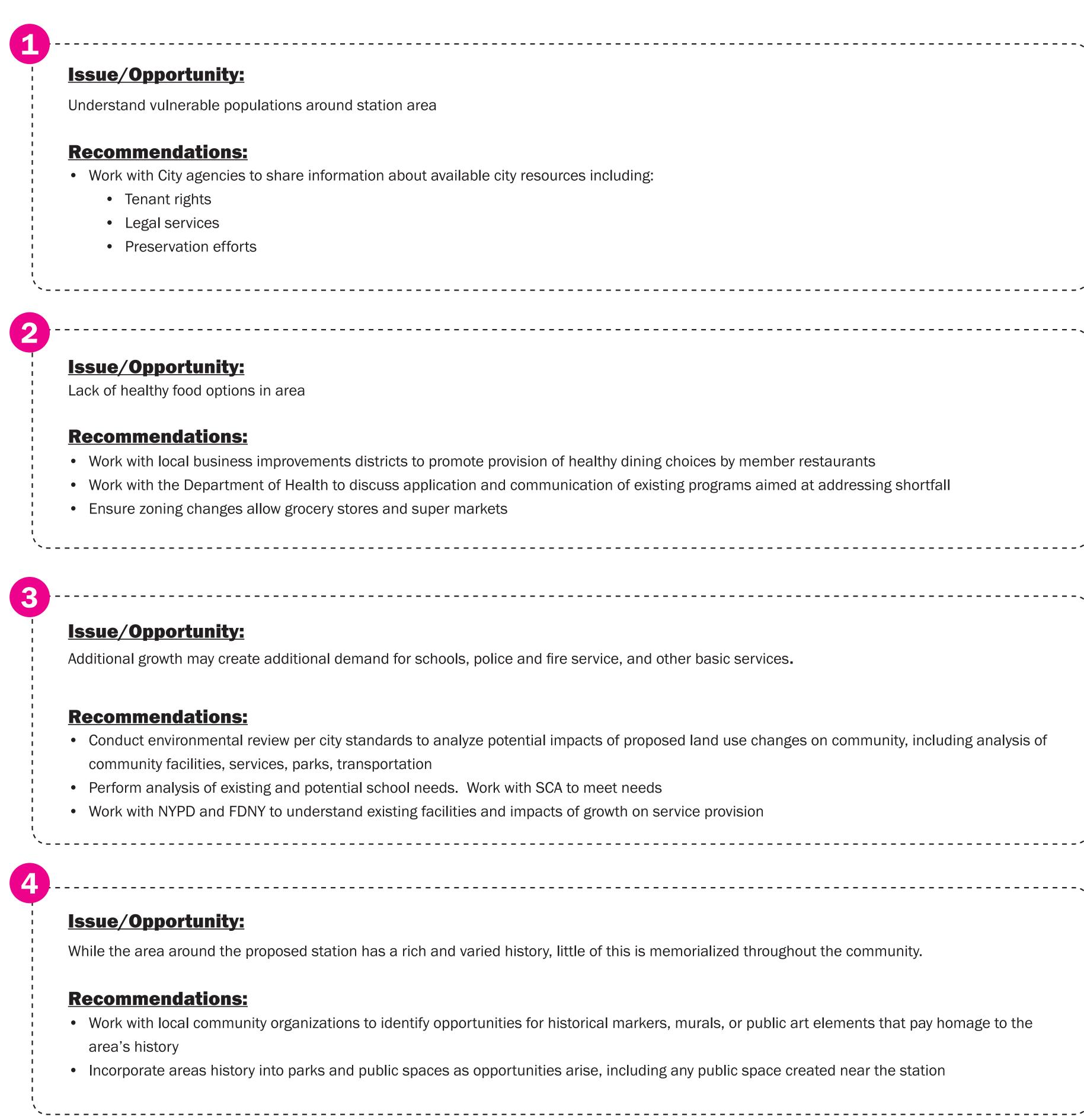
NEW YORK CIT

ar station area	Jacobi Medical Conter
nding signage, bike networks, bus routes, etc.	Rumervoer AV Explore opportur
aths and wayfinding	coordinate oper in institutional planning work nea
nd activities	DARGADOD PL
s o a variety of users.	Explore ways to impl links between station existing public space through wayfindin signage, bike network routes, etc.
come residents to this neighborhood park. Parks running track, and upgraded seating and entranc- pring 2021.	AATES MU AATES MU AAT
ocal institutions	

MORRIS PARK



COMMUNITY RESOURCES







Work with City agencies to share information about • • • available city resources, including tenant rights, legal services, and preservation efforts Perform analysis of existing and potential school needs. Work Work with NYPD and FDNY to with SCA to meet needs understand existing facilities and impacts of growth on service provision Conduct environmental review per city standards to analyze potential impacts of proposed land use changes on community, including analysis of community facilities, services, parks, transportation Work with **BID** to promote provision 📕 📕 of healthy dining Work with the Ensure any zoning changes choices by member **Department of Health** allow grocery stores and restaurants to discuss application **super markets** and communication of existing programs aimed at addressing shortfall Incorporate areas history into parks. Work with local community organizations and public spaces as opportunities to identify opportunities for historical arise, including any public space Calvary Hospit markers, murals, or public art elements created near the station that pay homage to the area's history WATERS PI

MORRIS PARK

Middletown



HOUSING

<u>Issue/Opportunity:</u>

Lack of diverse housing stock and new construction limits options for people to age in place or for young people wishing to live in community Lack of housing limits growth of area institutions **Recommendations:** • Ensure land use changes accommodate a range of housing needs • Promote creation of homeownership opportunities • Explore opportunities for residential development in the station area • Explore opportunities for better connecting Morris Park East and area institutions to existing housing supply • Explore opportunities to leverage new Metro-North service to connect to housing in city and region <u>lssue/Opportunity:</u> Need for more low- and mid-income housing options throughout the neighborhood **Recommendations: Explore land use and zoning** • Explore land use and zoning changes that allow housing for a range of incomes within the immediate vicinity of the station changes that allow housing • Mandatory Inclusionary Housing will be applied to any rezoned area and will require a portion of the housing is affordable for a range of incomes within the immediate vicinity of the station <u>Issue/Opportunity:</u> Need for short-term housing for visitors to local institutions **Recommendations:** • Explore opportunities for changes to land use that would facilitate the construction of commercial hotels and short-term housing to meet the needs of those with family or loved-ones using area medical or hospice care services **Mandatory Inclusionary** Housing will be applied to any rezoned area and will require a portion of the housing is affordable

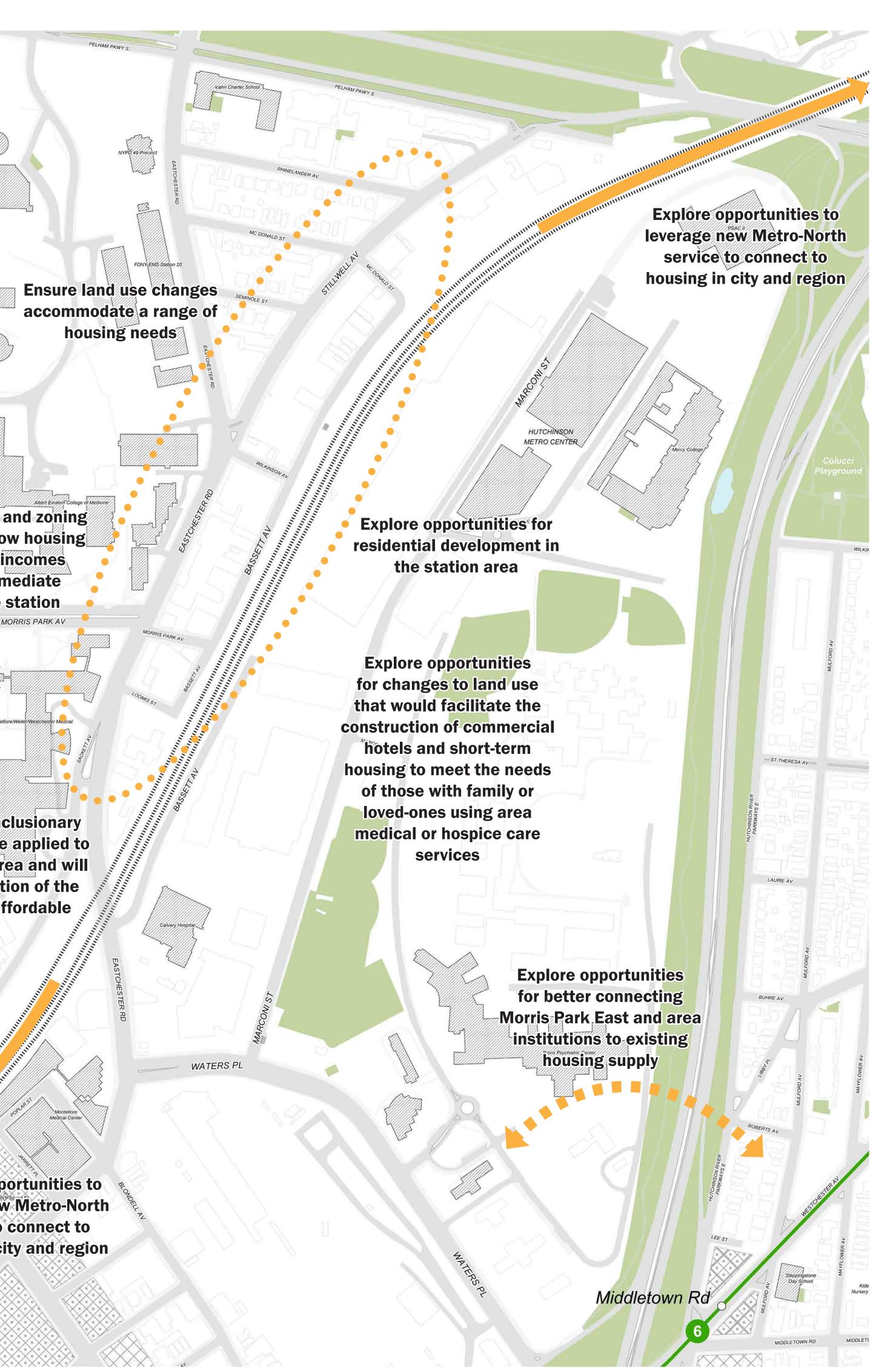






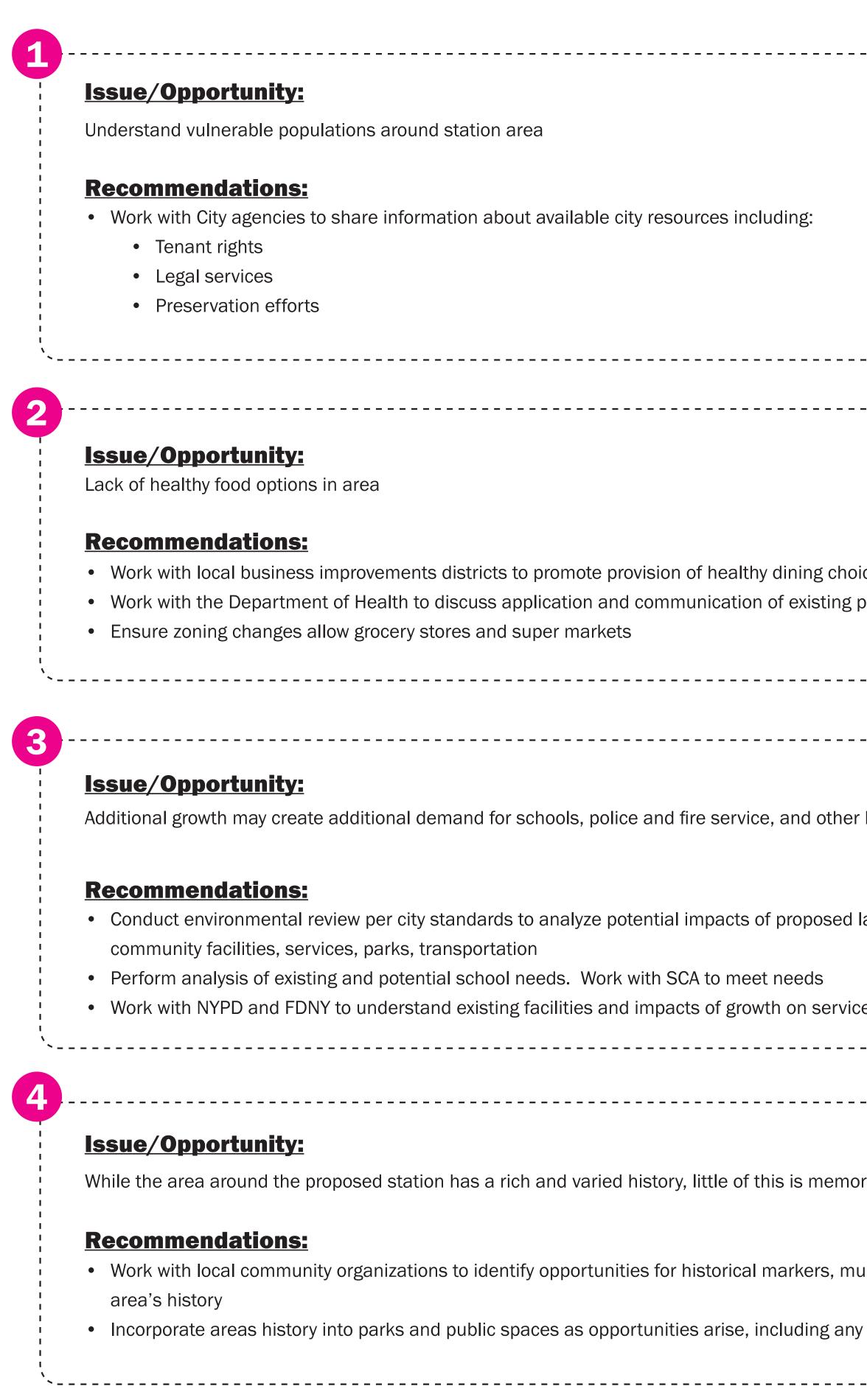
Explore opportunities to leverage new Metro-North service to connect to housing in city and region

MORRIS PARK



STATION AREA STUDY: Draft Recommendations

COMMUNITY RESOURCES









	Issue/Opportunity: Lack of diverse housing stock and new construction limits options for people to age in place or for young people wishing to live in communi Lack of housing limits growth of area institutions
	 Recommendations: Ensure land use changes accommodate a range of housing needs Promote creation of homeownership opportunities Explore opportunities for residential development in the station area Explore opportunities for better connecting Morris Park East and area institutions to existing housing supply Explore opportunities to leverage new Metro-North service to connect to housing in city and region
	2
ces by member restaurants programs aimed at addressing shortfall	 Issue/Opportunity: Need for more low- and mid-income housing options throughout the neighborhood Recommendations: Explore land use and zoning changes that allow housing for a range of incomes within the immediate vicinity of the station Mandatory Inclusionary Housing will be applied to any rezoned area and will require a portion of the housing is affordable
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basic services.	3 Issue/Opportunity: Need for short-term housing for visitors to local institutions
and use changes on community, including analysis of	 Recommendations: Explore opportunities for changes to land use that would facilitate the construction of commercial hotels and short-term housing to meet
e provision	the needs of those with family or loved-ones using area medical or hospice care services
rialized throughout the community.	
Irals, or public art elements that pay homage to the	
public space created near the station	
/	

MORRIS PARK

- ownership opportunities
- esidential development in the station area
- etter connecting Morris Park East and area institutions to existing housing supply
- verage new Metro-North service to connect to housing in city and region

and new construction limits options for people to age in place or for young people wishing to live in community If area institutions
ccommodate a range of housing needs wnership opportunities sidential development in the station area tter connecting Morris Park East and area institutions to existing housing supply erage new Metro-North service to connect to housing in city and region
come housing options throughout the neighborhood
g changes that allow housing for a range of incomes within the immediate vicinity of the station using will be applied to any rezoned area and will require a portion of the housing is affordable
r visitors to local institutions
anges to land use that would facilitate the construction of commercial hotels and short-term housing to meet nily or loved-ones using area medical or hospice care services



LIFE OF A



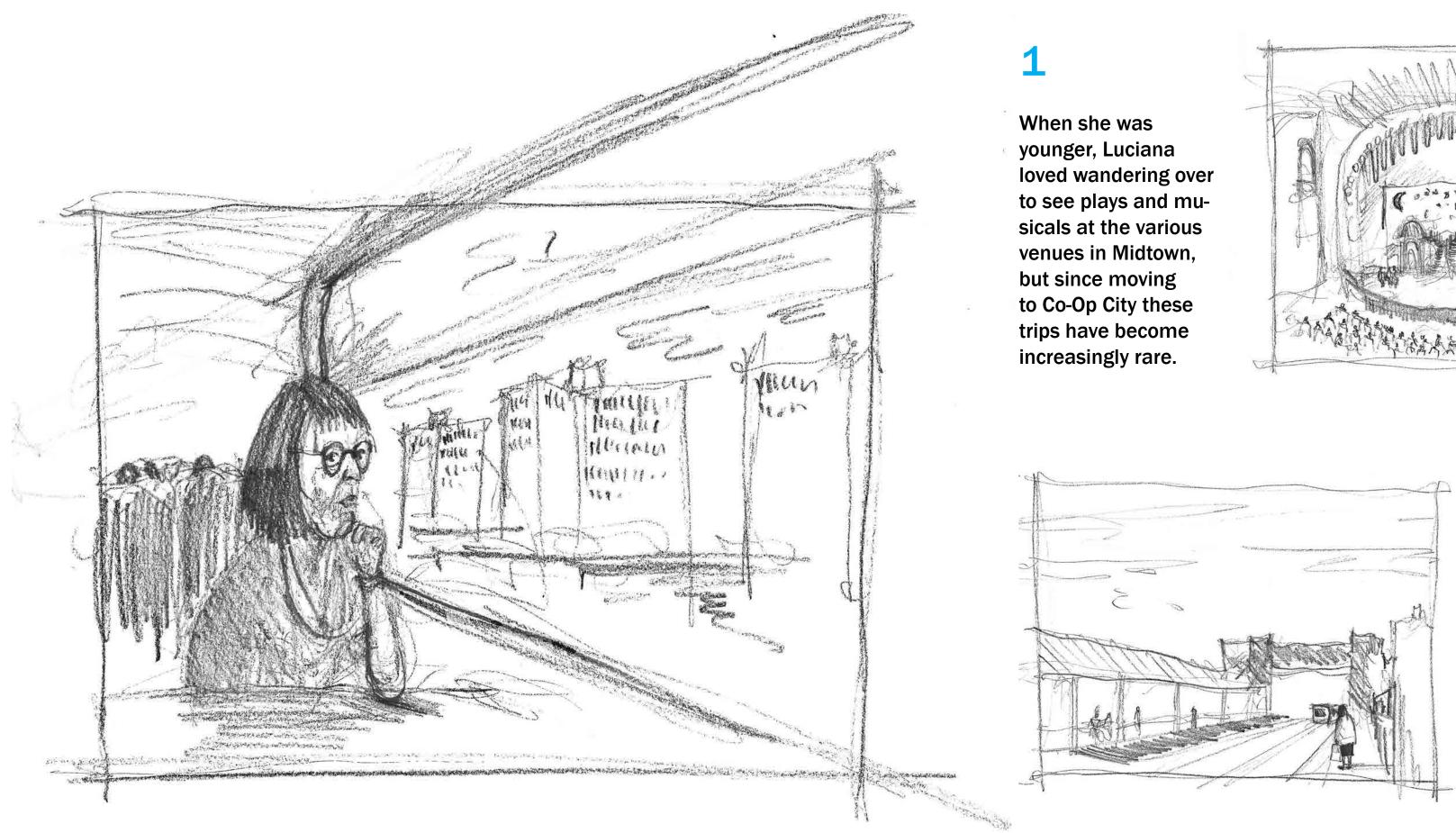
COMMUTER



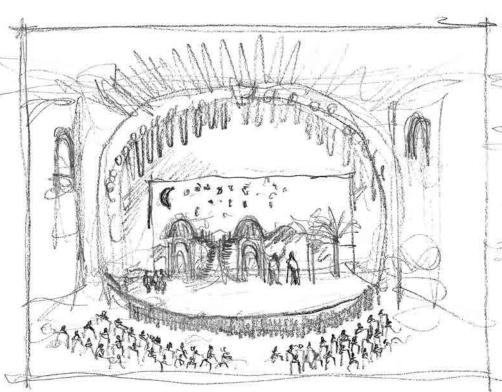
What's your story? What will new Metro-North service mean to you? And what would improvements to the area around the station mean in your daily life?" Add a Post-it below.



Luciana lives in Co-Op City, where she moved years ago after leaving her apartment in Hell's Kitchen.

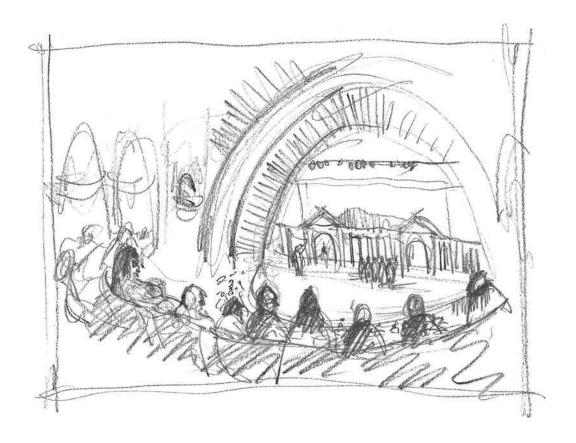


A DAY IN THE LIFE



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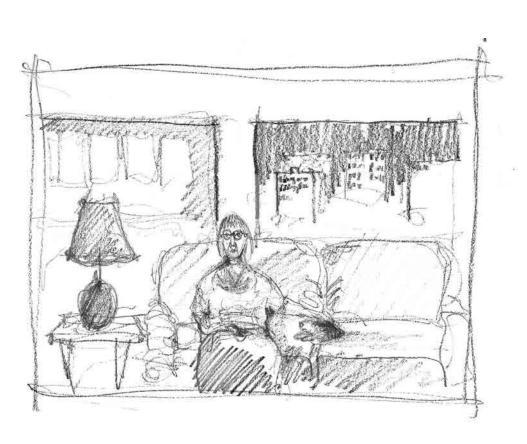
Luciana looks into it and a week later sees her first Broadway show in over twenty years.



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2

One day Luciana's friend, Esther, tells her about the wonderfully quick and smooth trip she just had into the city to visit her granddaughter. "Thirty minutes!" she tells Luciana. "And just one ticket!"



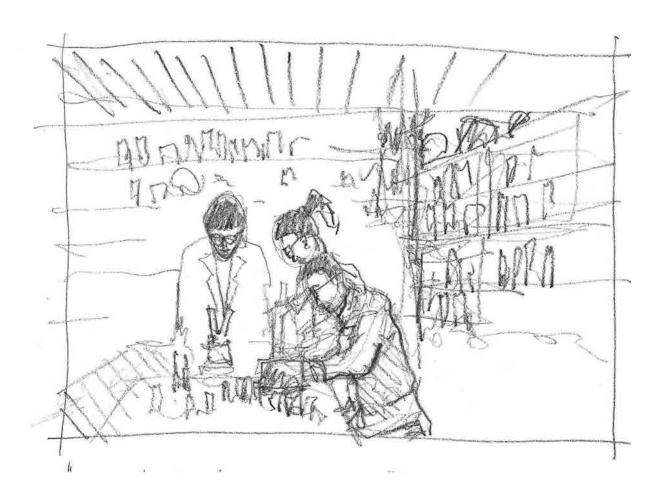


And the best part, she has time to visit with family and still get home at a reasonable hour

James is a lead research scientist at a local institution.



For years, James has been trying to grow his team of researchers, but has found it very difficult to compete with medical campuses in Manhattan. Prospective employees lament the lack of a sense of place in the area, as well as the lack of housing options. But mostly, they're concerned about missing out on all the happenings around town. "Two hours on public transit?" they often exclaim, "Count me out."



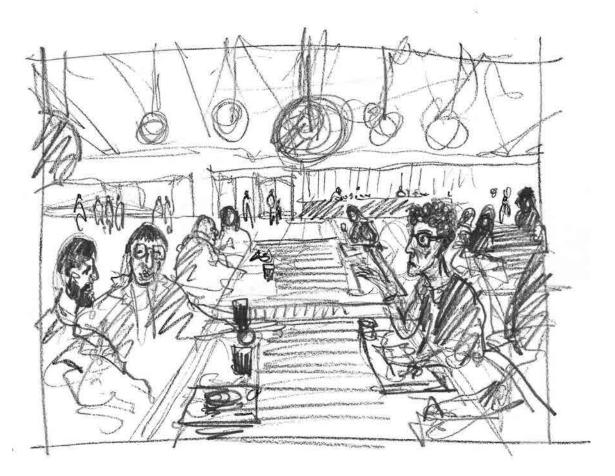
A DAY IN THE LIFE





years of thoughtful work between the city and the community, James has also noticed a dramatic improvement in the sense of place in the area. Students no longer complain about coming to work, they don't want to leave the area!

But ever since new Metro-North service started, the number of prospects has doubled and James has built a partnership with a lab in Stamford.

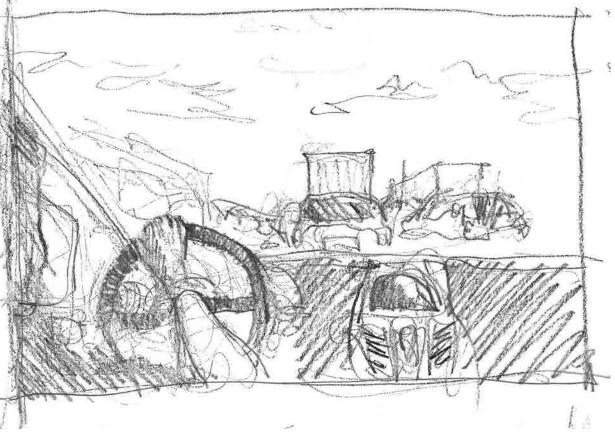




Belinda owns a co-op in the Parkchester Planned Community.



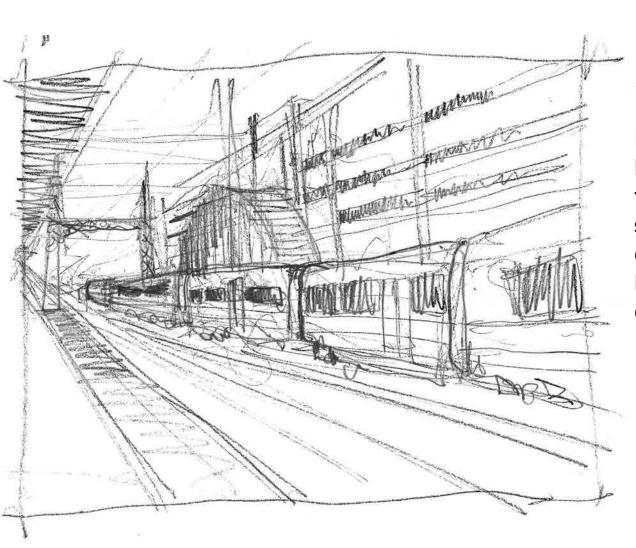
A DAY IN THE LIFE





For years she has tolerated an unpredictable commute up I-95 to her job in Norwalk.

Day in, day out, countless traffic jams, bad weather, or just lousy commutes, have been making her wrack up additional costs due to picking up her daughter late from the local daycare.







One day, Sally, one of the daycare staff pulls her aside. "I was wondering — did you know there's reliable Metro-North service now that goes right to Norwalk?"



Belinda did not know, but the next day she tries it out. Months later she's saved thousands of dollars in late fees and has more time with her daughter.

Bob has lived in Morris Park his whole life.



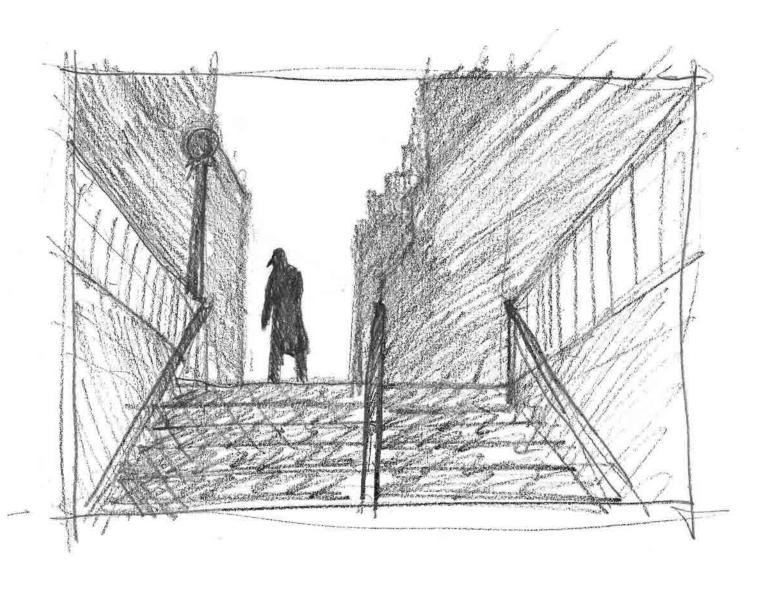
He recently accepted a job as a tech-consultant for a communications firm based on Manhattan's West Side

1

Previously Bob had been driving an hour each way to work at a job in Connecticut

A DAY IN THE LIFE





While at first he was reluctant to consider work in Manhattan (for years he had commuted for nearly two hours each way on the 6 train), new Metro-North service means that he can now get to work in less than half an hour

3

With the extra hour a day he now saves, Bob has started a membership at a local gym and feels better than ever. And with the comfortable ride on the train, he's reading more than ever too.





Sara lives in Stamford, but commutes everyday to her job in **Midtown Manhattan.**

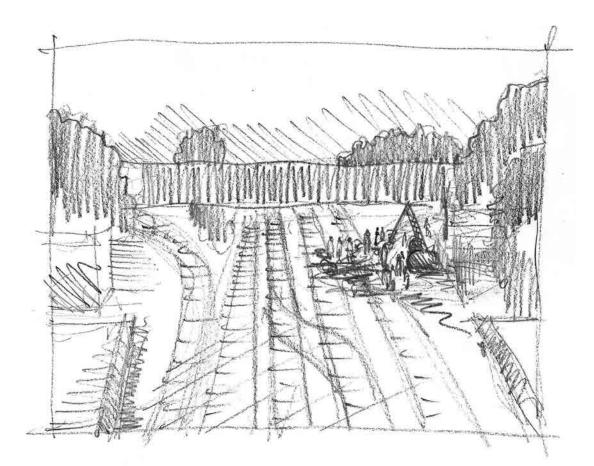


For years she has relied on service on the New Haven line to arrive at Penn Station before jumping on a quick subway to get to the office.

A DAY IN THE LIFE

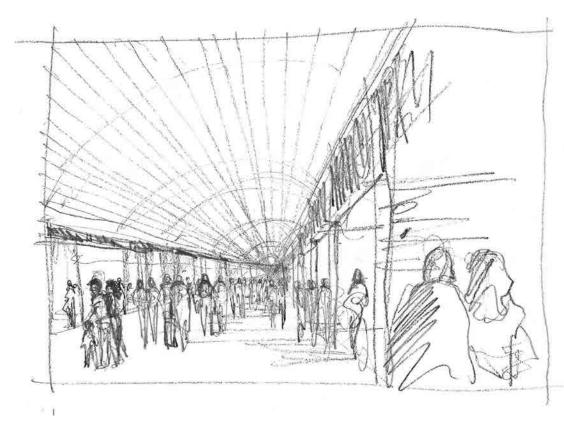


When she heard about the 2 new Metro-North project, she asked "Why do I need another train leaving from another station to get to Stamford?"



But two months later a storm hit portions of the Harlem line, delaying northbound trains for hours. Previously, Sara may have been stranded in the city and left to pay for an expensive hotel.





But today, she just heads over to Penn Station and buys a ticket on the Hell Gate line, which also goes to Stamford. An hour later she's home and happy.



4

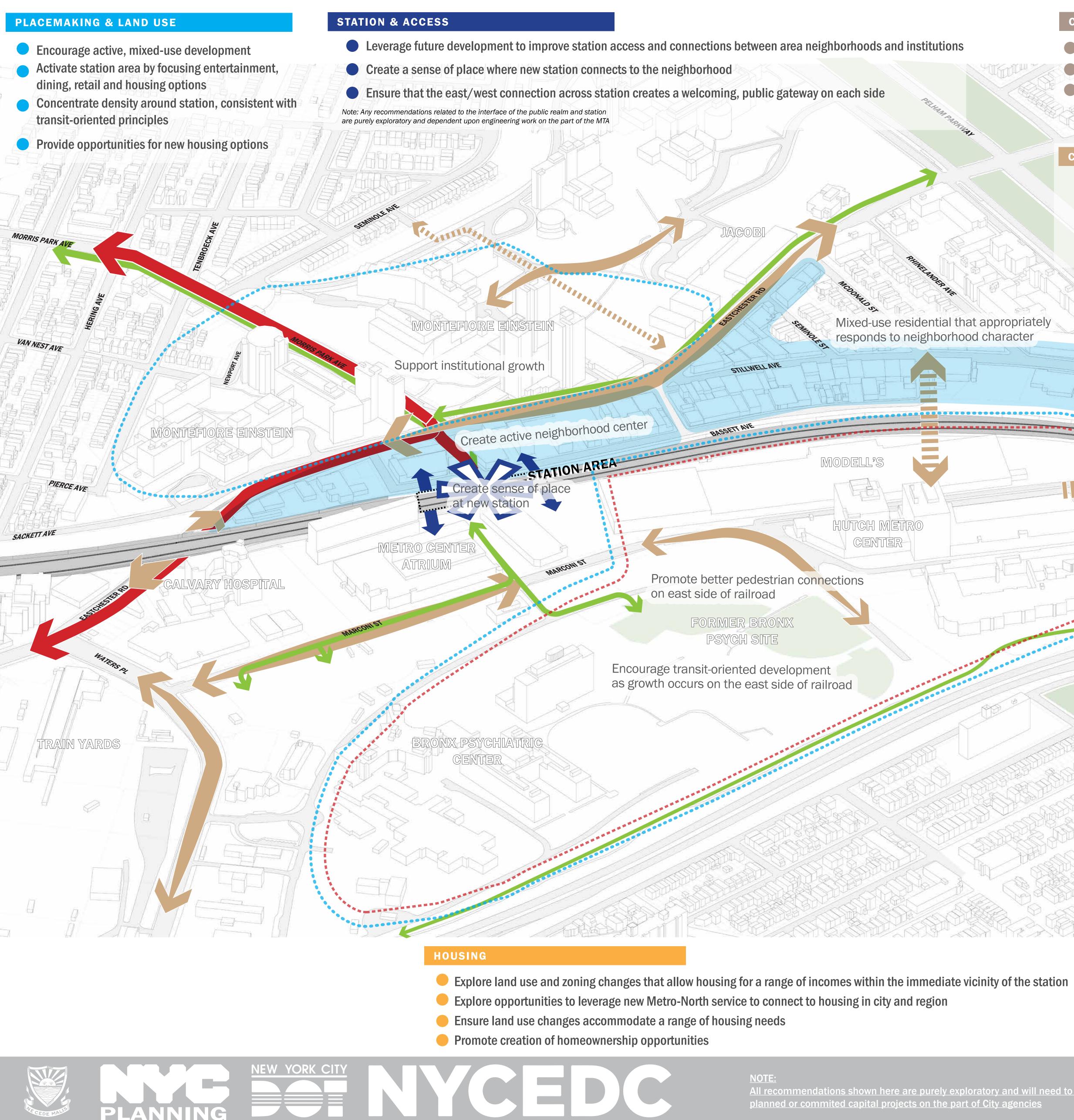


BRINGING

TOGETHER



BRONX METRO-NORTH **STATION AREA STUDY: SUMMARY RECOMMENDATIONS**



MORRIS PARK

CIRCULATION & MOBILITY: Vehicular Access

- Improve circulation to accomodate new station
- Explore opportunities to improve in/out circulation in Morris Park East to facilitate growth
- Explore parking requirements to compliment new station uses

CIRCULATION & MOBILITY: Pedestrian Access

- Promote pedestrian safety and comfort along key corridors
- Address circulation and safety needs between institutions, neighborhoods, and future station
- Identify options for connecting city streets to station area
- Promote Morris Park Avenue as a key gateway to the community and station with new open space, signage, and other streetscape improvements

JOBS & ECONOMIC DEVELOPMENT

COLUCCI PLAYGROUN

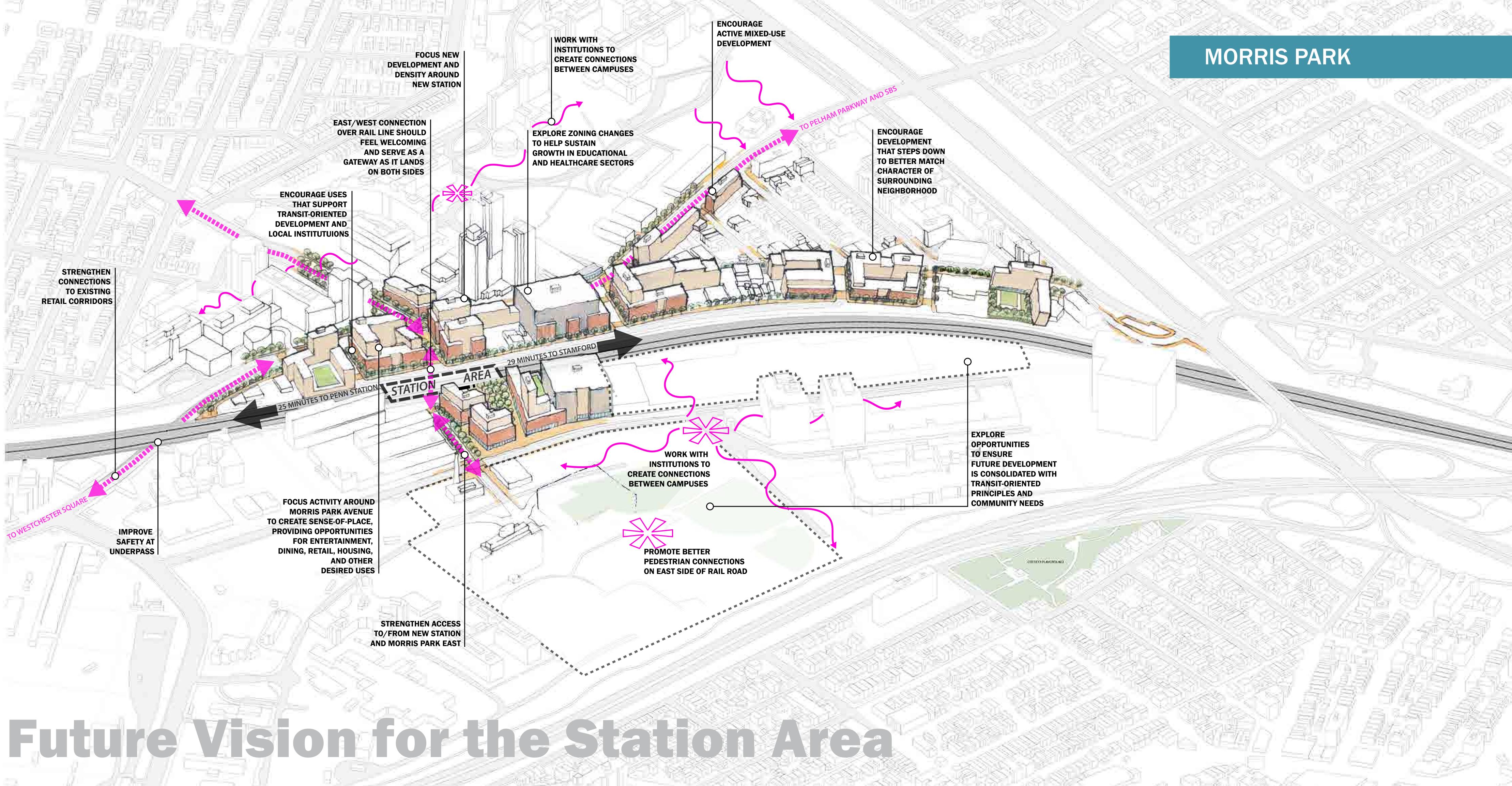
- Explore zoning changes to support life-sciences growth, housing diversity, and retail corridors
- Encourage the development of the large multi-campus area east of the rail line as a pedestrian-oriented, mixed use neighborhood
- Create a place, build neighborhood connections, and support retail/service diversity
- Work with health, education and research institutions, office parks, and business districts to develop branding campaign to raise the area's profile and support its success Support the Morris Park BID and Westchester BID

PARKS & OPEN SPACE

- Activate public space at the station landing
- Explore ways to improve links between station and existing public spaces
- Explore creative options to maintain and manage the space, including partnering with local institutions







BRONX METRO-NORTH **STATION AREA STUDY: SUMMARY RECOMMENDATIONS** TIN

PARKS & OPEN SPACE

- Activate public space at the station landing
- Explore ways to improve links between station and existing public spaces

SACKET AVE

PIERCE AVE

Explore creative options to maintain and manage the space, including partnering with local institutions E TREMONT AVE

BRONXDALE

m

Tremont Avenue should serve community as an active, mixed-use transit corridor

Encourage active, mixed-use development to create a gateway into the Van Nest community and meet needs of the Con Edison site

CIRCULATION & MOBILITY: Vehicular Access

Encourage improvements to station circulation

- Support improvements to intermodal connections
- Explore parking requirements to compliment new station uses
- Strengthen links and wayfinding

CIRCULATION & MOBILITY: Pedestrian Acces

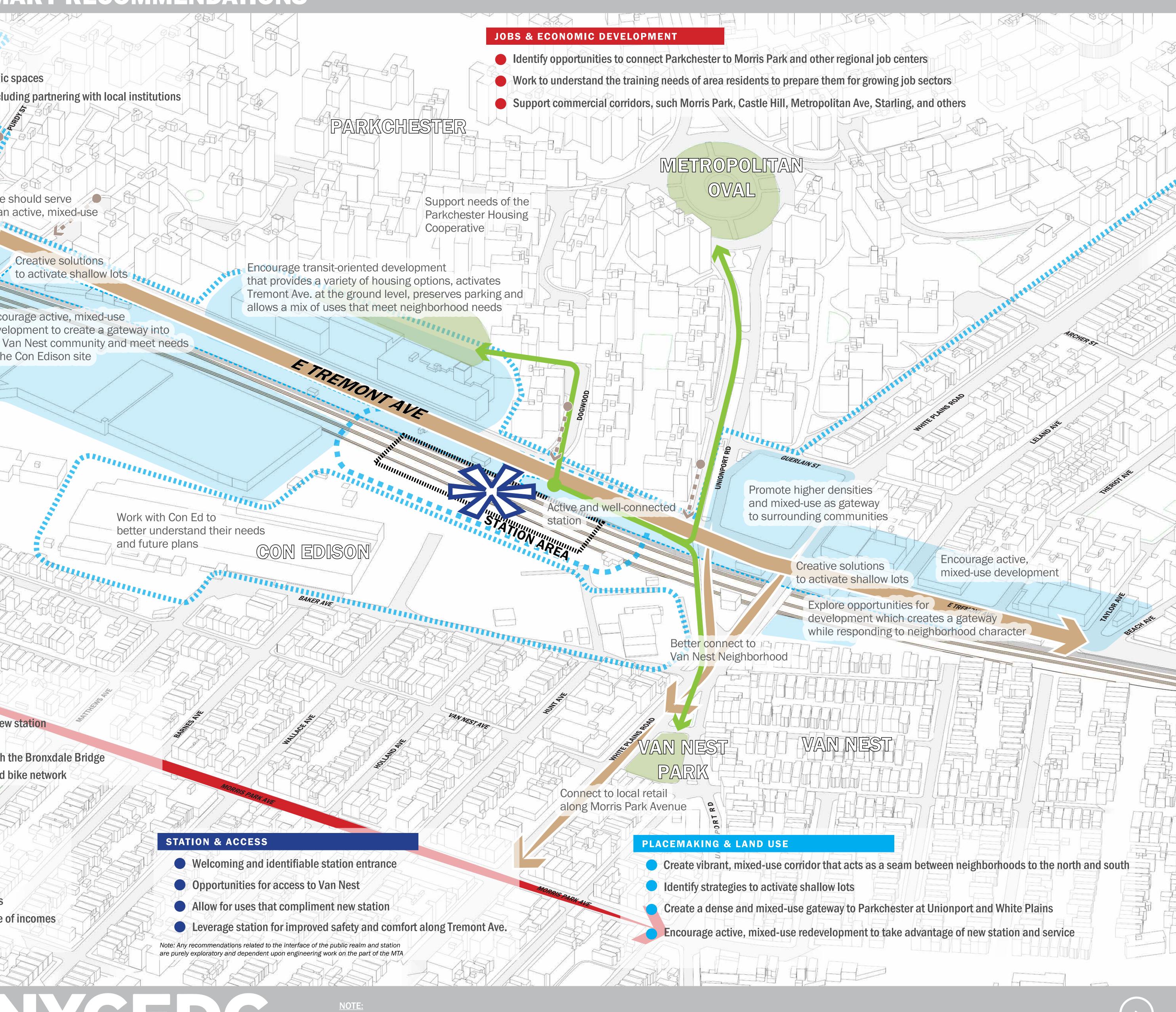
- Create a more friendly, walkable Tremont Ave.
- Promote connections through Parkchester to Tremont Ave. to new station
- Strengthen connections to Van Nest
- Explore opportunities to improve safety and comfort underneath the Bronxdale Bridge
- Improve connections and wayfinding to existing area transit and bike network

HOUSING

- Support existing housing in Parkchester Planned Community
- Provide new housing opportunities for seniors
- Ensure land use changes accommodate a range of housing needs
- Provide new housing opportunities to households earning a range of incomes

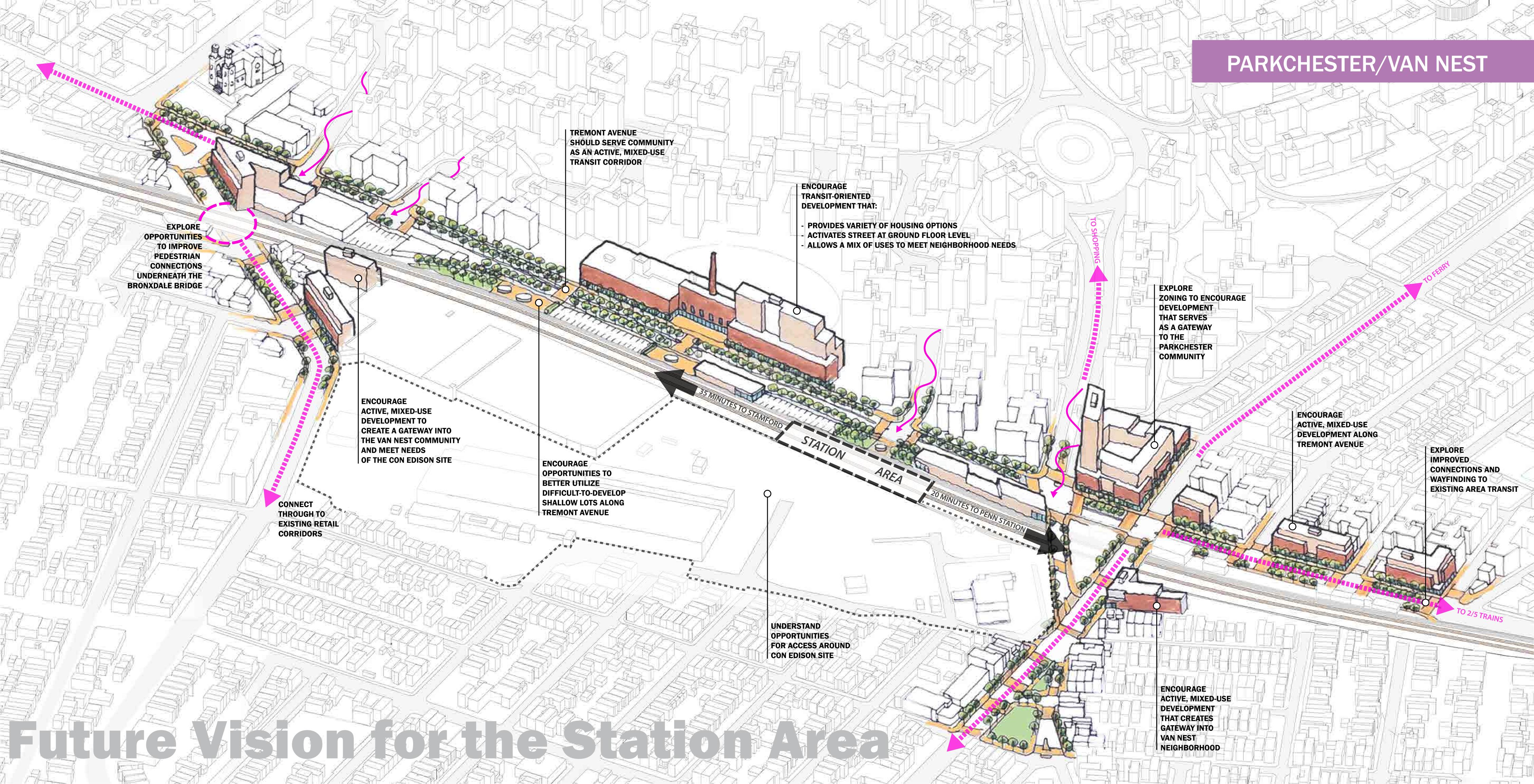
NEW YORK CITY

Support existing and new homeowners

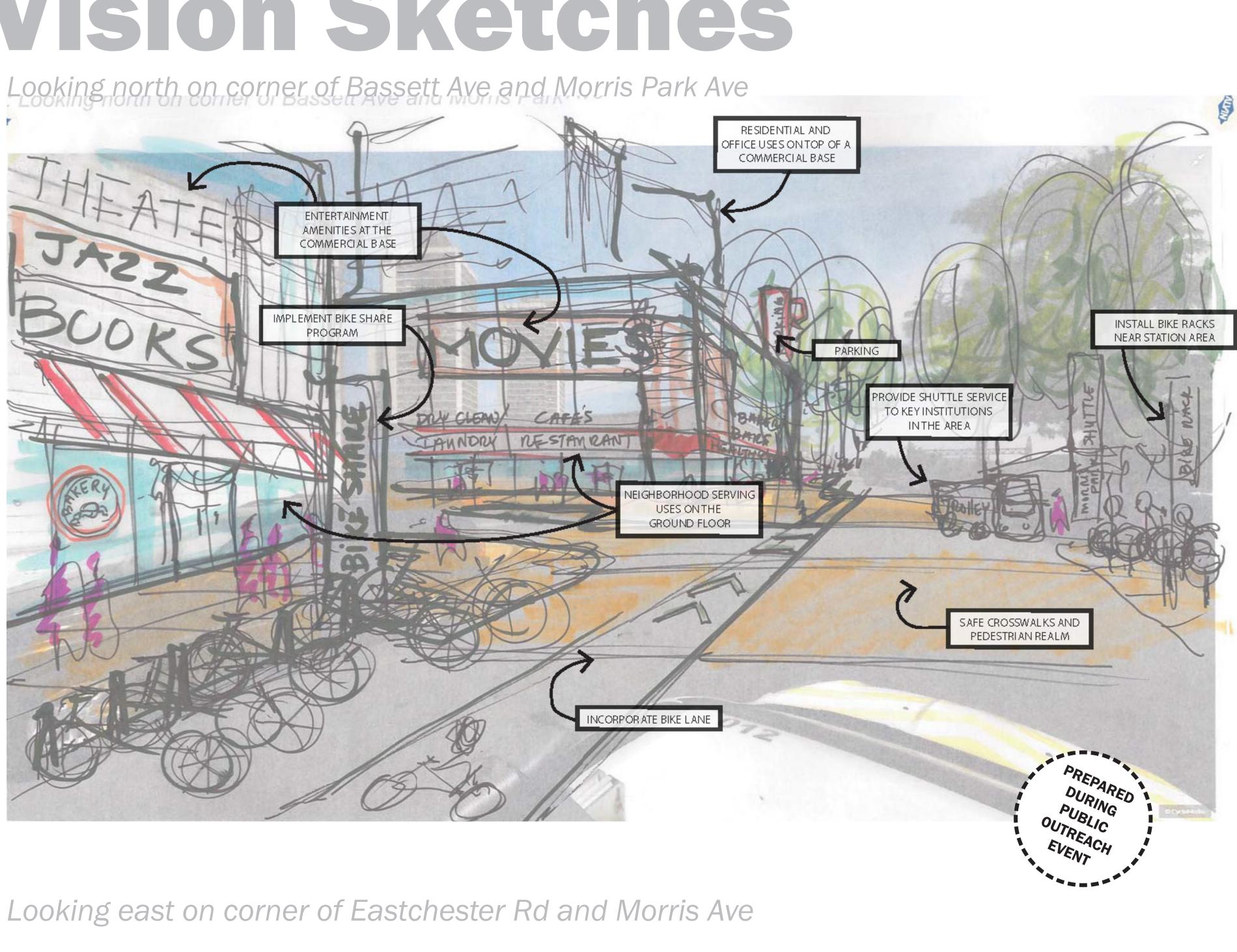


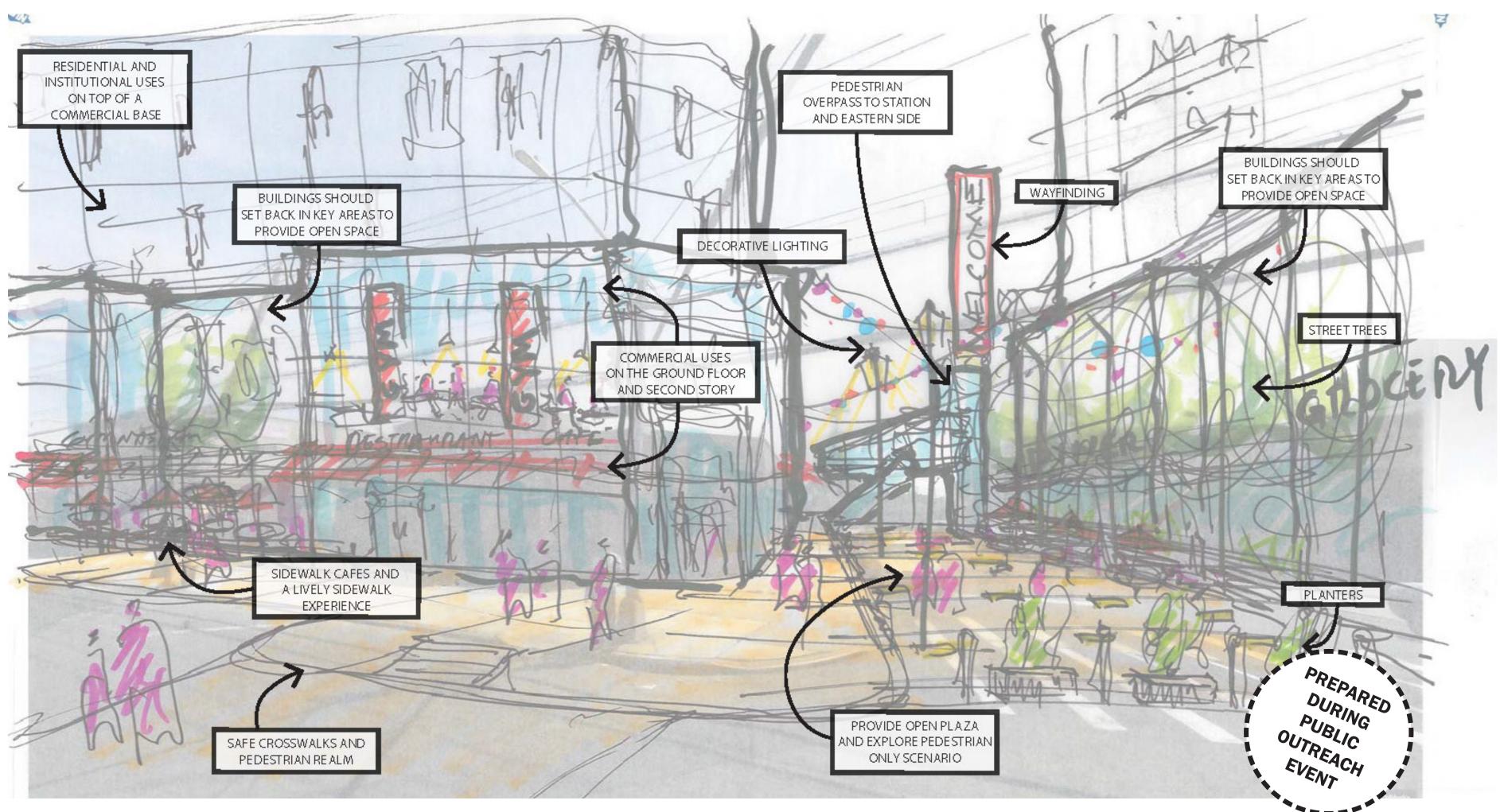
PARKCHESTER/VAN NEST





Vision Sketches





ooking north on Eastchester Rd





MORRIS PARK

AFFORDABLE HOUSING FOR POST-DOCS AND FACULTY MORE EXCITING NEIGHBORHOOD SERVING COMMERCIAL USES ON THE GROUND FLOOR PARKING CROSS (NOS SAFE CROSSWALKS AND PEDESTRIAN REALM RESIDENTIAL AND HOTEL USES ON TOP OF A Looking north on Bassett Ave (eastern side) COMMERCIAL BASE AND EASTERN SIDE OPEN SPACES BETWEEN BUILDINGS (PLAYGROUNDS DOG PARKS, ETC.) Part of -----

SAFE CROSSWALKS AND PEDESTRIAN REALM

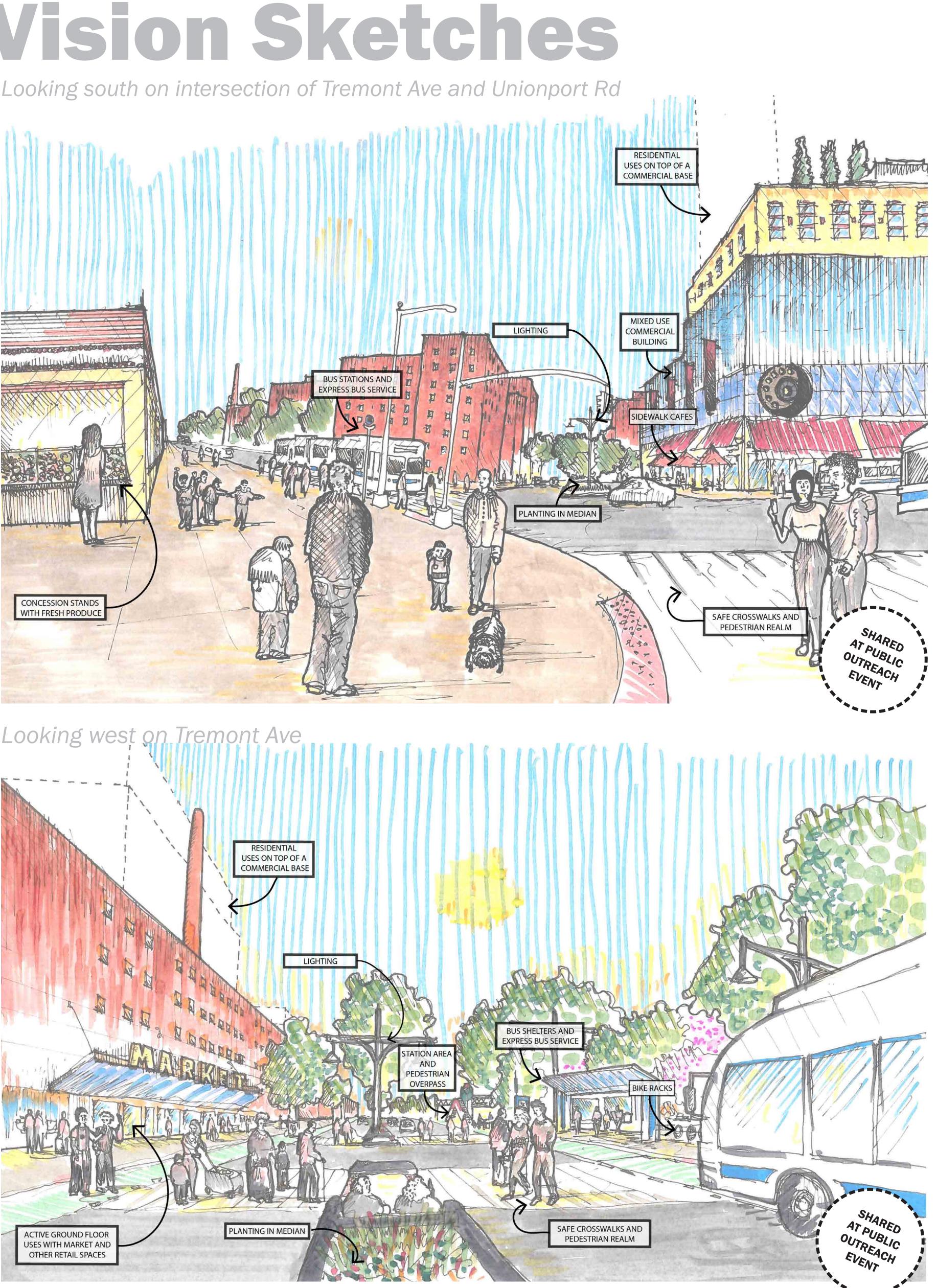
PANK

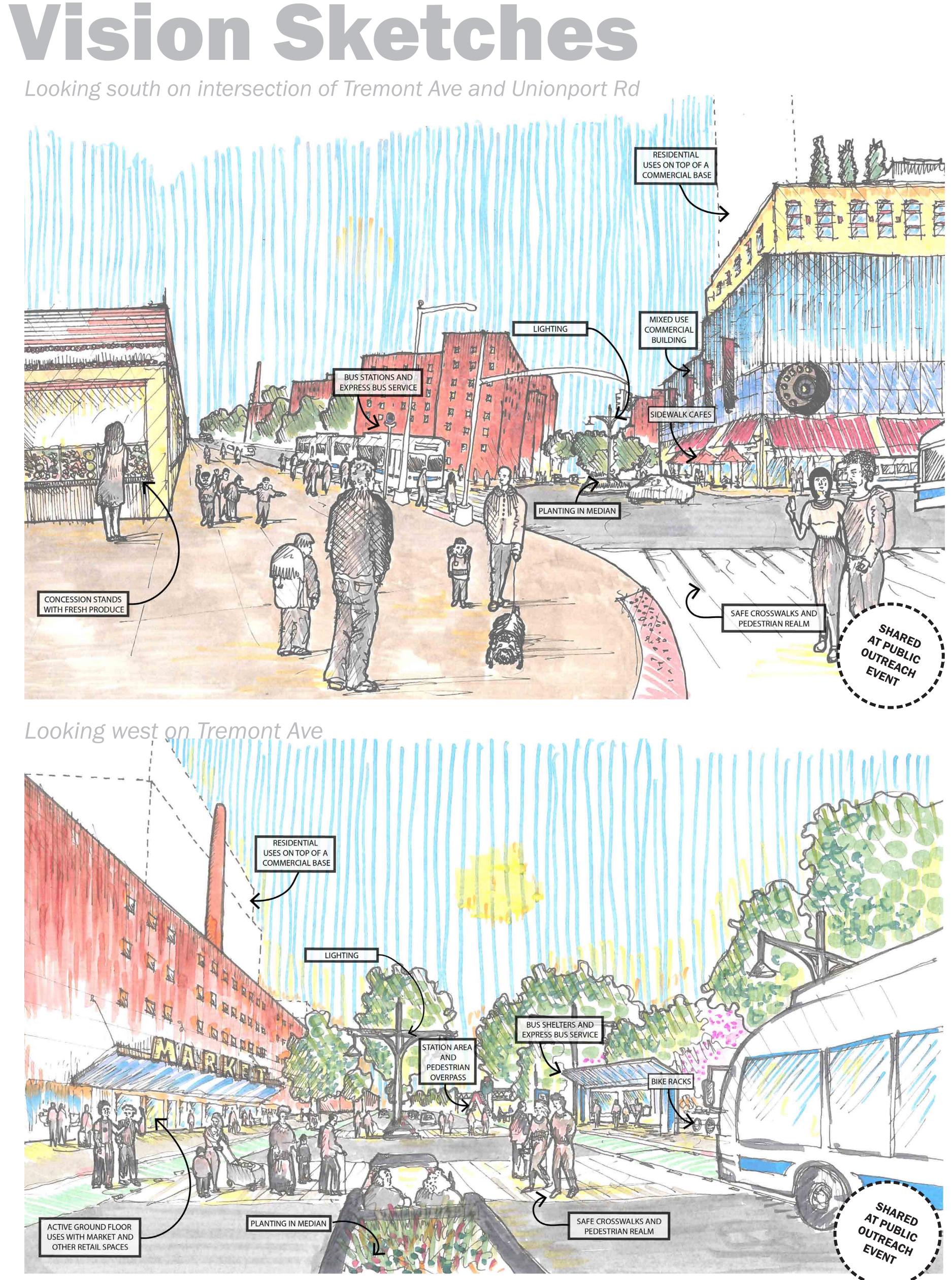
OPEN SPACE AND SEATIN

FOR OUTDOOR ACTIVITIE

(CONCERTS, ETC.)











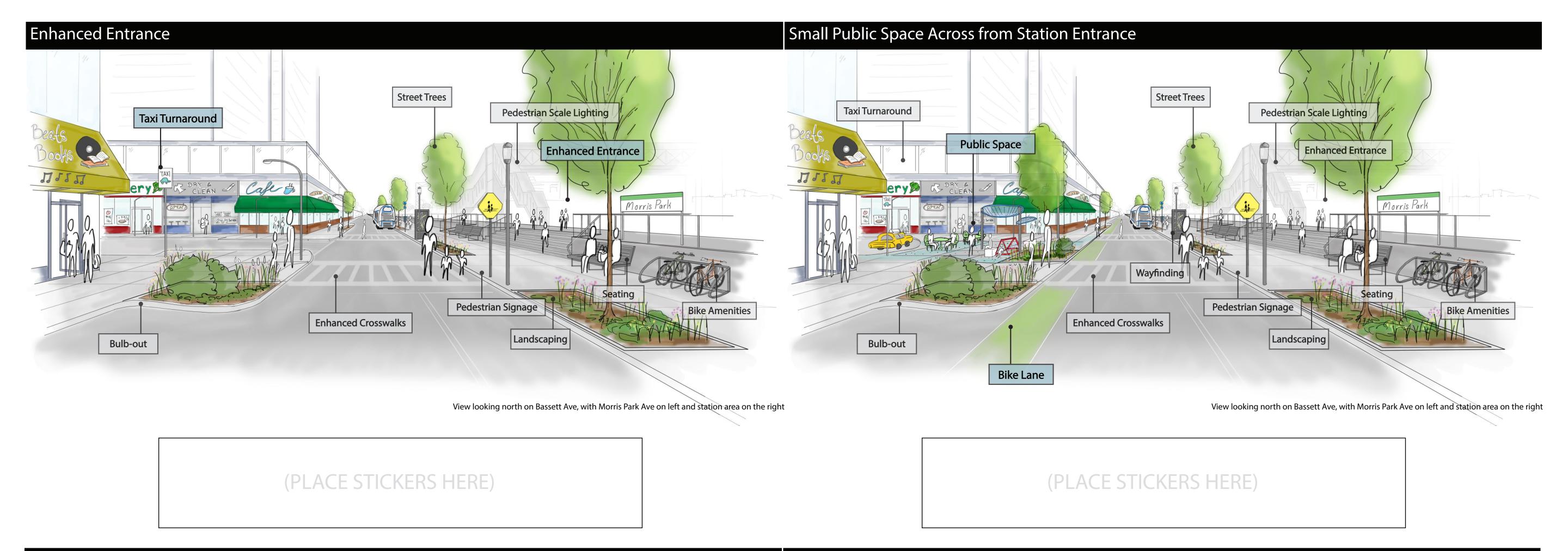
PARKCHESTER/VAN NEST



MORRIS PARK

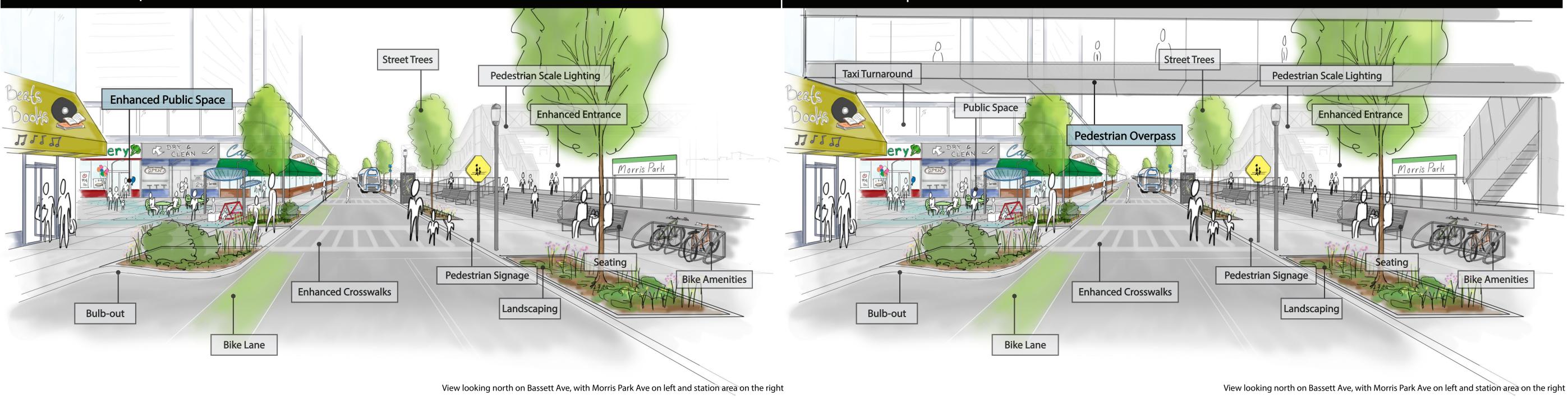
PLACE A STICKER BELOW YOUR PREFERRED VISION FOR A FUTURE STATION AREA

How do you envision the future Morris Park station area?



Extended Public Space on Morris Park Ave to Eastchester Ave

Pedestrian Overpass



(PLACE STICKERS HERE)

PLACE A STICKER BELOW YOUR PREFERRED OPTION

What kind of uses and activities do you envision? What does this mean to you?

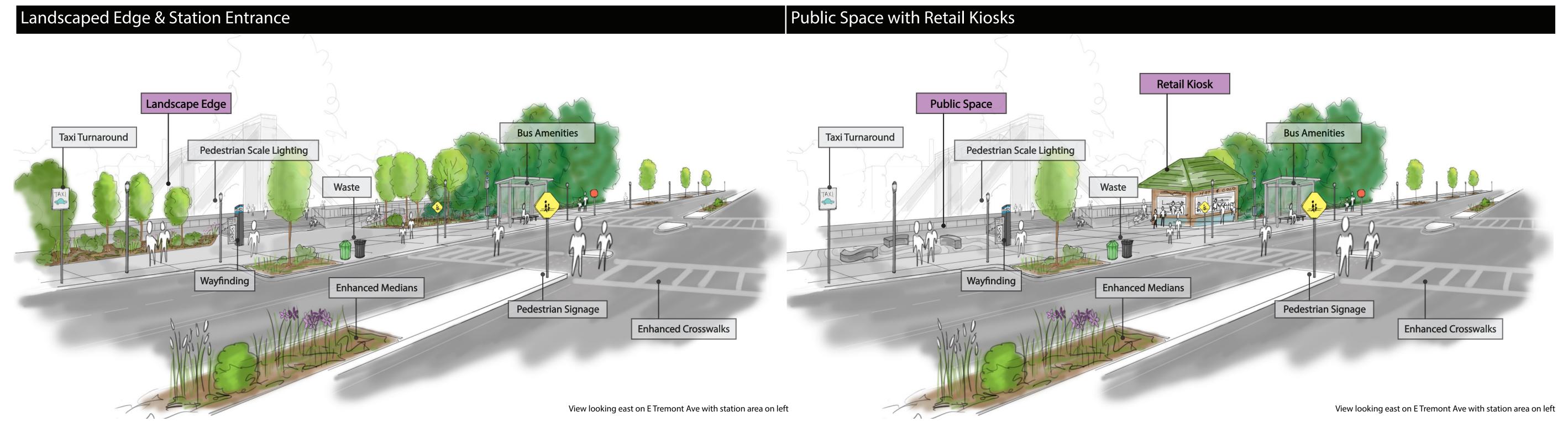






PLACE A STICKER BELOW YOUR PREFERRED VISION FOR A FUTURE STATION AREA

How do you envision the future Parkchester/Van Nest station area?

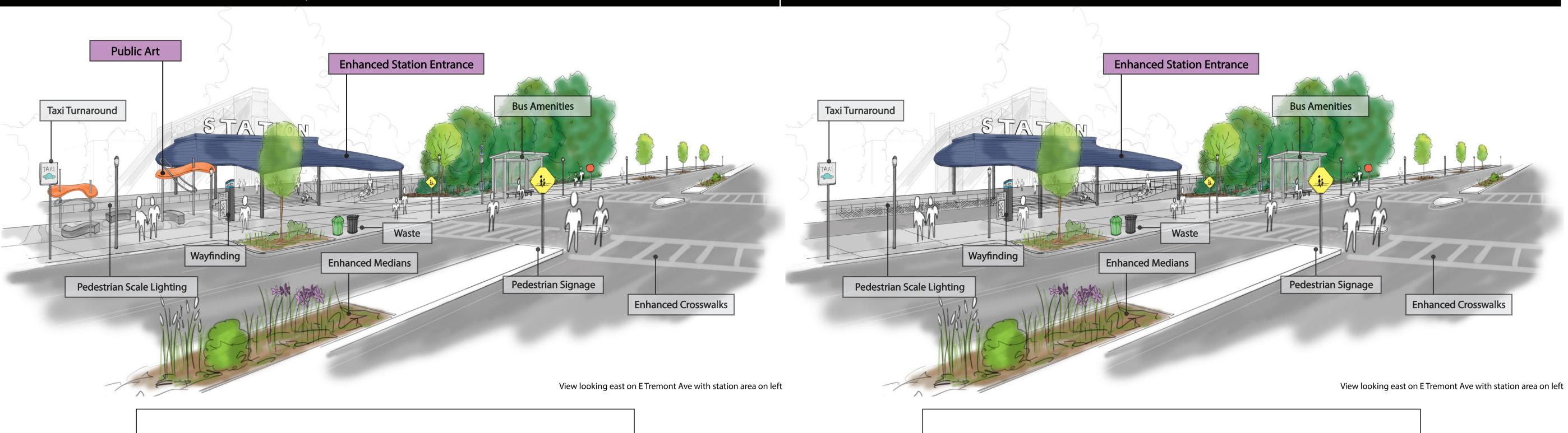






Enhanced Station Entrance with Public Space

Enhanced Station Entrance



(PLACE STICKERS HERE)

(PLACE STICKERS HERE)

PLACE A STICKER BELOW YOUR PREFERRED OPTION

What kind of uses and activities do you envision for the E Tremont Ave corridor? What does this mean to you?







COMMUNITY

PRIORITIES



WHAT ARE YOUR PRIORITIES?

Neighborhood planning means reconciling what can be at times competing visions of what a place might become. It is also true sometimes that City agencies have to make difficult decisions based on available resources. Doing this requires identifying priorities.

We'd like you to prioritize what's most important to you. At this station, staff will provide you with a set of chips — ten for the Morris Park station area and ten for the Parkchester/Van Nest station area. Different improvements have been assigned different relative costs. What do you want to spend your chips on?

HOW THIS ACTIVITY WORKS:



Review the categories of elements or interventions on the board, together with their associated "cost".



Once you're ready, let a staff member know what you would like to purchase with your chips.



A staff member will then collect the appropriate number of chips based on the "cost" of that item and will then place a dot in the appropriate box.



Repeat until you run out of chips.



We encourage you to discuss with fellow participants and staff regarding your decisions and theirs. Where do and don't your priorities align? Why?



Community Priorities







MORRIS PARK



What Does This Mean To You?









Improve pedestrian safety

New institutional/student housing

Improve streetscape, including things like wayfinding, street trees, seating & lighting

Improve and expand bike network

More job and career training

MORRIS PARK

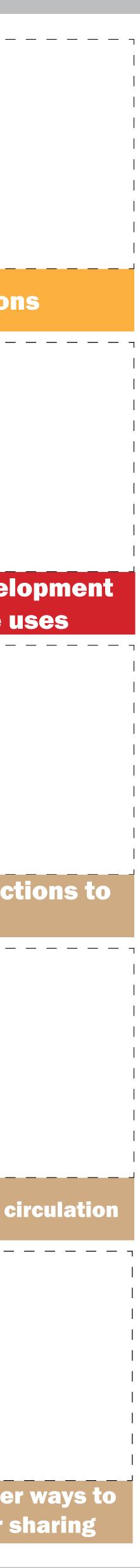
More fresh food markets and grocery stores	New housing option
Activate and program space around station	Promote economic deve by supporting office
More ESL and immigration services	Enhance transit connec new station

Provide opportunities for more
neighborhood-serving retail

New investments to improve circulation

Improve existing road infrastructure

More opportunities for other ways to get around, bike/scooter sharing



Community Priorities

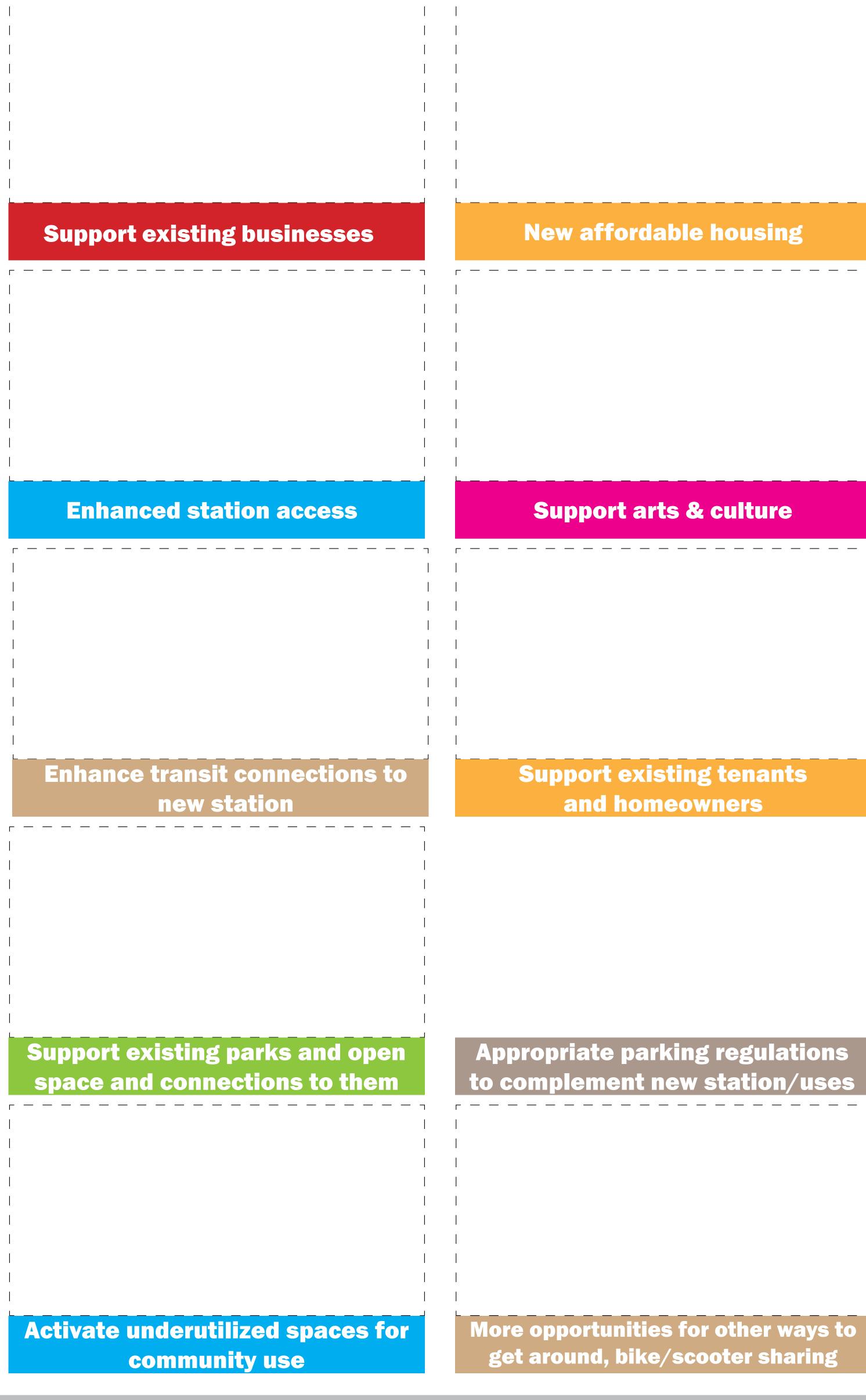








What Does This Mean To You?











Improve pedestrian safety

Improve existing road infrastructure

Improve streetscape, including things like wayfinding, street trees, seating & lighting

Improve and expand bike network

PARKCHESTER/VAN NEST

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More ESL and immigration services	More job and career trai
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neighborhood-serving retail	for destination reta

