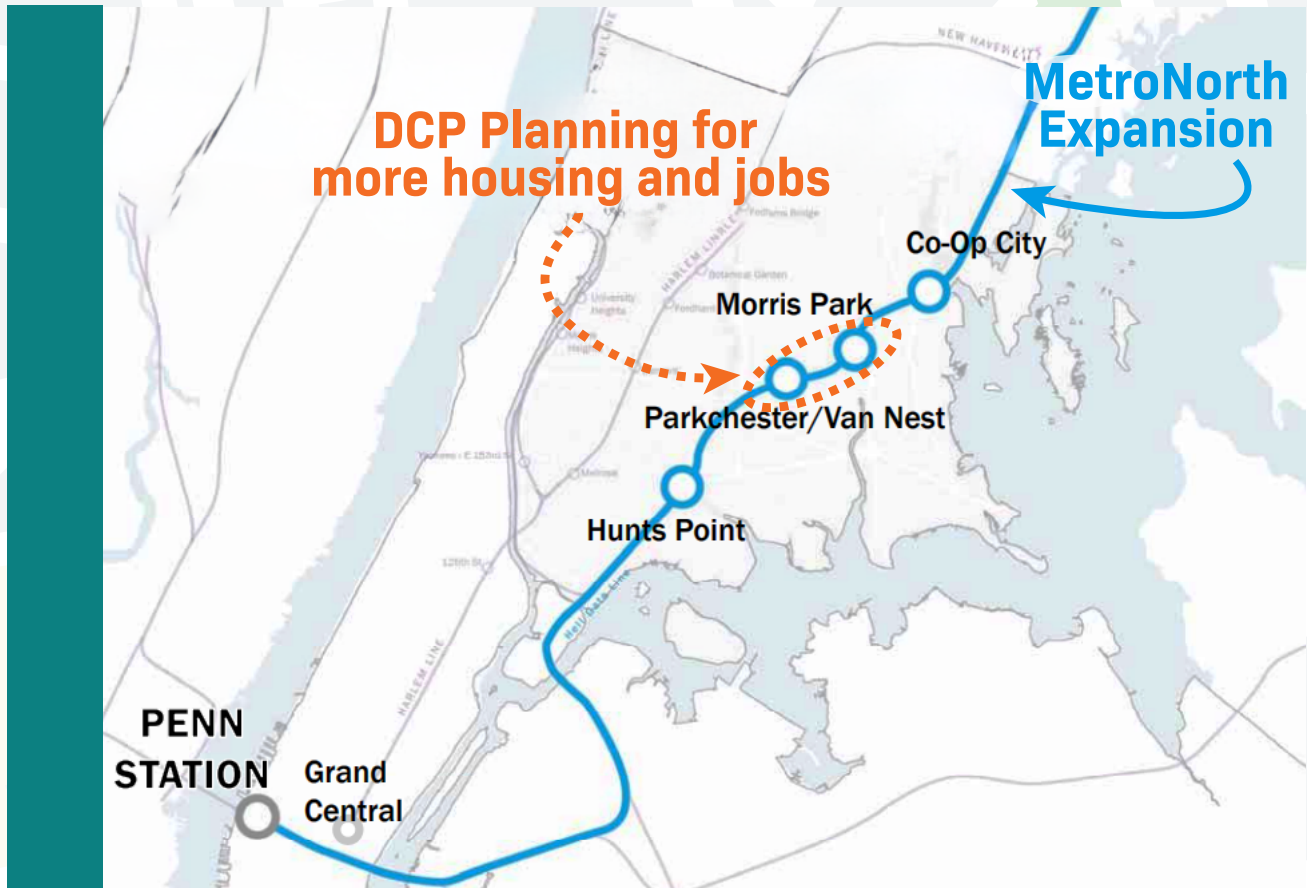


Bronx Metro-North Study Area FAQ Guide

FALL 2023



NEW YORK CITY COUNCIL

NYC
PLANNING



Metro-North Timeline and Operations

▶ **Where exactly will the new Metro-North Stations be located?**

- The Metro-North Penn Access project will bring four new stations to the Bronx at Co-op City, Morris Park, Parkchester/Van Nest, and Hunts Point.
 - **Co-Op City Station Location:** located at street level along Erskine Place, with station access at De Reimer Avenue.
 - **Morris Park Location:** located at street level along Bassett Avenue, with station access from both sides of the tracks at Morris Park Avenue.
 - **Parkchester/Van Nest Station:** located at street level along East Tremont Avenue east of White Plains Road, with station access located at East Tremont Ave and Dogwood Lane and a secondary entrance from the Unionport Bridge.
 - **Hunts Point Station:** located below street level parallel to Bruckner Boulevard and the elevated Bruckner Expressway, with station access from street level at Garrison Avenue secondary entrance near the Bruckner expressway.

▶ **When will the new Metro-North stations be open? Will they all open at the same time?**

- Completion of all four stations is expected in 2027. Service will not start until all four stations are complete.

▶ **What line will these new Metro-North stations connect to?**

- These stations will enter the Metro-North system running on the Hell Gate line. When service first begins in 2027, it will start and terminate in New Rochelle. Folks coming from points North in Westchester and Connecticut will transfer at New Rochelle and then take the Hell Gate line into Penn Station.

▶ **Will there be any discounted fares for Bronx residents to ride?**

- The MTA will set the fares and provide the service planning in 2027. The MTA is contemplating a discounted ticket, and that possibility will be further analyzed until 2027.

▶ **Will this new Metro-North service operate 7 days a week?**

- Yes, service will operate seven days a week, year-round.

▶ **How frequently will the Metro-North trains run?**

- During peak hours, the MTA anticipates three Metro-North trains running per hour in each direction.
- In off-peak hours, Metro-North plans to run two trains per hour in each direction: one starting and ending in Stamford and the other in New Rochelle.

▶ **How much does this Metro-North expansion project cost? Where does the funding come from?**

- This project is fully funded. The total cost of the Penn Station Access project is projected at \$2.87 billion. The project is funded through the MTA Capital Plan, New York State funding, cost sharing with Amtrak, and federal funding obtained for the catenary system and bridge replacement.

Transportation and Parking

▶ **How will this project affect parking and traffic?**

- This is a transit equity project. The MTA is not precluding parking or investments in parking for future developments. The Department of City Planning is studying both traffic congestion and the effects on parking through a mandated environmental review process to assess future needs.

▶ **Will there be a shuttle bus from Co-op City to the Metro-North stations?**

- The MTA is actively considering a shuttle service from Co-Op City to the Metro-North station at Erskine Rd, as well as updating bus service to support the travel of MTA riders from Co-Op City. Determinations will be made by the MTA closer to the rail launch in 2027.

▶ **What will be done to reduce traffic on I-95 ramp and the connection to Pelham Parkway?**

- DCP is collaborating with agency partners to address issues of congestion to ensure this project, and the MTA 2027 service mitigates traffic concerns and enhances pedestrian safety. The MTA, DCP, and others will utilize the data gained from environmental review and public outreach to best address issues related to traffic near the new stations.

▶ **Will bike parking be included in the new Metro-North Stations?**

- Yes, there will be dedicated bike parking at all four of the new Metro-North stations!

▶ **Will bike parking be included as part of any of the new developments?**

- At new developments citywide, bike parking requirements are in place that will apply to new development as part of this rezoning as well. Each of the four new Metro-North stations will include bike parking.

▶ **Why won't there be vehicular access to the Co-op City station south of the tracks?**

- There is no entrance planned for the south side of the tracks as this is NYC Parks wetlands (Pelham Bay Park).

▶ **What kind of parking requirements will apply to new residential buildings?**

- As part of the environmental review for the Bronx Metro-North Station Area Study, the city is taking an extensive look at traffic patterns in the area and parking. As part of this process, the City has conducted counts of parking space utilization at all times of day. That study is ongoing and will shape requirements in regard to new development.

▶ **Will Citi Bike expansion or additional allocation of East-Bronx scooter share (Bird/Lime), be considered as part of this neighborhood rezoning?**

- This rezoning does not enable authority over Citi bike expansion or the addition of East Bronx scooter share services. With that said, partner agencies including DOT will be heavily involved in the implementation of this plan as we approach the Metro-North launch in 2027, and several considerations including ADA accessible crosswalks, lighting changes, and yes, mobility services, will continue to be evaluated in the East Bronx.

Housing

▶ **Will senior housing be incorporated as part of the new housing development coming to the Bronx?**

- While the city cannot mandate that private landowners build senior housing, DCP and city agency partners are strongly encouraging development of senior housing in addition to affordable housing of all types by connecting developers with the Department of Housing Preservation & Development (HPD) early in the process.

▶ **Will there be investments for renovations at Parkchester?**

- DCP has been facilitating and encouraging conversations with Parkchester ownership, local elected officials, and key agencies around financing needs and opportunities for preserving affordability and for preservation of unique features of the development.

▶ **How do we ensure that new housing will be for Bronx residents?**

- “Community Preference” will be instituted in the rezoning area. This means that 50% of affordable housing units created through the rezoning are set aside to be available specifically for the residents in the community district in which the development is located.

▶ **Will there be height limits on new residential buildings in the areas surrounding the new stations?**

- Many factors are considered when deciding on zoning districts including the pedestrian experience, bulk, building setbacks from the street, width of the adjacent streets, height, and much more. All these design concepts are being considered in DCP’s ULURP application that will be presented to the public during the public review process.

▶ ***Will the addition of new Metro-North stations to these areas cause my rent to increase?***

- Housing production is critical to keeping rents from skyrocketing. The city is committed to producing quality housing and providing city programs and services to ensure tenants can continue to live in their homes. The Department of Housing Preservation & Development is a key partner in the Bronx Metro-North planning efforts.

▶ ***How affordable will the new housing developments be?***

- DCP and city agency partners are strongly encouraging development of affordable housing of all types by connecting developers with the Department of Housing Preservation & Development (HPD) early in the process to find financing that incentivizes such development.

▶ ***Will new housing include affordable homeownership opportunities in addition to rental units?***

- DCP is including HPD early in the planning process to work with private landowners to find ways to finance affordable housing of all types including affordable homeownership.

Economic and Workforce Development

▶ ***How can folks in the community connect to local construction jobs that will be created as a result of this plan?***

- Stay tuned and stay engaged! Through the ULURP public review process, the City Council will endlessly negotiate for local and union jobs. City Council is determined to ensure jobs for all projects in this rezoning area are good paying, well marketed in our communities, and that contracts are with WMBE businesses as much as possible.

▶ ***What types of jobs will be created from this plan?***

- There will be a diverse array of jobs created directly and indirectly by this plan. The rezoning will bring diverse types of retail, offices, industrial areas, public facilities, and more that require an even wider range of jobs. Along with construction jobs, this rezoning will contribute to more jobs in the medical field, especially near the Morris Park station, retail, and social service employment opportunities.

▶ ***Does this plan include adding a wider range of retail opportunities in the Bronx?***

- It does! The plan includes zoning districts and planning tools that enable a wide array of retail opportunities. The specific zoning framework which contributes to this diversity in retail opportunity will be detailed throughout the public review process.

▶ **How does this plan incorporate large institutional stakeholders such as Montefiore Medical Center, Jacobi Medical Center, and Albert Einstein College of Medicine?**

- DCP has been engaging with these key stakeholders and many others since the conception of their study. The community engagement DCP has conducted over the past several years with residents, elected leaders, and institutional stakeholders is deeply embedded in the plans being formally introduced through the public review process later this year.

Public Safety and Environmental Impact

▶ **How will needs for cleanliness and safety around the new stations be addressed?**

- DCP spent the last several years talking with residents to understand where locations of concern are, whether that includes vehicle safety, pedestrian safety, cleanliness, and more quality-of-life issues. This engagement along with analysis conducted by citywide partners is being incorporated into the planning effort and informing future services City agencies will be committed to carry out. This conversation will also be continued through and beyond the ULURP process, to make sure all such concerns are accounted for that.

▶ **How will concerns about air quality and noise be addressed?**

- Through the mandated environmental review, concerns of air quality and noise are deeply analyzed. Any environmental impact including traffic, parking, air quality, noise, public health, public safety, open spaces, and schools must be studied as part of the City's required environmental review process. The project will be required to mitigate any specific issues that are deemed to have negative impacts related to environmental issues.

Public Institutions

▶ **We are concerned about school overcrowding. Can this study include a plan for new schools?**

- The Environmental review for this project shows that the area will very likely require that a new school, or schools, be built. If that is indeed the case, the city will commit to creating the necessary public school facilities to ensure all students have access to quality education.

Community Engagement

▶ **Will there be virtual options at in-person meetings? How can Bronxites participate in further community engagement efforts and provide input on neighborhood concerns?**

- The intention is to reach as many folks as possible throughout this community engagement process in as many ways possible. We realize not everyone has the luxury of being able to make time in their day to come out and have a voice in their community. It is on us as

your public servants to make sure we are reaching out to you. We will keep sending more information as it develops so that you can stay involved in multiple ways here. Additionally, the Department of City Planning has standing remote office hours weekly which members of the public are encouraged to join! (Information can be found in the DCP flyer or on the DCP Bronx Metro North webpage).

- ***How do we ensure that the commitments that we get concerning jobs are honored? How do we make sure developers are being held accountable?***

- There are multiple ways that the City Council will ensure city agencies are responsible for carrying out the final commitments made through this project. Through the public review process, capital commitments and private development commitments will not only be put into writing but will be made public in documentation to both the Council Members, local community board, and community at large. Through public review the specific commitments will be negotiated.

Land Use, Zoning, and Streetscape Improvements

- ▶ ***How long after a zoning change will development start to happen in the areas surrounding the new stations?***

- Development will happen over time. In conducting the environmental review, DCP makes assumptions of how much development can be expected within the first 10 years. ULURP is expected to start at the end of this year and will be completed mid-2024. After that, property owners could make use of new zoning, but construction takes time. In other words, 2025 onwards is when future development will come online.

- ▶ ***What are the plans for the empty lot at Unionport and East Tremont?***

- This large site will be adjacent to the incoming Parkchester/Van Nest station and is included within the boundaries of the proposed zoning area. While the exact plans are not final for this site they will be further detailed and discussed throughout community engagement and the ULURP public review process and could include a mixed-use development with housing, retail, and potentially community facility space.

- ▶ ***What is ULURP?***

- ULURP Stands for Uniform Land Use Review Procedure. It is a months-long process that allows for the public to help decide if the city should allow an exception or change to land use within New York City boundaries. The ULURP process includes a formal review by the local Community Board, Borough President, City Planning Commission, and City Council. The ULURP process includes multiple opportunities for the general public to provide feedback and learn more about the land use actions sought.