

5. Community Facilities and Services

A new project can affect community facilities and services when it physically displaces or alters a community facility or causes a change in population that could affect the services delivered by a community facility, as might happen if a facility is already over-utilized, or if a project is large enough to create a demand that could not be met by the existing facility. These services also have precisely defined measures of utilization. This chapter examines the Proposed Project's potential effect on the community facilities and services that the City of New York is obligated to provide to any member of the community (i.e., public schools, libraries, child care centers, health care facilities, and fire and police protection), evaluates the anticipated environmental consequences that would result from the No Action Alternative and Proposed Project, and summarizes the analyses and results. The following analysis is not a needs assessment for new or additional services. Service providers like schools or libraries conduct their own needs assessments on a continuing basis. Chapter 16, "Noise and Vibration" assesses noise impacts separately rather than as a part of this community facilities analysis, which focuses on how the Proposed Project could affect capacity, access to, and use of a community facility.

5.1 KEY CONCLUSIONS

There would be no adverse impacts to community facilities under the Proposed Project. Key conclusions from this analysis include the following:

- The Proposed Project would cause no impact to community facilities or services in the study areas of the proposed station locations.
- Construction of the four proposed Bronx stations and introduction of Metro-North service through the eastern Bronx would not require any changes to NYPD or New York City Fire Department (FDNY) facilities, equipment, or staffing.
- In correspondence dated July 9, 2018, the NYPD has stated that department executives will evaluate personnel needs before the proposed Metro-North service starts and would allocate resources accordingly. The FDNY will be consulted by the MTA during the Proposed Project's later design phases to ensure appropriate accommodation of potential future FDNY operations at the proposed stations.

5.2 METHODOLOGY

The Proposed Project would not alter any community facilities through direct displacement, other physical change, obstruction of facility access, or through introduction of a new population that could result in indirect effects on service delivery. Therefore, this analysis solely focused on police and fire protection services in each proposed new station study area (1/4-mile radius). MTA communicated with each identified service to confirm that the Proposed Project would not adversely affect or require changes to stations, equipment, or staffing. This chapter also assesses any additional MTA Police Department protection at each proposed station location.



MTA compiled information on police and fire protection services from the NYPD and FDNY, respectively, as well as from the NYCDCP *Community District Needs* documentation for fiscal year 2019 for Community Districts 2, 9, 10, and 11. Figure 5-1 and Figure 5-2 show the proposed station locations, station study areas, and the locations and boundaries of police precincts and fire companies, respectively, in the Bronx. The following discussion identifies the specific police precincts and fire companies that serve each station study area.

MTA assessed the No Action Alternative and Proposed Project based on the proposed station locations, and through consultation with representatives of police and fire protection agencies.

5.3 EXISTING CONDITIONS

The following community facilities assessment concentrates on the areas surrounding the four proposed station locations (Hunts Point, Parkchester-Van Nest, Morris Park, and Co-op City) in Segments 2 and 3 because these are the areas where the greatest changes associated with the Proposed Project would occur.

5.3.1 Hunts Point Station Area (Segment 2)

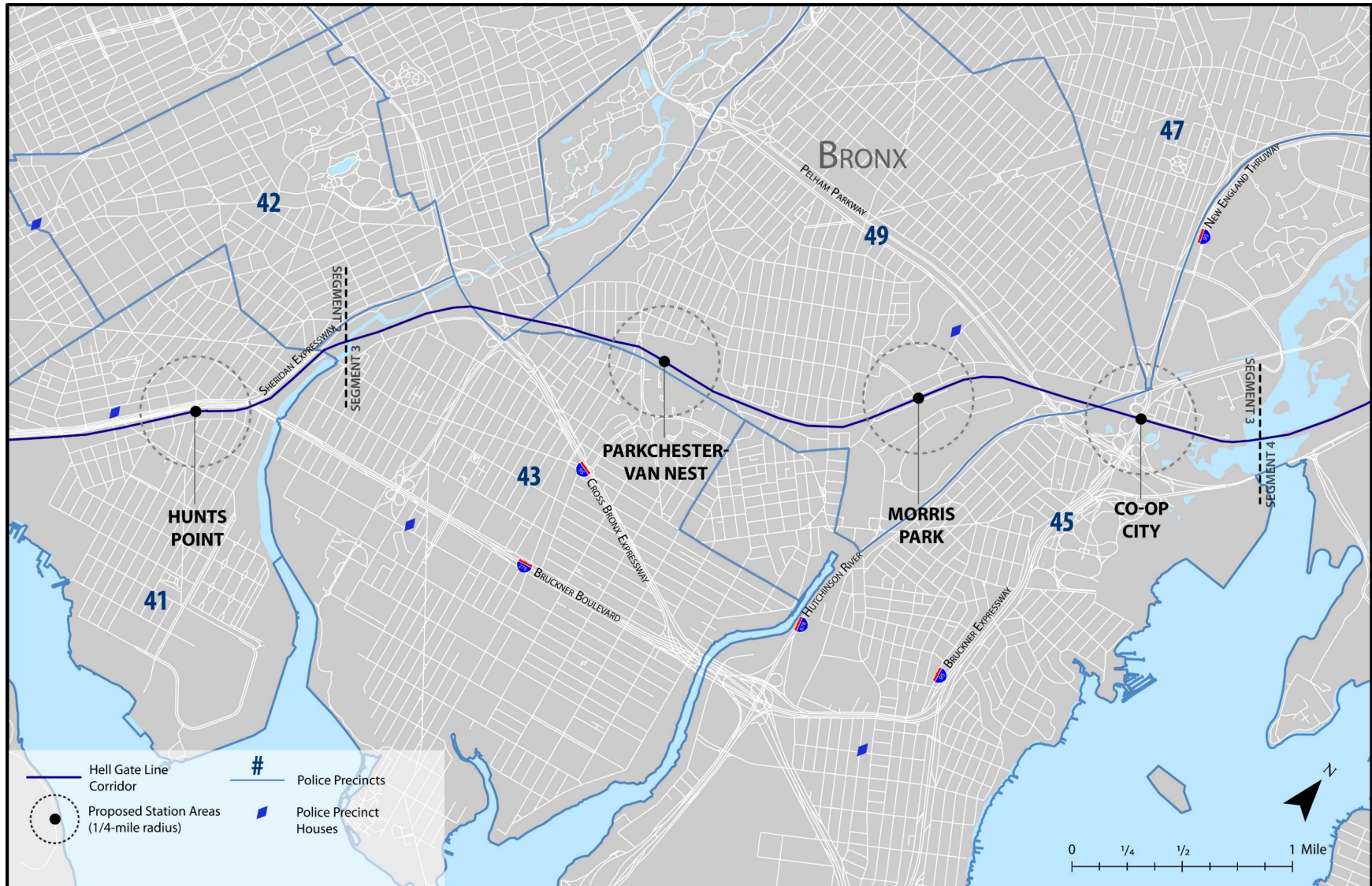
The Hunts Point Station area for the analysis of community facilities and services comprises the area within ¼-mile radius of the proposed Metro-North station, which would be within the existing HGL right-of-way, southwest of the Hunts Point Avenue bridge and parallel to Bruckner Boulevard. Aldus Street to the north, Whittier Street to the east, Lafayette Avenue to the south, and Tiffany Street to the west bound the general station area.

No police precinct houses are within the Hunts Point Station area. The entire station area falls within the jurisdiction of the 41st Precinct, located just outside the southeastern boundary of the station area at 1035 Longwood Avenue.

Three fire houses—one of which is within the station area boundaries—are responsible for the station area:

- Engine 94/Ladder 48 within Division 6 Battalion 3, within the station area at 1226 Seneca Avenue, is responsible for the majority of the station area, including the location of the proposed Hunts Point Station. Within the station area, the fire house's jurisdiction is divided into two separate fire companies: Engine 94 and Ladder 48. The area east of both Southern Boulevard and Hunts Point Avenue is within Engine 94 boundaries and the area between Southern Boulevard and Hunts Point Avenue—south of East 163rd Street—is within Ladder 48 boundaries.
- Engine 73/Ladder 42 within Division 6 Battalion 26, approximately ½ mile southwest of the station area at 655 Prospect Avenue, is responsible for the area between East 163rd Street and Southern Boulevard on the west side of the study area.
- Engine 82/Ladder 31 within Division 6 Battalion 26, approximately ½ mile northwest of the study area at 1213 Intervale Avenue, is responsible for the portion of the station area that is northwest of the intersection of East 163rd Street and Southern Boulevard.

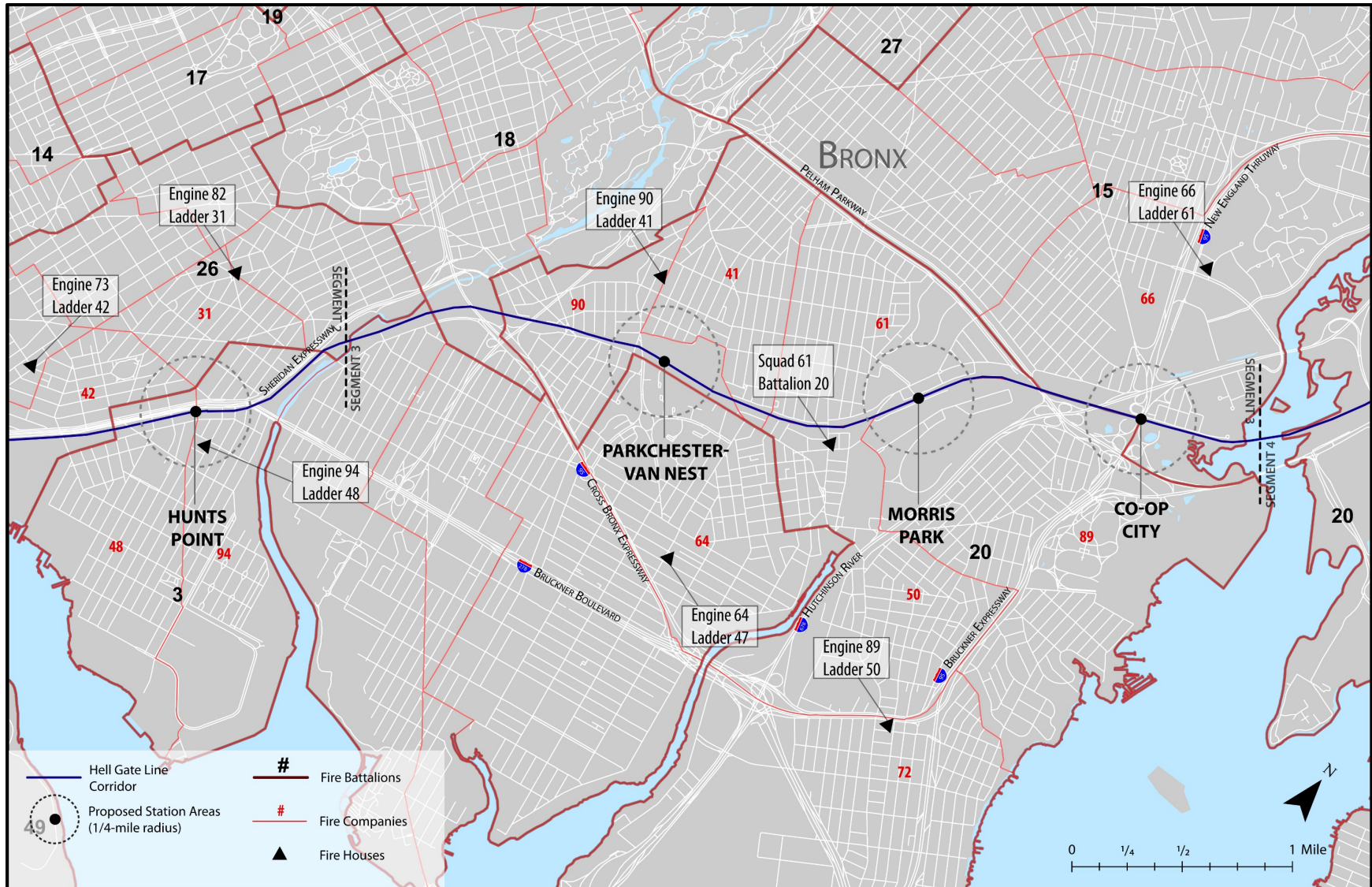
Figure 5-1. Existing Police Precincts: Proposed Station Locations along the Hell Gate Line (HGL) Corridor



Source: New York City Department of City Planning and WSP, 2019



Figure 5-2. Existing Fire Companies, Battalions, and Houses: Proposed Station Locations along the Hell Gate Line (HGL) Corridor



Source: New York City Department of City Planning and WSP, 2019

5.3.2 Parkchester-Van Nest Station Area (Segment 3)

The Parkchester-Van Nest Station area for the analysis of community facilities and services comprises the area within ¼-mile radius of the proposed Metro-North station, which would be within the existing HGL right-of-way and just north of the intersection of East Tremont Avenue and Dogwood Drive. Kinsella Street to the north, Bronxdale Avenue to the east, Metropolitan Oval to the south, and Thieriot Avenue to the west generally bounds the station area.

No police precinct houses are within the Parkchester-Van Nest Station area. The station area falls within the jurisdiction of two police precincts:

- The 43rd Precinct, approximately one mile southwest of the station area at 900 Fteley Avenue, patrols the southern section of the station area south of East Tremont Avenue.
- The 49th Precinct, approximately one mile northeast of the station area at 2121 Eastchester Road, patrols the northern section of the station area north of East Tremont Avenue, which includes the location of the proposed new station.

No fire houses are within the Parkchester-Van Nest Station area. The station area falls within the jurisdiction of two fire houses:

- Engine 64/Ladder 47 within Division 6 Battalion 3, approximately ¾ mile southeast of the station area at 1214 Castle Hill Avenue, is responsible for the portion of the station area that is southeast of the intersection of East Tremont Avenue and White Plains Road.
- Engine 90/Ladder 41 within Division 7 Battalion 20, less than ¼ mile north of the station area at 1843 White Plains Road, is responsible for the northern section of the station area, north of East Tremont Avenue, which includes the location of the proposed new station. The fire house is also responsible for the southwestern section of the station area, south of East Tremont Avenue and west of White Plains Road. Within the station area, the jurisdiction of the fire house is divided into two separate fire companies, namely Engine 90 and Ladder 41. The area northeast of the intersection of Baker Avenue and White Plains Road is within Ladder 41 boundaries and the remaining area under this fire house's jurisdiction is within Engine 90 boundaries.

5.3.3 Morris Park Station Area (Segment 3)

The Morris Park Station area for the analysis of community facilities and services comprises the area within ¼-mile radius of the proposed Metro-North station, which would be within the existing HGL right-of-way, parallel to Bassett Avenue near Morris Park Avenue. Seminole Street to the north, the Bronx Psychiatric Hospital to the east, Waters Place to the south, and Hering Avenue to the west generally bounds the station area.

No police precinct houses are within the Morris Park Station area. The station area falls within the jurisdiction of the 49th Precinct, less than ¼ mile north of the station area at 2121 Eastchester Road.

No fire houses are within the Morris Park Station area. The station area falls within the jurisdiction of two fire houses:

- Squad 61 within Division 7 Battalion 20, less than ¼ mile south of the station area at 1518 Williamsbridge Road, is responsible for the western portion of the station area, west of the HGL right-of-way.
- Engine 89/Ladder 50 within Division 7 Battalion 20, approximately one mile south of the station area at 2924 Bruckner Boulevard, is responsible for the eastern portion of the station area, east of the railroad tracks. Within the station area, the jurisdiction of the fire house is divided into two separate fire companies, namely Engine 89 and Ladder 50. The small area between the railroad tracks and Eastchester Road is within Ladder 50 boundaries, and the area east of the point where Eastchester Road crosses the railroad tracks is within Engine 89 boundaries.

5.3.4 Co-op City Station Area (Segment 3)

The Co-op City Station area for the analysis of community facilities and services comprises the area within ¼-mile radius of the proposed Metro-North station, which would be within the existing HGL right-of-way parallel to Erskine Place and north of Pelham Bay Park. The Hutchinson River Parkway and Baychester Avenue to the north, Earhart Lane to the east, the Pelham Parkway/New England Thruway interchange to the south, and Vance Street to the west generally bound the station area.

No police precinct houses are within the Co-op City Station area. The station area falls within the jurisdiction of three police precincts:

- The 45th Precinct, approximately two miles southwest of the station area at 2877 Barkley Avenue, patrols the vast majority of the station area, specifically the area east of the New England Thruway and the Hutchinson River Parkway, which includes the location of the proposed Metro-North station.
- The 47th Precinct, approximately two miles northwest of the station area at 4111 Laconia Avenue, patrols the small northern section of the station area between East Gun Hill Road and the New England Thruway.
- The 49th Precinct, approximately one mile southeast of the station area at 2121 Eastchester Road, patrols the western section of the station area between the Hutchinson River Parkway and East Gun Hill Road.

The Co-op City housing development also has its own public safety force that collaborates with the 45th Precinct. The Co-op City Department of Public Safety is approximately ½ mile north of the station area, at 2049 Bartow Avenue.

No fire houses are within the Co-op City Station area. The station area falls within the jurisdiction of two fire houses:

- Engine 66/Ladder 61 within Division 7 Battalion 15, approximately ½ mile north of the station area at 21 Asch Loop, is responsible for the majority of the station area, including the location of the proposed Co-op City Station. West of the New England Thruway, the jurisdiction of this fire company extends south to the Hutchinson River Parkway. East of the New England Thruway, Pelham Parkway serves as the southern boundary of the fire company's jurisdiction.
- Engine 89/Ladder 50 within Division 7 Battalion 20, approximately two miles south of the station area at 2924 Bruckner Boulevard, is responsible for the portion of the station area southwest of the intersection of the Hutchinson River Parkway and the New England Thruway, as well as the southeastern tip of the station area south of the Pelham Parkway.

5.4 NO ACTION ALTERNATIVE

Under the No Action Alternative, MTA has identified no new police or fire resources or changes to existing facilities and services near the HGL Corridor or the proposed station areas. MTA anticipated that existing physical and staff resources, refined by any community service planning undertaken in the future, will be sufficient to meet future demands. MTA also anticipates that continued Amtrak operations in 2025 will not affect access to or the delivery of police and fire services.

5.5 PROPOSED PROJECT

Effects on community resources generally occur when a project either physically displaces or alters a community facility, compromises access to a facility, or causes a change in population that could affect the service delivery of a community facility. Under the Proposed Project, the proposed station locations would have no such effects on community facilities and services in the station areas.

The proposed new Metro-North stations would be within the existing railroad right-of-way and thus would neither physically displace nor alter any police or fire facilities. Furthermore, the proposed new stations would neither affect access to existing police and fire facilities nor introduce new populations that could affect delivery of police and fire services. Based on correspondence with the NYPD, MTA does not anticipate that the proposed stations or Metro-North service would require any changes to the existing precincts or facilities (see Appendix E, “Agency Correspondence and Public Involvement”). Police protection at the proposed stations would be provided by District 6 of MTA Police Department as needed. With respect to NYPD police staffing and services provided to the public, the NYPD has stated that department executives would evaluate personnel needs before the proposed Metro-North Railroad service starts and would allocate resources accordingly.

Because the Proposed Project would not result in a sizeable new population, MTA does not anticipate that the Proposed Project would require any changes to the fire stations or equipment that serve the study area (see Appendix E). The FDNY does not typically allocate personnel based on potential development. When the project is complete, the FDNY would evaluate the need for personnel and equipment and make necessary adjustments to adequately serve the area. MTA would consult with the FDNY during the Proposed Project’s design phase regarding access to the proposed Metro-North stations to ensure accommodation of any future FDNY operations. Furthermore, the Proposed Project would adhere to the latest Metro-North standards for station design.

5.6 CONCLUSION

There would be no adverse impacts to community facilities under the No Action Alternative and Proposed Project. The Proposed Project would cause no impacts to community facilities or services in the study areas of the proposed station locations.