

PARKCHESTER/VAN NEST STATION AREA **CONNECTED COMMUNITIES**



CONTENTS

1.VIBRANT COMMUNITIES

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

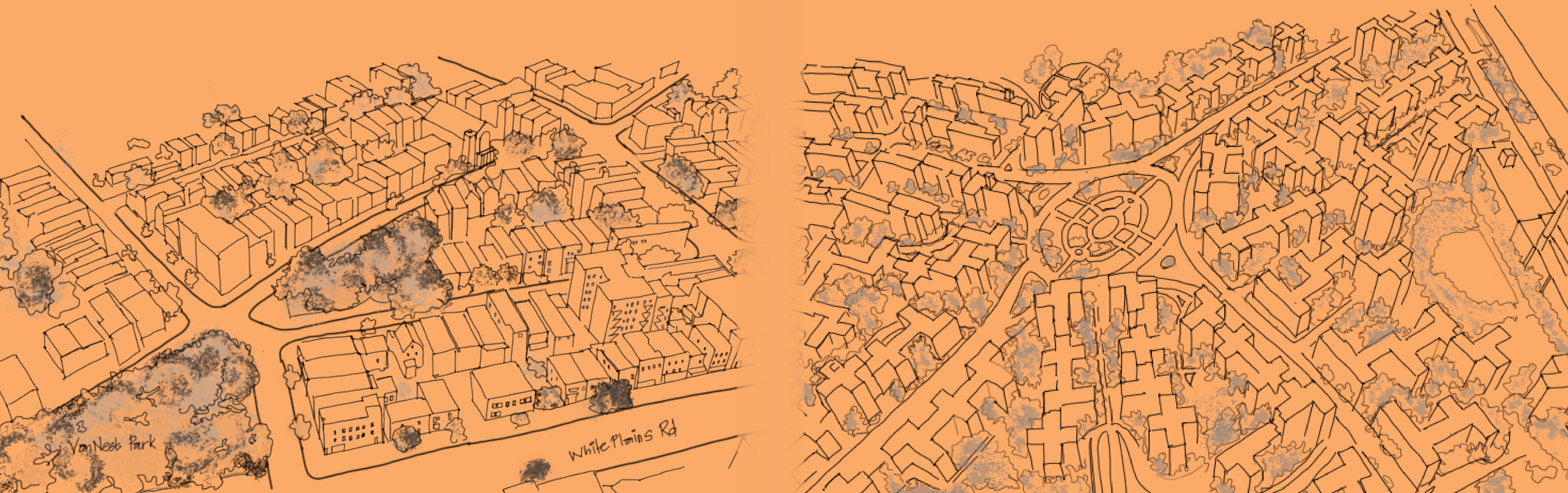
2.WORKING COMMUNITIES

- A. CONNECTING TO THE REGION
- B. SUPPORTING LOCAL BUSINESSES AND JOBS GROWTH
- C. JOB PREPAREDNESS

3.CONNECTED COMMUNITIES

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

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



PLANNING WORK IN PANDEMIC

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

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

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

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

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

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



Photo: Restaurant outdoor dining, Bronx



Photo: Food distribution center, Bronx

HOW TO READ THE RECOMMENDATION BOARDS ?

1. NAVIGATION BAR:

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

2. ISSUE/OPPORTUNITY:

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

3. OBJECTIVE:

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

4. RECOMMENDATIONS:

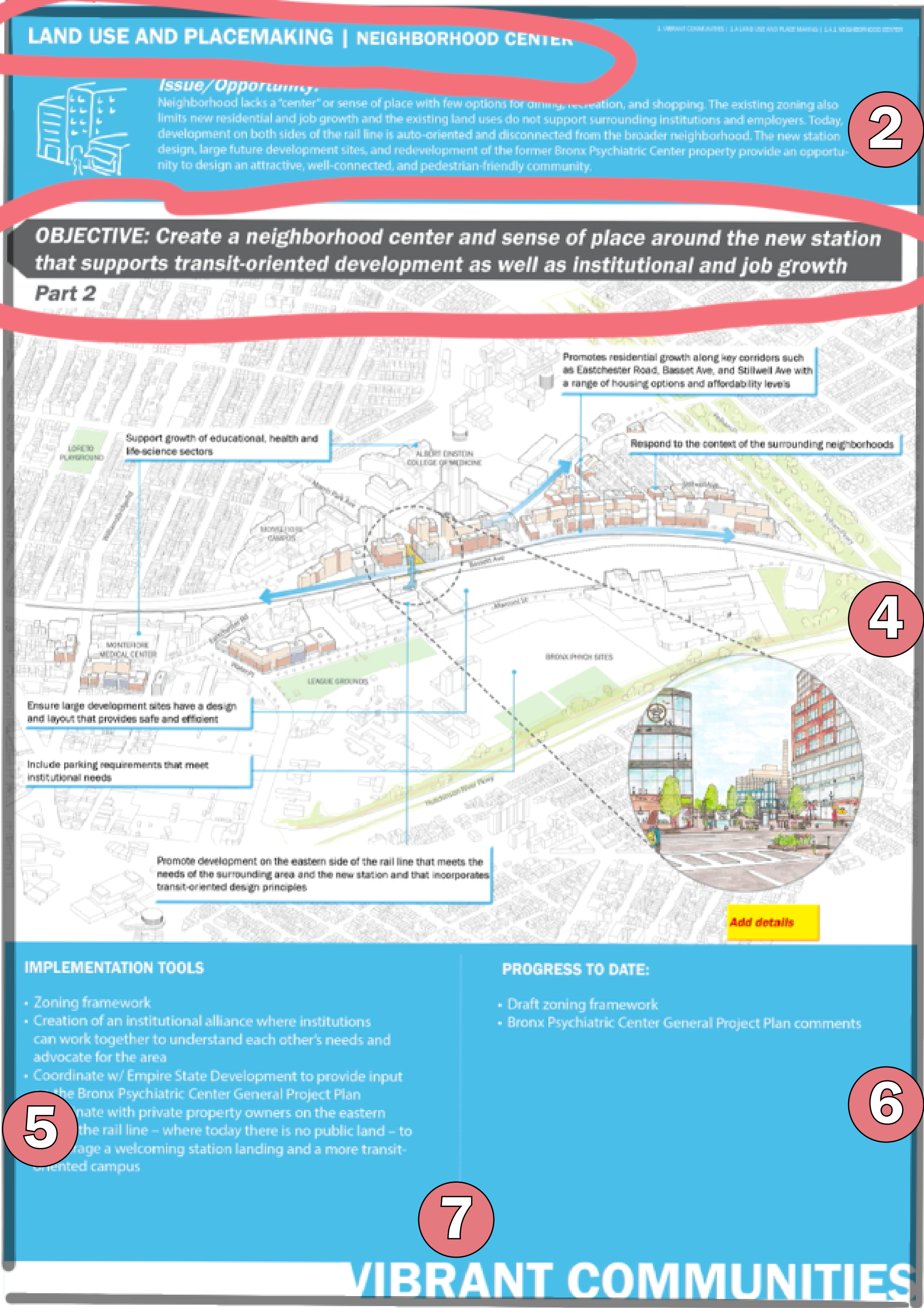
These are the recommendations for how to carry out the objective identified above

5. IMPLEMENTATION:

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

6. PROGRESS TO DATE:

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



7. SECTION TITLE:

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

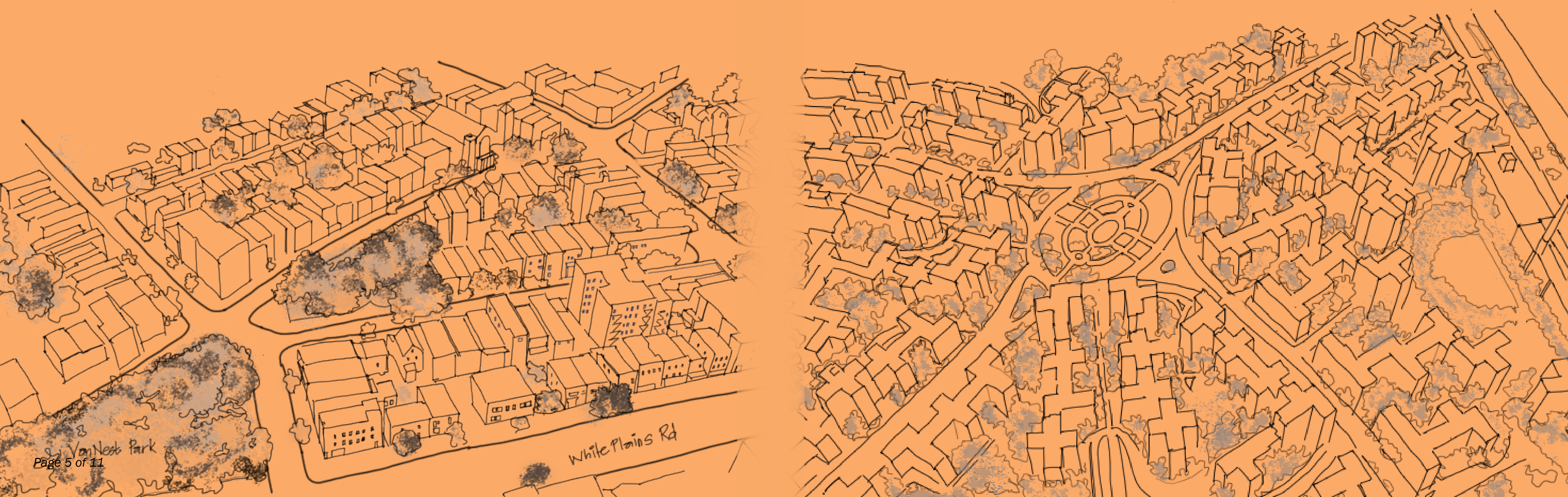
ACRONYMS	
HPD - Housing Preservation and Development	FDNY - Fire Department
DPR - Department of Parks and Recreation	NYPD - Police Department
DOT - Department of Transportation	DCLA - Department of Cultural Affairs
MIH - Mandatory Inclusionary Housing	MTA - Metropolitan Transportation Authority
TOD -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

CONNECTED COMMUNITIES

PARKCHESTER / VAN NEST

OBJECTIVES:

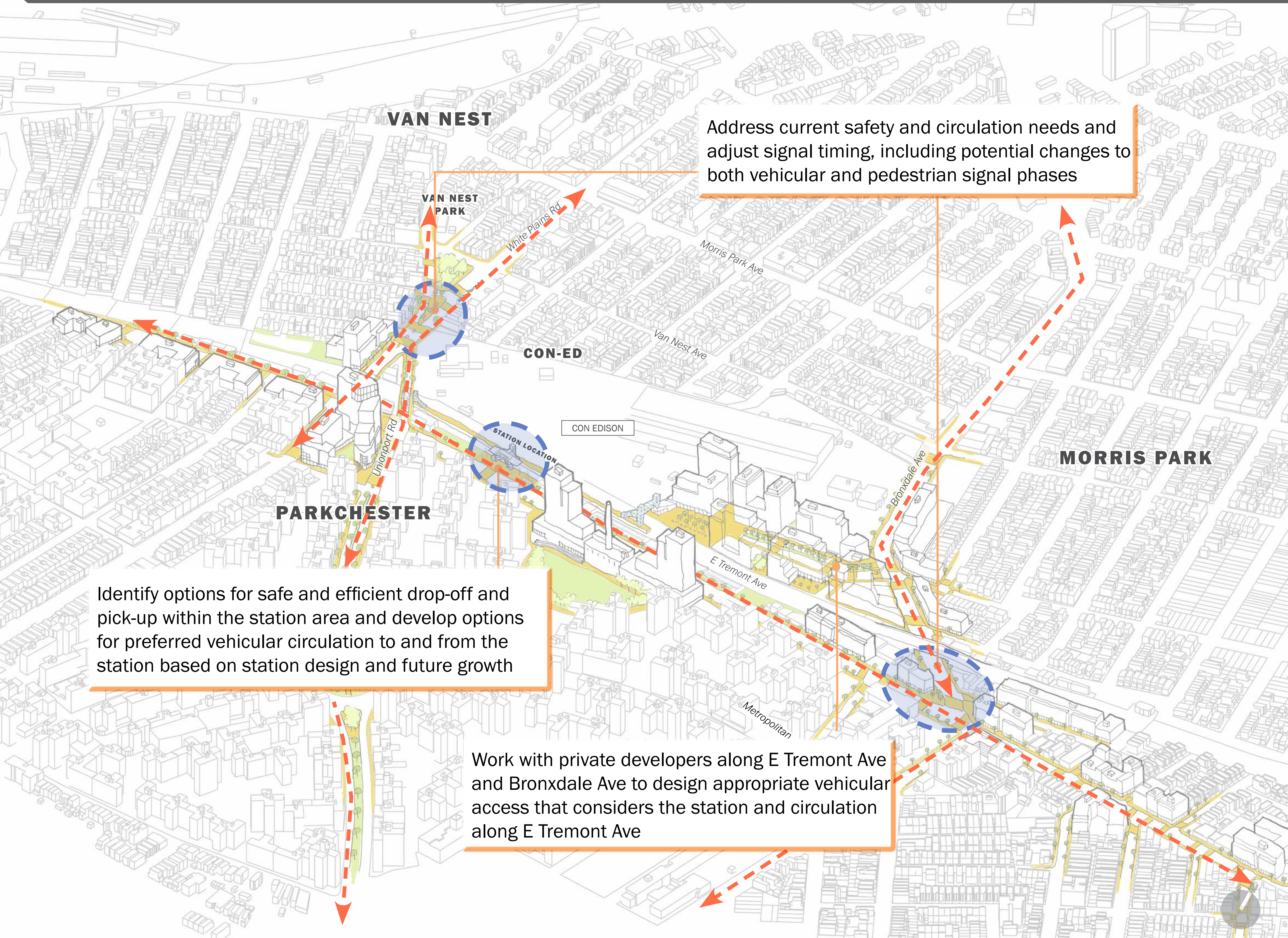
1. Address traffic circulation around the new station as the area continues to grow
2. Ensure that major corridors are safe, well-lit, and offer pleasant pedestrian experiences
3. Strengthen bike and walking connections to the station, transit, retail, and area campuses
4. Improve wayfinding to local retail corridors, neighborhoods, and amenities (zoo, libraries, etc.)



Issue/Opportunity:

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

OBJECTIVE: Address traffic circulation around the new station as the area continues to grow



IMPLEMENTATION TOOLS

- Coordination of MTA station design and City station-area planning
- DOT interventions
 - Vehicular signal timing adjustments
 - Pedestrian signal adjustments
 - City street mapping
- Rezoning to implement the goals of the Zoning Framework
- Conduct an environmental review of the growth expected from the rezoning actions per City Environmental Quality Review standards
- Increased enforcement of City traffic and parking laws

PLANNING TEAM PROGRESS TO DATE:

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

Issue/Opportunity:

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

OBJECTIVE: Address traffic circulation around the new station as the area continues to grow



Photo: Image from Van Nest Ave and Union Port road



Photo: Starling Ave

Considering current budget constraints, explore alternative funding options for the implementation of transportation improvements identified to support station development and station-area growth, such as through federal grants

Perform a parking analysis to understand existing parking, its usage, and any planned parking in order to inform future needs

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

Support enforcement strategies related to illegal parking/traffic circulation with Community Boards and NYPD 43rd and 49th precincts

IMPLEMENTATION TOOLS

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- Identified potential improvements to East Tremont Avenue and created graphic renderings

Issue/Opportunity:

E Tremont Ave is often uninviting for pedestrians. Bridge and underpass connections between Van Nest/Morris Park Avenue and East Tremont Avenue/Parkchester can also feel unwelcoming, which deters pedestrian use and activity. Addressing these issues will be the key to a successful station.

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

Part 1

Identify place-making interventions to support revitalization of the corridor including using key sites, such as at Unionport and White Plains Road, as gateways to the corridor

Assess sidewalks, crossings, and lighting and improve key travel routes between employment and residential centers and commercial corridors to support convenient access

VAN NEST

VAN NEST PARK

CON-ED

PARKCHESTER

METROPOLITAN OVAL
PARKCHESTER

Improve wayfinding and signage in and around the neighborhood to station and local/regional amenities, such as the zoo and other nearby assets

Explore opportunities for creating additional ways of getting to and from the station

MORRIS PARK

Work with property owners of large development sites to create additional connections to the station, E Tremont Ave, and the larger area

Work with Parkchester to understand major pedestrian routes through community and opportunities to shift focus to E Tremont Ave

Apply lighting and sidewalk standards and introduce artwork at key locations such as the Bronxdale underpass

IMPLEMENTATION TOOLS

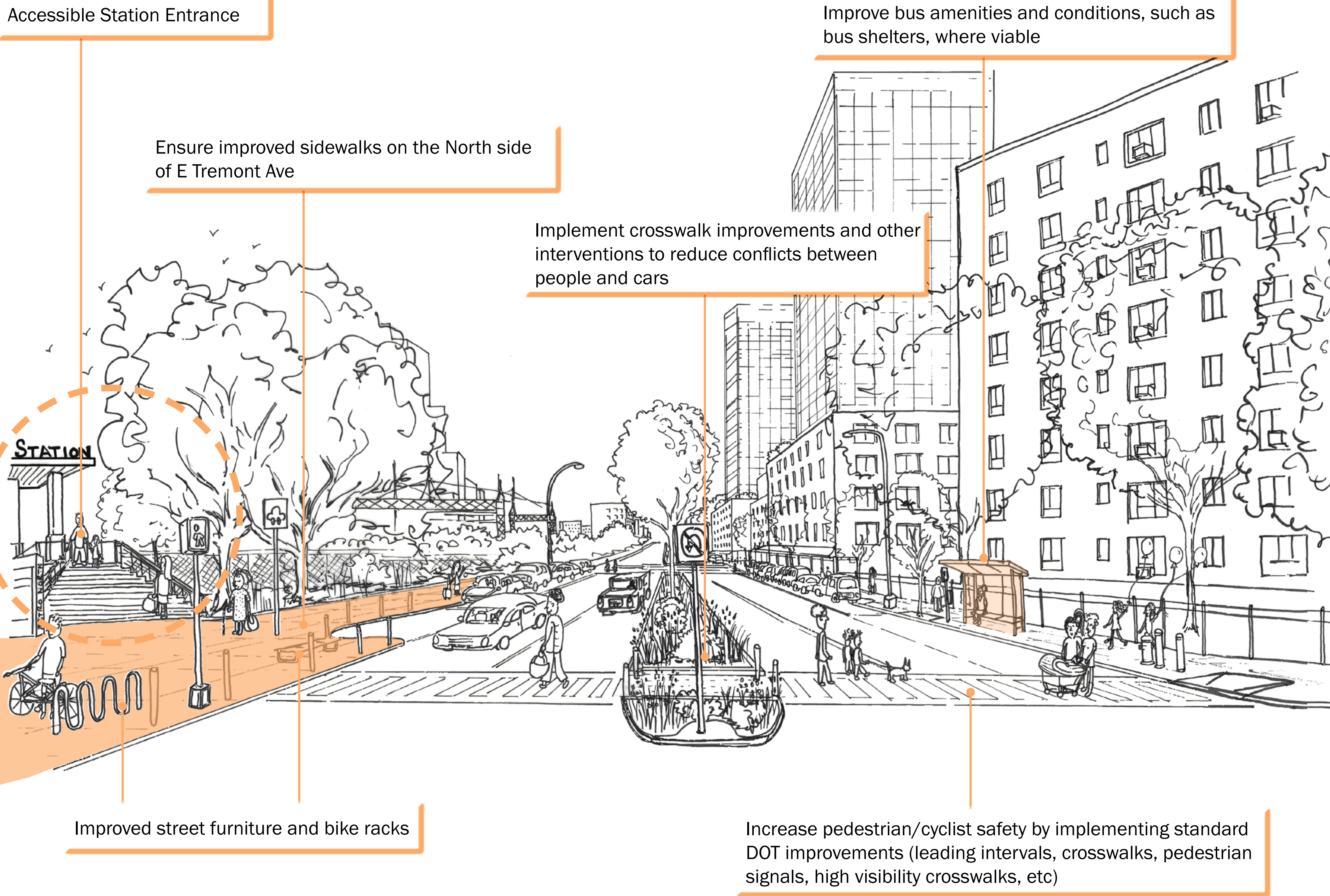
- Coordinate MTA station design, City station-area planning and Amtrak
- DOT Street Design Manual
- WalkNYC
- City Bench
- DOT Art and Event Programming
- Pedestrian level lighting in new developments
- Work with potential large developments to identify opportunities for new connections that benefit the community

PLANNING TEAM PROGRESS TO DATE:

- Influenced preliminary station design by MTA that includes opportunities for additional station access points
- Held series of interactive public meetings to seek input on pedestrian access
- Developed renderings and preliminary design of key intersections with public and stakeholder input
- Engaged private property owners to create vision for large sites

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OBJECTIVE: Ensure that major corridors are safe, well-lit, and offer pleasant pedestrian experiences
Part 2



IMPLEMENTATION TOOLS

- Coordinate MTA station design, City station-area planning and Amtrak
- DOT Street Design Manual
- WalkNYC
- City Bench
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PEDESTRIAN AND BICYCLE ACCESS | TRANSIT CONNECTIONS

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. Additionally, Subways, buses, ferry and bike routes need strong coordination and connections to station area and local/regional amenities.

OBJECTIVE: Strengthen bike and walking connections to the station, transit, retail, and area campuses

Work with the MTA and property owners to explore opportunities to improve access to the station and to distribute demand for pick-up and drop-off along E Tremont Ave

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

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

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

IMPLEMENTATION TOOLS

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

PLANNING TEAM PROGRESS TO DATE:

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

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

To see how the study seeks to make Parkchester Van Nest a :
Working Community, [click here: \[links to pdf\]](#)
Vibrant Community, [click here: \[links to pdf\]](#)

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

