TOD Smart Growth Study
New Rochelle, New York
Project Background

The New York-Connecticut Sustainable Communities Consortium, funded with a HUD Sustainable Communities Regional Planning Grant, brought together cities, counties and regional planning organizations to focus on how to “leverage the most extensive and robust transit system in the nation by developing livable communities with mixed-income housing and employment at key nodes in the MTA Metro-North Railroad and MTA Long Island Rail Road network.”

New Rochelle, as part of that Consortium, initiated this TOD Smart Growth Study around the City’s downtown Intermodal Transportation Hub.
The Old Boston Post Road

Adapted from Stephen Jenks, "The Old Boston Post Road," 1913

The Boston Post Road around the time of the American Revolution.
(Place names are modern.)
The Old Boston Post Road – “The King’s Best Highway”
The Westchester Turnpike
The Road to White Plains
The 100% Corner
The New York and New Haven Railroad
I-95
I-95 and Related Development
New Rochelle’s Main Street in the Mid-1920s
Existing Zoning
Existing Land Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acres</th>
<th>% Project Area</th>
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</thead>
<tbody>
<tr>
<td>Retail</td>
<td>47</td>
<td>22.8</td>
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<tr>
<td>Residential</td>
<td>38</td>
<td>18.6</td>
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<tr>
<td>Inst./Public Assembly</td>
<td>28</td>
<td>13.4</td>
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<td>Mfg./Ind./ Warehouse</td>
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<td>11.3</td>
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<td>Mixed Use</td>
<td>19</td>
<td>9.2</td>
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<tr>
<td>Parking</td>
<td>17</td>
<td>8.3</td>
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<tr>
<td>Office/Research</td>
<td>13</td>
<td>6.5</td>
</tr>
<tr>
<td>Vacant</td>
<td>10</td>
<td>5.1</td>
</tr>
<tr>
<td>Entertainment</td>
<td>6</td>
<td>3.1</td>
</tr>
<tr>
<td>Parks/Parkway/Cemetery</td>
<td>3</td>
<td>1.7</td>
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</table>
Overarching Concept

• Creation of an active, mixed-use district with convenient, safe and pleasant access to the New Rochelle Transportation Center
Three Goals

- Identify areas where significant development opportunities exist and where new development can enhance Downtown and existing neighborhoods.

- Identify streets and pathways to serve as the primary corridors to the Transportation Center for both existing neighborhoods and the new development districts.

- Improve the environment in and around the Transportation Center and create the opportunity for streetscape and open space that enhance Downtown and the transit rider’s experience.
Public Outreach

• 5 Steering Committee Meetings
• The TOD public outreach process was done in conjunction with the City’s Comprehensive Plan update
• Public outreach meetings were conducted in the summer and fall of 2012
• The City made it a priority to target hard to reach populations and worked with the Housing Action Council retained by the consortium
• Public Outreach Topics
  – Neighborhoods and Housing
  – Economic Development
  – Mobility and Infrastructure
  – Open Space
  – Land Use and Zoning
  – Urban Design and Preservation
Potential Opportunity Sites

LEGEND
- Large site in single or limited ownership that may be available near term.
- Large site in single or limited ownership that may be available long term.
- Large site with multiple owners without city-owned parcel for leverage.
- Smaller infill site with city-owned parcel.
- Smaller infill site without city-owned parcel.
- Large parcel with existing redevelopment plan.
- Large parcel with City initiative/RFP underway.
- Main Street Corridor.
Redevelopment Subdistricts

[Map showing North Ave Corridor, The Core, West Gateway, East Gateway areas with different color codes indicating various types of sites and plans.]
Final Project Boundaries

LEGEND

- Large site in single or limited ownership that may be available near term.
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- Smaller infill site without city-owned parcel.
- Large parcel with existing redevelopment plan.
- Large parcel with City initiative/RFP underway.
- Main Street Corridor.
- North Avenue Triangle
TOD Subdistricts

North Ave. Gateway
The Triangle
Central Corridor
Crossroads
West Gateway

I-95 Gateway
East Gateway
Findings

1. Existing zoning in some areas, with height restrictions of two or three floors and allowable auto-oriented uses, does not accommodate or encourage the uses and densities desired in a TOD district.

2. Pedestrian and bicycle connections between the existing train station and other subdistricts within the ½ mile radius need improvement.

3. Regional transportation improvements, including improvements to Amtrak and the West Side Access Project, providing better connections to NYC, will strengthen market for housing and commercial space.

4. The commercial real estate market in Westchester County is showing strong growth.

5. There are opportunities for significant redevelopment in several locations throughout the project area, but most of these opportunities require parcel consolidation to create parcels of sufficient size.

6. Redevelopment potential around the existing train station provides the opportunity for a new/expanded station to better serve transit patrons.
Aerial View (from the South) of Conceptual Development
Plan View of the Central Corridor in I-95/Amtrak Corridor
Oblique View of Central Corridor from Northwest
Oblique View of Central Corridor from the South
Building Articulation
Central Corridor Option 1

40-story tower and Transportation Center shown as second-level deck spanning from Memorial Hwy. to tower and from I-95 to RR tracks
Option 2: Central Corridor Oblique Aerial View from South
Improved Rail Access

East side Access project to Grand Central Terminal will allow increased MetroNorth service between New Rochelle and Penn Station, including 4 new stations:
- Hunts Point
- Parkchester
- Morris Park
- Co-op City
Plan of The Crossroads
View South on North Avenue to New Plaza and Open Space at The Crossroads
View North on North Avenue from The Crossroads
Plan of North Avenue Gateway – The Triangle
Aerial View of The Triangle with R&D Buildings at Lockwood Ave. & Grand Street
Aerial View of The Triangle with Conventional Office Towers
View South on North Avenue to High Spine
Aerial View of The Crossroads, Central Corridor & the Triangle Facing NW from NewRoc
Plan of the West Gateway at Main & Huguenot Streets
View of West Gateway Looking East to Downtown
Plan of East Gateway
Aerial View of East Gateway Looking West to Downtown
Plan of I-95 Gateway
View of I-95 Gateway Facing West to Downtown
### Summary of New Development Illustrated

<table>
<thead>
<tr>
<th>Land Use</th>
<th>SF/Units</th>
<th>Parking Spaces Req’d. w/Current CPA Ratios</th>
<th>Parking Spaces Req’d. w/Revised CPA Ratios</th>
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<tbody>
<tr>
<td>Residential</td>
<td>2,242 units</td>
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<tr>
<td>Retail</td>
<td>483,415 SF</td>
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<tr>
<td>Office*</td>
<td>5,580,529 SF*</td>
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<tr>
<td>R&amp;D</td>
<td>1,484,048 SF*</td>
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<tr>
<td>Hotel</td>
<td>463 rooms</td>
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<tr>
<td>Total Spaces</td>
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<tr>
<td>Accommodated in</td>
<td>11,359 spaces</td>
<td>14,573 spaces</td>
<td>9,443 spaces</td>
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<tr>
<td>Structured Parking</td>
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Note: R&D space would replace 1,033,312 sf of office space.
Connections Plan

- Improved & Expanded Transportation Center
- Wayfinding Program
- North Avenue Streetscape/Pedestrian Improvements including Bike Lanes north to Iona College and the Colonial Greenway
- Huguenot Street Streetscape/Pedestrian Improvements including Cycle Track to Station
- New Pedestrian Bridge from Station/Crossroads/Central Corridor across Tracks and I-95 to Grand Street in The Triangle
- Increased Bicycle Facilities
Zoning Recommendations

- Extend Central Parking Zone to Entire TOD Zone
- Reduce Parking Ratios for Office Use to 1 space/1000 SF within CPA Zone
- Rezone TOD Subdistricts to Allow Uses and Densities Illustrated in Plan
Parking Recommendations

- Parking Ratio Reductions for Office Use
- Car-Sharing
- Shared Parking
- Bicycle Parking & Other Amenities
Next Steps

1. The City should initiate a Master Plan Development Process of the highlighted subdistricts with zoning changes and transportation / transit analysis. The Master Plan Design would use this TOD report, the Columbia University Study and the Nelson Nygaard study; simultaneously the City will be updating its Comprehensive Plan.

2. Prioritize subdistricts. It is recommended that the Central Corridor be given the highest priority. The first phase of work for each of these sub-districts will most likely be City-owned parcels.

3. Adopt new zoning regulations to support desired development.

4. Work with property owners to consolidate parcels.

5. Explore with MetroNorth and Amtrak the potential for an improved and expanded Transportation Center.
Aerial View of The Crossroads, Central Corridor & the Triangle Facing NW from NewRoc