WELCOME / BIENVENIDOS

BRONX METRO-NORTH
OPEN HOUSE
CASA ABIERTA
MARCH 27 & 30, 2019
27 y 30 DE MARZO, 2019
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:

1. 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.

2. 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.

3. 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.

4. 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

5. 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.

6. Community Priorities Game
   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 eventually have to be evaluated for cost, feasibility, and effectiveness. But we’ve got to start somewhere!
STATION 1

BACKGROUND & AREA OVERVIEW
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.
DOHMH is committed to explicitly naming racism in our work to protect and promote health.

Did you know?  
¿Sabías?

DOHMH is committed to explicitly naming racism in our work to protect and promote health.

For more information:  
Para obtener más información:

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

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

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

A PLACE TO AGE IN THE COMMUNITY
Parkchester is identified by the city as a Naturally Occurring Retirement Community (or NORC).

- In 2000, the Parkchester NORC Program (“PEP” – Parkchester Enhancement Program for Seniors) was established.
- PEP is a Naturally Occurring Retirement Community (NORC) that allows Parkchester seniors to remain living in the community.
- The mission of the program is to address the needs of Parkchester’s senior and provide services that enable them to remain living independently in their own apartments.
- PEP provides a wide-variety of activities and services, such as health-related, educational, recreational, social work, and in-home services.
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.
Currently **61.8%** of area residents commute to work using **public transportation**, more than

The Bronx (**60.2%**) and NYC (**56.6%**).

**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.
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 District, a master-planned community of co-ops and rental housing that is home to some 35,000 people.

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

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.
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.

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.
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.
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.
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 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.
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.
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

<table>
<thead>
<tr>
<th>Region</th>
<th>Median Income</th>
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<tbody>
<tr>
<td>CD 11</td>
<td>$48,948</td>
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<tr>
<td>Bronx</td>
<td>$36,593</td>
</tr>
<tr>
<td>New York City</td>
<td>$57,782</td>
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</table>

Household Income by AMI Band

- $65,251+: 10% of AMI
- $40,001-$65,250: 38% of AMI
- $24,501-$40,000: 17% of AMI
- $0-$24,500: 26% of AMI

Residential Units by Building Type in CD 11

- 1-5 units: 52%
- 6-49 units: 19%
- 50+ unit buildings: 30%

Residential Units by Regulatory Status in CD 11

- NYCHA: 6%
- Government Assisted: 29%
- Rent Stabilized: 6%
- Unregulated: 58%
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

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>CD 9</td>
<td>$37,826</td>
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<tr>
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Household Income by AMI Band

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<tr>
<th>AMI Band</th>
<th>CD 9</th>
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<tbody>
<tr>
<td>$65,251+ (93% of Am)</td>
<td>27%</td>
<td>27%</td>
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<tr>
<td>$40,801-$65,250 (51-93% of Am)</td>
<td>18%</td>
<td>18%</td>
</tr>
<tr>
<td>$24,501-$40,800 (31-50% of Am)</td>
<td>19%</td>
<td>18%</td>
</tr>
<tr>
<td>$0-$24,500 (0-30% of Am)</td>
<td>36%</td>
<td>37%</td>
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Renters and Owners

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<th>Bronx</th>
<th>New York City</th>
</tr>
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<tbody>
<tr>
<td>Renters</td>
<td>74%</td>
<td>78%</td>
<td>68%</td>
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<tr>
<td>Owners</td>
<td>26%</td>
<td>22%</td>
<td>32%</td>
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</table>

Affordable Housing Stock

Community District 9, Bronx

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

Residential Units by Building Type in CD 9

- 50+ unit buildings: 39%
- 1-5 units: 35%
- 6-49 units: 27%

Residential Units by Regulatory Status in CD 9

- Rent Stabilized: 17%
- Government Assisted: 16%
- NYCHA: 15%
- Unregulated: 51%
STATION 2

WHAT WE HEARD
WHAT WE HEARD: Neighborhood Character & Livability

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

Add lower AMI income bands; Create contingency that serves families at/below poverty

Short-term housing for people visiting the local institutions

More affordable housing for people visiting the local institutions

Safe streets, better lighting, children related retail as we are surrounded by so many schools and young families

Retail is underdeveloped/underutilized

More cafes/hang out areas

More green streets

Hard to find housing currently. No larger buildings for mid-income housing

More pedestrian friendliness (Morris Park Avenue and Eastchester Road)

Police enforcement at ped crossing at Morris Park and Eastchester Rd

Better bike routes

Physically we need to brighten up vacant buildings

Clean up area and create green spaces

No restaurant culture (mix is missing, only Italian places)

Trolley may help traffic on Morris Park Avenue

Space and affordability is a factor for new housing being developed. No studios, but bigger.

Fix up sidewalk/path at the Pelham Parkway park/pathway

More (affordable) housing for Einstein postdocs and associates

Different variety of schools should be available for kids and families

Pedestrian safety + more policing + better safety from and for bikes

WHAT WOULD MAKE MORRIS PARK A PLACE YOU WOULD WANT TO MOVE TO?

If greenway and paths were extended, and pedestrians can walk safely everywhere.

Access to Manhattan and different lifestyles

Train to connect

One of the few places left in the city where folks still mentioned they can afford to own homes, and therefore should stay affordable

Quality housing and restaurants

Schools

Cheaper housing needed

Affordable housing! + contingency to add people below poverty line

Parking

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

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 list 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

Rent is too expensive and increasing.

Lack of good waste management systems. Infestations.

Mismatch between population (old) and level of accessibility

PARKCHESTER/VAN NEST

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

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

Doctors for seniors are important

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.

Are there aspects of the neighborhood that could improve, be it safety, community events, the physical character of the area, etc.?
WHAT WE HEARD: Retail & Business

BRONX METRO-NORTH STATION AREA STUDY

What is lacking in your commercial corridor?

- Need more grocery store options and healthy restaurants
- Reduce retail vacancy
- Healthy food options near hospital. 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 in 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?

- Parking is a major problem for mom and pop businesses
- Health food options near hospital
- 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?

- Physically we need to brighten up vacant buildings
- Trolley may help traffic on Morris Park Avenue
- Fix up sidewalk/paths on the Pelham Parkway path/way
- Car charging stations
- Safe bike routes and bike parking stations
- Cheaper and free activities
- Parking and ways to commute safely
- Need for more diversity in retail

What would make Morris Park a better place to work?

- Cafes & sit-down restaurants within walking distance
- Parking for customers
- General shopping district. Better marketing. Better food offerings (ethnic)
- 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
- New businesses need increasing makes it difficult for local merchants to make ends meet.
- Need for small retail: thriftshops, doctor’s offices, daycares, supermarket
- Want more Middle Eastern, Bangladeshi food and stores
- There’s no good supermarket.
- Would love a frozen yogurt shop
- Lack of clothing stores.
- Lack of amenities for theaters, live theater, performing and visual arts.

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

- Clean up area and create green spaces
- Support for BID to help attract businesses
- Great connectivity & easy access via highways
- Need parking
- Housing construction means more opportunity for business
- Fix up sidewalks/paths on the Pelham Parkway path/way
- Retail and residential development around the new station
- Improve access to and partnership with networks and institutions like NYU, Cornell, and Columbia

What would make Morris Park a better place to work?

- Shopping and dining
- Campus food options are limited along Eastchester Rd.
- Health food options near hospital

What are the biggest challenges facing your commercial corridors?

- Lots of double parking on E Tremont. Needs improvement.
- Double parking on E Tremont by autobody shops
- Not a diversity of retail on E Tremont
- West of White Plains road: Improve that area. Stores conducive to people in neighborhood.
- Need for more places to go out at night. Destinations spot for night life.
- Keep the community for the community
- Need for more variety in retail. Limited hours currently.
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.?**

- Traffic pattern changes for safety
- East Tremont needs to be clean and safe
- Prioritize alternative transportation to station
- Bike trails along tracks; walking trail to Pelham Bay Park
- Road surface improvements
- Signage and ramps for impaired visitors and residents
- Need connection to subway
- Wheelchair accessibility and elevators needed
- Repave ped/bike path between Stillwell and White Plains
- Parking is constrained; some for commuters; possibly a parking deck
- Access for hospital patients
- East-West bike connection needed!!
- CitiBike station at train station and bike parking

**PARKCHESTER/VAN NEST**

- More retail along Tremont: Cafe and news stands
- Dark under the bridges
- Streets sometimes feel dangerous to cross
- Need better lighting
- Sidewalks need investment
- Need for crosswalks along Tremont
- I don’t like crossing under bridges

- East Tremont is very wide
- New station needs to connect to neighborhoods
- East Tremont is very wide
- Streets sometimes feel dangerous to cross
- Need better lighting
- Sidewalks need investment
- Need for crosswalks along Tremont
- I don’t like crossing under bridges

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

Where would you take Metro-North service to in the future?
WHAT WE HEARD: Parks & Open Space

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

- Rock-climbing and biking
- Biking
- Paddle tennis
- Kids playground and shopping
- Birding
- Read, chat with friends, compare notes, sit on a bench
- Walking, biking and enjoying the peace and quiet
- Playground, sprinklers
- Basketball
- Sitting at the Metropolitan Oval
- The scenery
- Paddle tennis
- Pastors take kids to Barreto for sprinkler and swings
- Ride to work or to City Island on related trails

Which parks do you visit the most?

<table>
<thead>
<tr>
<th>Park</th>
<th>Percentage</th>
</tr>
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<tbody>
<tr>
<td>Pelham Bay</td>
<td>20%</td>
</tr>
<tr>
<td>Van Cortland</td>
<td>31%</td>
</tr>
<tr>
<td>Orchard Beach</td>
<td>6%</td>
</tr>
<tr>
<td>Soundview Park</td>
<td>9%</td>
</tr>
<tr>
<td>Concrete Plant Park</td>
<td>3%</td>
</tr>
<tr>
<td>Orchard Beach</td>
<td>6%</td>
</tr>
<tr>
<td>Barreto Point</td>
<td>6%</td>
</tr>
<tr>
<td>Crotona Park</td>
<td>6%</td>
</tr>
<tr>
<td>New York Botanical Gardens</td>
<td>3%</td>
</tr>
<tr>
<td>Glen Island</td>
<td>4%</td>
</tr>
<tr>
<td>P.S. 83</td>
<td>4%</td>
</tr>
<tr>
<td>Pelham Parkway/Shore Rd Bike Path</td>
<td>3%</td>
</tr>
</tbody>
</table>

How do you get to the park?

- 4% Train
- 22% Car
- 30% Walk
- 4% Bus
- 39% Bike

PARKCHESTER/VAN NEST

Many seniors in Parkchester buildings often lack wheelchair access

How do you get to the park?

- 19% Bus
- 19% Train
- 19% Walk
- 43% Car
- 43% Walk

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

- Sitting at the Metropolitan Oval
- Basketball
- Read, chat with friends, compare notes, sit on a bench
- Playground, sprinklers
- The scenery
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”

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

“The station’s pedestrian bridge should be a wide, public space....”
Participants spoke with city agencies about their vision for the station area, touching on everything from improving job access and needed area retail, to parks and housing needs, to identifying dangerous or problematic intersections and roadways. Participants also directed urban designers in a sketching exercise and provided input about their preferences for land uses, public spaces, and more, within the station area. Agencies were on-hand to answer questions and provide detailed information related to the study.
Participants directed urban designers in a sketching exercise (top left), as well as provided input about their preferences for land uses and public space design over Tremont Avenue (left). Agencies were on-hand to answer questions and provide detailed information related to the study, the area’s economic and housing profiles, small-business services, and more. Participants were also asked how they would travel to the proposed station in the future, identifying key patterns and critical connections (below).
WHAT WE HEARD: Around the Station

What does a successful station area look like to you?

**LAND USE**

- Active Retail: 34%
- Residential Building: 19%
- One-Story Retail: 16%
- Private Parking Garage: 9%
- Destination Retail: 7%
- Cultural Institution: 5%
- Office Building: 4%
- Mixed Use Building: 5%

**OPEN SPACE RESOURCES**

- Outdoor Seating: 28%
- Sidewalk Cafe: 24%
- Covered Open Space: 15%
- Plaza Space: 7%
- Permanent Kiosk: 6%

**STREETSCAPE & CONNECTIONS**

- Street Trees: 30%
- Safe Crosswalks: 15%
- Street Furniture: 11%
- Landscaping: 8%
- Sidewalk Widening: 8%
- Bike Lanes: 6%
- Bus Amenities: 5%
- Pedestrian Overpasses: 3%
- Lighting: 2%
- Trash Receptacles: 1%
- Public Art: 1%
- Bike Share, Bike Racks: 1%
- Pavers: 1%
- Pedestrian Connectivity: Institutional Parking, Paved Median, Seat Wall, Benches, Car Share

**Examples**

- Assembly Row, Boston MA: Active Retail, Open Space Resources, Streetscape
- Union Station, Denver CO: Active Retail, Open Space Resources, Streetscape
- Charlotte, NC: Active Retail, Open Space Resources, Streetscape
- Assembly Row, Boston MA: Active Retail, Open Space Resources, Streetscape
- 30th Street Station, Philadelphia PA: Open Space Resources, Streetscape
- Fordham Plaza, Bronx NY: Open Space Resources, Streetscape
- Arlington, VA: Streetscape
What does a successful station area look like to you?

**LAND USE**

- **Mixed Use Building**: 9%
- **Mixed Use Building**: 26%
- **Private Garage**: 21%
- **Residential Building**: 13%
- **Office Building**: 15%
- **Active Retail**: 17%
- **One story retail**: 19%
- **Destination Retail**: 10%
- **Pop-Up vendor / market, Food cart**: 3%

**OPEN SPACE RESOURCES**

- **Outdoor Seating**: 29%
- **Plaza Space**: 21%
- **Sidewalk Cafe**: 25%
- **Covered Open Space**: 15%
- **Bike Lanes**: 6%
- **Trash Receptacle**: 2%

**STREETSCAPE & CONNECTIONS**

- **Bus Amenities**: 21%
- **Lighting**: 19%
- **Trash Receptacles**: 14%
- **Street Trees**: 11%
- **Safe Crosswalks**: 5%
- **Bike Racks**: 4%
- **Bike Share**: 2%
- **Wayfinding**: 1%
- **Public Art**: 1%
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”

“More food options”

“Safety for seniors should be a priority”
STATION 3

DRAFT
RECOMMENDATIONS
**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

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**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, etc.)

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### Issue/Opportunity: Station Area Amenities and Surrounding Uses Should Meet Both Commuter and Local Needs and Desires

- 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.

### Recommendations:
- Identify alternative scenarios for preferred station landing and access.
- Work with MTA on station and station interface design to support good connections to neighborhoods.
- Coordinate investments in station to address community safety and comfort concerns.
- 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.

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### Issue/Opportunity: A Successful Station Must Interface and Connect Properly with Surrounding Neighborhoods, but the Station Area Is Currently Bordered by Private Property Only

- 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.

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**Issue/Opportunity:**
Limited public open space in immediate station area

**Recommendations:**
- Explore opportunities to create open space (whether public or private) along shallow lots near station access, 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

**Issue/Opportunity:**
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

**Issue/Opportunity:**
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

*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.*
1. Issue/Opportunity:
   E Tremont Ave and other major corridors are busy and designed mainly for through car and truck traffic; bus 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.

2. Issue/Opportunity:
   Sidewalks along the north side of E Tremont Ave are obstructed due to spillover from auto shops onto street.

   Recommendations:
   - Work with partner agencies and local businesses to increase enforcement and better understand space needs.

3. Issue/Opportunity:
   Parking needs will grow with a new station and as development occurs.

   Recommendations:
   - 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.

4. Issue/Opportunity:
   Need to address vehicular circulation around the future station.

   Recommendations:
   - Identity 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.

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.

All potential improvements part of mitigation measures to be explored as part of CEQR.
Issue/Opportunity: 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

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

Issue/Opportunity: 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

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 Rd and the Parkchester garages as a gateway to the corridor
- 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: Brondable 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.

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.

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**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:**
- 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
- 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 regarding accessibility
- 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 homeownership 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
  - Preservation efforts

**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

**Issue/Opportunity:** 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

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**JOBS & ECONOMIC DEVELOPMENT**

1. **Issue/Opportunity:**
   Parkchester is a dense and stable residential community, but is not necessarily connected to the major job centers 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.

2. **Issue/Opportunity:**
   Existing commercial corridors should remain unique shopping areas, complementing and supporting future growth.

   **Recommendations:**
   - Support commercial corridors, such as Morris Park, Castle Hill, Metropolitan Ave, Starling, and others.
   - Develop understanding of business needs and environment.
   - Retail around future station should complement existing retail.
   - Consider potential pedestrian improvements along key travel routes between employment centers and commercial corridors.

3. **Issue/Opportunity:**
   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.

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### Issue/Opportunity:
Existing zoning and land use around proposed station do not support transit-oriented development

### 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

### Issue/Opportunity:
Existing zoning and land use within surrounding neighborhood do not support growth of key institutions and employers

### Recommendations:
- Explore zoning changes that would help sustain growth of educational, health, and life-science sectors
- Understand special needs of surrounding institutional uses
- Explore special zoning rules to increase feasibility of transit-oriented uses on lots around future station

### Issue/Opportunity:
Shallow lots along Basset Avenue are difficult to develop

### Recommendations:
- Identify strategies to activate shallow lots through temporary uses or pilot programs and promote development of shallow lots
- Explore possibility of instituting special zoning rules to increase feasibility of lots for station-oriented uses

### Issue/Opportunity:
Neighborhood lacks a “center” or sense of place

### Recommendations:
- Create a central place focused on the station with greater density and height, active and mixed uses, a public space, and identity
- Continue to work with ESD to ensure Bronx Psych redevelopment is reflective of needs of surrounding area and also transit-oriented development (TOD) design
- Redevelopment should provide uses that complement and support the neighborhood’s growth
- Redevelopment should help to connect the neighborhood together by providing connections to the east and west as well as north and south

### Issue/Opportunity:
Redevelopment of former Bronx Psych property requires an opportunity to design an attractive well-connected, pedestrian-friendly 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 reflects needs of surrounding area and incorporates transit-oriented design principles
- Redevelopment should provide a range of uses that complements and supports the neighborhood’s growth

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**PLACEMAKING & LAND USE**

- **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 pilot programs and promote development of shallow lots**
- **Continue to work with ESD to ensure Bronx Psych redevelopment is reflective of needs of surrounding area and also transit-oriented development (TOD) design**
- **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**
- **Support the Morris Park BID and Westchester BID**
- **Explore opportunities for improving connections between campuses and surrounding area**
- **Work with institutions and property owners to promote targeted growth of life sciences sector**
- **Retail around future station should complement existing retail along Morris Park Avenue and within Westchester Square**
- **Support placemaking, neighborhood connections, and retail/service diversity**

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**JOBS & ECONOMIC DEVELOPMENT**

- **Encourage local institutions to collaborate to share resources and develop market branding for the area**
- **Promote relationships between area institutions and support development of area identity and jobs plan**
- **Support the Morris Park BID and Westchester BID**
- **Create central place focused on the station with greater density and height, active and mixed uses, a public space, and identity**
- **Consider potential pedestrian improvements along key travel routes between employment centers and BIDs**
- **Work with health, education and research institutions, office parks, and business improvement districts to develop branding campaign to raise the area’s profile and support its success**
- **Encourage the development of the large multi-campus area east of the rail line as a pedestrian-oriented, mixed use neighborhood**

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**Issue/Opportunity:**
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 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

**Issue/Opportunity:**
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
  - Encourage local institutions to collaborate to share resources and develop market branding for the area

**Issue/Opportunity:**
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

**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
  - Encourage local institutions to collaborate to share resources and develop market branding for the area

**Issue/Opportunity:**
The Morris Park area is well positioned to serve as an important intermediate link in a regional life sciences corridor that stretches from Midtown Manhattan to New Haven, but currently lacks the diversity of tenants, healthcare services, research institutions and start-ups to make this a reality.

**Recommendations:**
- Work with institutions and property owners to promote targeted growth of life sciences sector
- Explore zoning changes to support life-sciences sector, housing diversity, and retail corridors
- Transportation and placemaking interventions will help institutions to attract and retain talent

**Issue/Opportunity:**
Existing commercial corridors should remain unique shopping areas, complementing and supporting future growth

**Recommendations:**
- Support the Morris Park BID and Westchester BID
- Retail around future station should complement existing retail along Morris Park Avenue and within Westchester Square
- Understand streetscape and pedestrian improvements along key travel routes between employment centers and BIDs

**Issue/Opportunity:**
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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CIRCULATION & MOBILITY: Pedestrian and Bicycle Access

1. **Issue/Opportunity:**
   - Poor pedestrian connections along Bassett Avenue, between campuses, and around station area 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.

2. **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:**
   - 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.

3. **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.

4. **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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**CIRCULATION & MOBILITY: VEHICULAR ACCESS**

1. **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

2. **Issue/Opportunity:** Limited ways in and out of Morris Park East create significant congestion and limit current and future growth opportunities

   **Recommendations:**
   - Explore opportunities to improve access and circulation to Morris Park East to support institutional, mixed use, and job-focused growth and evaluate 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

3. **Issue/Opportunity:** 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

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**All potential improvements part of mitigation measures to be explored as part of CEQR**
BRONX METRO-NORTH
STATION AREA STUDY: Draft Recommendations

STATION AREA AND ACCESS

1. **Issue/Opportunity:**
   There is no public land east of station so station access will require coordination with private property owners

   **Recommendations:**
   - Work with MTA to understand east and west station landing and platform design options and their relative costs and benefits as well as the relationship to land uses and future development
   - Explore opportunities for leveraging station pedestrian bridge to connect existing neighborhood and future development in Morris Park East and West of the rail line
   - Explore alternatives for making east-west crossing a community asset as well as station feature
   - Ensure landings on east and west sides provide adequate pedestrian connectivity and adequately connect to open spaces and uses
   - Explore opportunities for leveraging station pedestrian bridge to connect existing neighborhood and future development in Morris Park East and West of the rail line
   - Explore creation of special district to facilitate/allow for incorporation of landings into new/existing institutional structures or into public plaza spaces, etc.
   - Explore mapping actions to facilitate appropriate station area

2. **Issue/Opportunity:**
   Need to coordinate with Metro-North on east-west access needs as part of station

   **Recommendations:**
   - Work with MTA to understand east and west station landing and platform design options and their relative costs and benefits as well as the relationship to land uses and future development
   - Explore opportunities for appropriate welcoming public space in station area
   - Explore land use actions and zoning incentives to create station access and public space around station

3. **Issue/Opportunity:**
   Fully leveraging new station may require coordination with area institutions and property owners and may require special incentives to achieve community vision

   **Recommendations:**
   - Work with MTA to understand east and west station landing and platform design options and their relative costs and benefits as well as the relationship to land uses and future development
   - Explore opportunities for appropriate welcoming public space in station area
   - Ensure landings on east and west sides provide adequate pedestrian connectivity and appropriately connect to open spaces and uses
   - Explore opportunities for making east-west crossing a community asset as well as station feature
   - Ensure landings on east and west sides provide adequate pedestrian connectivity and appropriately connect to open spaces and uses
   - Explore mapping actions to facilitate appropriate station area
   - Explore creation of special district to facilitate/allow for incorporation of landings into new/existing institutional structures or into public plaza spaces, etc.

*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.*
Issue/Opportunity:
Lack of public open space in immediate vicinity of station

Recommendations:
- Explore opportunities to include public space/plaza within station approach area
- Explore opportunities to coordinate open space in institutional master planning work near station area
- Explore ways to improve links between station and existing public spaces through wayfinding signage, bike networks, bus routes, etc.

Issue/Opportunity:
Existing neighborhood parks lack visibility and directional signage across the neighborhood

Recommendations:
- Improve links across the neighborhood to existing public spaces via safe streets, bike paths and wayfinding

Issue/Opportunity:
Area open spaces and parks lack diversity of program and uses for different user groups and activities

Recommendations:
- Explore opportunities for incorporating a greater variety of uses within area open spaces
- Explore opportunities for public space in the station area and design it to be attractive to a variety of users.

Issue/Opportunity:
Loreto Playground has greater potential to be a community gathering point

Recommendations:
- The reconstruction and improvements in Loreto Playground will help to activate and welcome residents to this neighborhood park. Parks is reconstructing a new sports field surface, new planting beds to capture stormwater, a running track, and upgraded seating and entrances. The design was completed in February 2019, and construction is due complete by Spring 2021.

Issue/Opportunity:
Pelham Parkway feels unsafe and unkempt

Recommendations:
- Explore creative options to maintain and manage the space, including partnering with local institutions

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Community Resources

**Issue/Opportunity:**
Understand vulnerable populations around station area

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

**Issue/Opportunity:**
Lack of healthy food options in area

**Recommendations:**
- Work with City agencies to share information about available city resources, including tenant rights, legal services, and preservation efforts
- Work with local business improvement districts 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 zoning changes allow grocery stores and supermarkets

**Issue/Opportunity:**
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

**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
- Incorporate areas history into parks and public spaces as opportunities arise, including any public space created near the station

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**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 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

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**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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**Issue/Opportunity:**
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
COMMUNITY RESOURCES

Issue/Opportunity:
Understand vulnerable populations around station area

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

Issue/Opportunity:
Lack of healthy food options in area

Recommendations:
- Work with local business improvements districts 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 zoning changes allow grocery stores and super markets

Issue/Opportunity:
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

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
- Incorporate areas history into parks and public spaces as opportunities arise, including any public space created near the station

HOUSING

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 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

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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
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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

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

Issue/Opportunity:
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

*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

DAY IN THE LIFE OF A METRO-NORTH 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.

When she was younger, Luciana loved wandering over to see plays and musicals at the various venues in Midtown, but since moving to Co-Op City these trips have become increasingly rare.

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!”

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

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.”

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.

Since the new service started and after 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!
Belinda owns a co-op in the Parkchester Planned Community.

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.

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

2. 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.

When she heard about the 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 north-bound 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.
STATION 4

BRINGING IT ALL TOGETHER
Create a sense of place
at new station

Create active neighborhood center

Support institutional growth

Promote better pedestrian connections
on east side of railroad

Mixed-use residential that appropriately responds to neighborhood character

Promote transit-oriented development
as growth occurs on the east side of railroad

Encourage active, mixed-use development
Activate station area by focusing entertainment, dining, retail and housing options
Concentrate density around station, consistent with transit-oriented principles
Provide opportunities for new housing options

Leverage future development to improve station access and connections between area neighborhoods and institutions
Create a sense of place where new station connects to the neighborhood
Ensure that the east/west connection across station creates a welcoming, public gateway on each side

Note: Any recommendations related to the interface of the public realm and station are purely exploratory and dependent upon engineering work on the part of the MTA

Encourage active, mixed-use development
Activate station area by focusing entertainment, dining, retail and housing options
Concentrate density around station, consistent with transit-oriented principles
Provide opportunities for new housing options

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

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

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
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

Explore land use and zoning changes that allow housing for a range of incomes within the immediate vicinity of the station
Explore opportunities to leverage new Metro-North service to connect to housing in city and region
Ensure land use changes accommodate a range of housing needs
Promote creation of homeownership opportunities

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

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

All recommendations shown here are purely exploratory and will need to be evaluated for costs, effectiveness, and feasibility and do not represent planned or committed capital projects on the part of City agencies
Future Vision for the Station Area

- **Focus new development and density around new station**
- **Explore zoning changes to help sustain growth in educational and healthcare sectors**
- **Encourage active mixed use development**
- **Work with institutions to create connections between campuses**
- **Encourage development that steps down to better match character of surrounding neighborhood**
- **Explore opportunities to ensure future development is consolidated with transit-oriented principles and community needs**
- **Encourage uses that support transit-oriented development and local institutions**
- **Explore pedestrian connections on east side of railroad**
- **PROMOTE BETTER PEDESTRIAN CONNECTIONS**
- **Encourage use that support transit-oriented development and local institutions**
- **Focus activity around Morris Park Avenue to create sense of place, providing opportunities for entertainment, dining, retail, housing, and other desired uses**
- **Explore opportunities to ensure future development is consolidated with transit-oriented principles and community needs**
- **Work with institutions to create connections between campuses**
- **Encourage development that steps down to better match character of surrounding neighborhood**
- **Focus new development and density around new station**
- **Improve safety at underpass**
- **Strengthen connections to existing retail corridors**
- **Strengthen access to/from new station and Morris Park East**

**MORRIS PARK**
- Encourage active, mixed-use development to create a gateway into the Van Nest community and meet needs of the Con Edison site.
- Work with Con Ed to better understand their needs and future plans.
- Support needs of the Parkchester Housing Cooperative.
- Work with Con Ed to better understand their needs and future plans.
- Support the Parkchester Housing Cooperative.
- Promote higher densities and mixed-use as gateway to surrounding communities.
- Tremont Avenue should serve the community as an active, mixed-use transit corridor.
- Support the Con Edison site and the Parkchester Housing Cooperative.
- Encourage transit-oriented development that provides a variety of housing options, activates Tremont Ave. at the ground level, preserves parking, and allows a mix of uses that meet neighborhood needs.
- Explore opportunities for development which creates a gateway while responding to neighborhood character.
- Tremont Avenue should serve the community as an active, mixed-use transit corridor.
- Support local retail along Morris Park Avenue.
- Create vibrant, mixed-use corridor that acts as a seam between neighborhoods to the north and south.
- Identify opportunities to connect Parkchester to Morris Park and other regional job centers.
- Work to understand the training needs of area residents to prepare them for growing job sectors.
- Support commercial corridors such as Morris Park, Castle Hill, Metropolitan Ave, Starling, and others.
- 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.
- Support existing and new homeowners.
- 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.
- Support the Con Edison site and the Parkchester Housing Cooperative.
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Future Vision for the Station Area

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

- Encourage transit-oriented development that:
  - Provides variety of housing options
  - Activates street at ground floor level
  - Allows a mix of uses to meet neighborhood needs

- Connect Tremont to existing retail corridors.

- Explore opportunities to improve pedestrian connections underneath the Bronxdale Bridge.

- Explore zoning to encourage development that serves as a gateway to the Parkchester Community.

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

- Understand opportunities for access around the Con Edision site.

- Explore improved connections and wayfinding to existing area transit.

- Encourage active, mixed-use development along Tremont Avenue.

- Explore opportunities to better utilize difficult-to-develop shallow lots along Tremont Avenue.

- Explore opportunities to improve pedestrian connections under the Bronxdale Bridge.

- Understand opportunities to access around the Con Edision site.

- Explore improved connections and wayfinding to existing area transit.
Vision Sketches

Looking north on corner of Bassett Ave and Morris Park Ave

Looking north on Eastchester Rd

Looking north on Bassett Ave (eastern side)

Looking east on corner of Eastchester Rd and Morris Ave
BRONX METRO-NORTH
STATION AREA STUDY

Vision Sketches

Looking south on intersection of Tremont Ave and Unionport Rd

Looking south on intersection of Tremont Ave and Unionport Rd

Looking west on Tremont Ave

Looking west on Tremont Ave

PREPARED DURING PUBLIC OUTREACH EVENT

PREPARED DURING PUBLIC OUTREACH EVENT

PREPARED DURING PUBLIC OUTREACH EVENT

PREPARED DURING PUBLIC OUTREACH EVENT
PLACE A STICKER BELOW YOUR PREFERRED VISION FOR A FUTURE STATION AREA

How do you envision the future Morris Park station area?

**Enhanced Entrance**

PLACE STICKERS HERE

**Small Public Space Across from Station Entrance**

PLACE STICKERS HERE

**Extended Public Space on Morris Park Ave to Eastchester Ave**

PLACE STICKERS HERE

**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?

It's a Place for the Neighborhood to Meet, Shop, and Relax

PLACE STICKERS AND POST-IT HERE

It's a Bronx, City, and Regional Destination

PLACE STICKERS AND POST-IT HERE

It's a Thriving Jobs Center

PLACE STICKERS AND POST-IT HERE

It's Place for Entertainment

PLACE STICKERS AND POST-IT HERE

It's a Cultural Center

PLACE STICKERS AND POST-IT HERE
How do you envision the future Parkchester/Van Nest station area?

What kind of uses and activities do you envision for the E Tremont Ave corridor? What does this mean to you?
STATION 5

COMMUNITY PRIORITIES

GAME
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:

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

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

3. 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.

4. Repeat until you run out of chips.

5. 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

<table>
<thead>
<tr>
<th>Number</th>
<th>Priority 1</th>
<th>Priority 2</th>
<th>Priority 3</th>
<th>Priority 4</th>
</tr>
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<tbody>
<tr>
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<td>Support existing businesses</td>
<td>Enhanced station access</td>
<td>Support economic development through the growth of life science/healthcare jobs</td>
<td>Activate underutilized spaces for community use</td>
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<td>2</td>
<td>New affordable housing</td>
<td>Improve pedestrian safety</td>
<td>Improve streetscape, including things like wayfinding, street trees, seating &amp; lighting</td>
<td>Provide opportunities for destination retail</td>
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<td>3</td>
<td>Improve existing road infrastructure</td>
<td>More fresh food markets and grocery stores</td>
<td>More ESL and immigration services</td>
<td>New investments to improve circulation</td>
</tr>
<tr>
<td>4</td>
<td>Support arts &amp; culture</td>
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<td>Enhance transit connections to new station</td>
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<td>Support existing parks and open space</td>
<td>Appropriate parking regulations to complement new station/uses</td>
<td>Improve and expand bike network</td>
<td>Provide opportunities for more neighborhood-serving retail</td>
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<td>Improve existing road infrastructure</td>
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Community Priorities

1. Support existing businesses
   - Enhanced station access
   - Support existing parks and open space and connections to them
   - Activate underutilized spaces for community use

2. New affordable housing
   - Improve transit connections to new station
   - Support existing tenants and homeowners
   - More bike lanes

3. Improve pedestrian safety
   - Improve existing road infrastructure
   - Improve streetscape, including things like wayfinding, street trees, seating & lighting
   - More opportunities for other ways to get around, bike/scooter sharing

4. More fresh food markets and grocery stores
   - More opportunities for other ways to get around, bike/scooter sharing
   - Support arts & culture
   - Appropriate parking regulations to complement new station/uses

5. New housing options
   - Activate and program space around station
   - More ESL and immigration services
   - Provide opportunities for more neighborhood-serving retail

6. Promote economic development by supporting office uses
   - Provide opportunities for destination retail
   - More job and career training
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