



Ruben Diaz, Jr.  
Borough President

# BRONX COMMUNITY BOARD No. 10

3165 East Tremont Avenue • Bronx, New York 10461

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Martin A. Prince  
Chairperson

Kenneth Kearns  
District Manager

## BRONX COMMUNITY BOARD #10 MEETING

Thursday, June 18, 2015 at 7:30PM

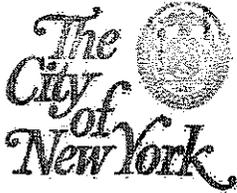
Providence Rest

3304 Waterbury Avenue

Bronx, New York 10465

### AGENDA

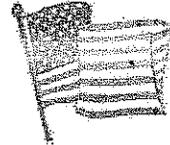
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|----|---|-------------------------|
| 1. | Call to Order   | Martin Prince, Chairman |
| 2. | Public Participation  | 15 Minutes              |
| 3. | Acceptance of the Minutes of the May 21, 2015 Community Board #10 Meeting |                         |
| 4. | Borough President's Report  | Tom Lucania             |
| 5. | District Manager's Report   | Kenneth Kearns          |
| 6. | Committee Reports   |                         |
|    | a. Executive Board  | Martin Prince           |
|    | b. Housing and Zoning   | Peter Sullivan          |
|    | c. Economic Development   | Jim McQuade             |
|    | d. Youth Services & Education   | Robert Bieder           |
|    | e. Municipal Services   | Joseph Russo            |
|    | f. Parks and Recreation   | Virginia M. Gallagher   |
|    | g. Planning and Budget  | Julian Misiurski        |
|    | h. Health and Human Services  | Deborah Hunt            |
|    | i. Nominating Committee   | Virginia M. Gallagher   |
| 7. | Old Business  |                         |
| 8. | New Business  |                         |



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Martin A. Prince  
Chairperson

Kenneth Kearns  
District Manager

### BRONX COMMUNITY BOARD #10 MEETING Thursday, June 18, 2015 at 7:30PM

#### RESOLUTIONS

1. "Resolved...to accept the minutes of the Bronx Community Board #10 meeting of May 21, 2015."
2. "Resolved...at the recommendation of the Economic Development Committee of Bronx Community Board #10, that the following establishments, who are applying for *renewals* of licenses, have agreed to comply with the best management practice standards contained in the Stipulations, by signing them, and to further agree to attend ATAP training, and that their compliance be sent to the State Liquor Authority and a copy placed in the Board's file:

Caridad Restaurant, 1436 Williamsbridge Rd, between Halperin & St. Raymond's Aves, License #1117731, which expires on 6/30/15.

Portofino Restaurant, 555 City Island Ave, 10464, between Cross & Bridge Sts, license #1140821, which expires on 6/30/15.

City Island Lobster House, 691 Bridge St, 10464, between Minnieford & City Island Aves, license #1219742, which expires on 6/30/15.

Bridges, 4100 E Tremont Ave, 10465 between Miles & Lawton Aves, license #1188949, which expires on 7/31/15.

Ohana Restaurant, 500 City Island Ave, 10464, between Beach & Cross Sts, License #1277313, which expires on 7/31/15.

Ohana Restaurant, 500 City Island Ave, 10464, between Beach & Cross Sts, License #1166692, which expires on 7/31/15.

Sapito's, 3168 E Tremont Ave, 10461, between Waterbury & LaSalle Ave, license #1162594, which expires on 7/31/15.

Giovannis Italian Restaurant, 3209 Westchester Ave, 10461, between Wilkinson & Continental Aves, License #1003953, which expires on 7/31/15.

Resolution was passed unanimously.

3. **“Resolved...**at the recommendation of the Economic Development Committee of Bronx Community Board #10, that the following establishments, who are applying for *new* licenses, have agreed to comply with the best management practice standards contained in the Stipulations, by signing them, and to further agree to attend ATAP training, and that their compliance be sent to the State Liquor Authority and a copy placed in the Board's file:

Acri Cafe, 1315 Commerce Ave, 10461, Waterbury Ave & Halsey St. License #New.

(Discussion about previous establishment management, and the changes made by new establishment management)

ManOverboard, 247 City Island Ave, between Carroll & Schofield Sts, License #New.

Resolution was passed unanimously.

4. **“Resolved...**At the recommendation of the Municipal Services Committee of Bronx Community Board #10, that the following Street Activity Permit applications be approved.

The Bronx Democratic County Committee Annual Community BBQ, Saturday, September 5, Noon to 4:00 PM at Blondell Avenue, between Chesborough Avenue and Eastchester Road.

9/11 Memorial - Sunset Ceremony, September 11, 2015, 7:00 PM to 8:30 PM at E. Tremont Avenue between Sampson Avenue and Gerber Place (behind the fire house at 3929 E. Tremont Avenue).”

The Resolution was unanimously approved.



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Borough President

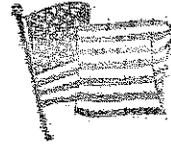
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Martin A. Prince  
Chairperson

Kenneth Kearns  
District Manager

### EXECUTIVE BOARD MEETING

June 1, 2015

Present: M. Prince; A. Salimbene; V. M. Gallagher; B. Bieder; J. Marano; P. Cantillo;  
K. Neddermeyer; J. Russo; D. Hunt; J. McQuade

Guests E. Semintelli; L. Rocco

Mr. Prince began the meeting at 7:30 PM with the Pledge of Allegiance.

The central question before the Committee was whether the Board should conduct Public Hearings or stay with the committee structure, when examining issues of major importance to the community. If the Board were to adopt the Public Hearing model, no hearing or decision could take place unless there was a quorum consisting of one half of the Board.

The matter was debated among the Board members and issues regarding the value of Public Hearings, the notification of Committees on items of great interest, the sharing of that information among the Committee Chairs and the full Board's Chair, concerns regarding the Board Chairs' discretion to make decisions on whether a matter is to be considered something for a committee, or should it rise to the level of a Public Hearing, and the role of the District Manager in presenting information, were discussed. After everyone had been heard, a poll of the Committee Chairs was conducted by the Chairman of the Board, Mr. Prince, and the overwhelming sentiment of the Executive Board was that the Chairs of the individual committees, in conjunction with the Chair of the Board and the District Manager would review issues as they developed and maintain lines of open communication about those issues, and the decision to have a Public Hearing or not would be made on a case by case basis.

The Nomination Committee report for the 2015 election was given. The verification of the candidates for each position was qualified and reported. The Committee determined that the voting order of precedence for the election would be: Chairman, 1<sup>st</sup> Vice Chairman, 2<sup>nd</sup> Vice Chairman, Secretary and Treasurer. The Executive Committee unanimously agreed that the June 2015 election would be conducted by a roll call vote.

Board matters to be carried into the July term were discussed. The necessity of having the By-Laws formally reviewed by Committee when the Board reconvenes in September is one such matter. There was consensus among the Executive Board members that the current By-Laws which call for a four year term limit, with a single year term of office and elections held each year should be debated and evaluated by the Committee.

Also discussed was rejuvenation of the Ad-hoc Attendance Committee which went over the attendance ratings at both Board and Committee meetings. The Chairman and District Manager will evaluate the most recent records of Committee membership and report to the Executive Committee in September.

Mr. Semintelli had dropped off a letter regarding his opinion of the By-Laws governing Board elections and asked that it be forwarded to the Borough President's General Counsel. The Board agreed to forward it to the General Counsel of the Bronx Borough President.

The meeting concluded at 9:00 PM.

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## Community Board # 10 Nominations 2015 Elections

Position	Nominated By	Terms In office @ this time
<b>Chairperson</b>		
<b>Martin Prince</b>	Peter Sullivan / Diane Lock	One Year
<b>John Marano</b>	Rocco Talarico / Andrew Chirico	None ( with break starts over)
<b>1st Vice Chairperson</b>	<b>Nominated By</b>	<b>Terms In office @ this time</b>
<b>John Marano</b>	Peter Sullivan	One Year
<b>Rocco Talarico</b>	John Marano / Andrew Chirico	None (First Time Running For Any Positon)
<b>2nd Vice Chairperson</b>	<b>Nominated By</b>	<b>Terms In office @ this time</b>
<b>Anthony Salimbene</b>	John Marano	One Year
<b>Diane Lock</b>	Peter Sullivan	None ( with break She starts over)
<b>Treasurer</b>	<b>Nominated By</b>	<b>Terms In office @ this time</b>
<b>Peter Cantillo</b>	Peter Sullivan	None (different position then he holds now)
<b>Secretary</b>	<b>Nominated By</b>	<b>Terms In office @ this time</b>
<b>Karl Neddermeyer</b>	Peter Sullivan	None (different position then he holds now)
<b>Robert Barbarelli</b>	Rocco Talarico	None (First Time Running For Any Positon)
<p>Election shall be held at the June 2015 meeting, nominations shall be closed at the end of the May General Board meeting. The first position to be voted on will be Chairperson shall elected first, then 1st Vice Chair, 2nd Vice Chair , Treasurer and Secretary. If anyone is running for more then one position; once voted into any position, they will have to withdraw their name from any other positions nominated for.</p>		
		5/21/2015



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Martin A. Prince  
Chairperson

Kenneth Kearns  
District Manager

## HOUSING AND ZONING COMMITTEE

June 2, 2015

- Present: P. Sullivan; A. Chirico; Col. W. T. Chin; MJ Musano; P. Cantillo; R. Barbarelli;  
C. Papstefanou; M. Velazquez; A. Boller; L. Popovic; J. Marano; B. Bieder;  
M. Prince; A. Salimbene; I. Guanill-Elukowich
- Guests: J. Horstman, NYC Department of City Planning
- Community Guest: John Cerini- Throggs Neck Merchants; E. Semintelli; L. Rocco, Westchester Square Civic Association

Mr. Sullivan opened the meeting with the Pledge of Allegiance and announced that elections for the Chairman of the Committee were required at that night's meeting. Mr. Sullivan was nominated, and the nomination was seconded, he accepted, and was elected as Chairman of the Housing and Zoning Committee of Bronx Community Board #10.

Mr. Sullivan subsequently introduced Mr. Horstman from the New York City Department of City Planning, who proceeded to provide an informational presentation on the provisions of the Mayor's Housing New York: Zoning for Quality and Affordability Plan. The Plan seeks to develop affordable and senior housing throughout the five Boroughs over a ten year period. The Plan identified old zoning regulations and amendments that limit the construction of both affordable and senior housing through a series of changes. The Plan has four goals:

1. Remove barriers that constrain housing production and raise costs
2. Encourage better quality buildings that contribute to the fabric of the community
3. Promote affordable senior housing to address the needs of older New Yorkers
4. Reduce unnecessary parking requirements for affordable housing. It is believed that unnecessary parking regulations cause the cost of constructing buildings that contain the parking accommodations, to rise markedly

Mr. Horstman described the Plan in detail with the aid of a power point presentation (see attached) and answered questions from the members of the Committee and the public. During his presentation he stated that much of Bronx Community Board #10 would not be part of the Plan. However, he did state the Westchester Square neighborhood was the area, where they would want to build the affordable/senior housing. This area was chosen because it is located within a

Transit Zone (proximity to bus and subway lines) where people did not need a car to travel. The portion of the Plan that proved to be the most controversial was the development of affordable/senior housing that lacked parking. There was a spirited discussion regarding the topic that basically resulted in the Committee's rejection of the Plan. However, since this was an informational meeting, no vote was taken. Instead, City Planning will wait until the Boards return after the summer recess in September, to conduct Uniform Land Use Review Procedure (ULURP) Hearings. The Board will conduct the hearing, in a manner consistent with the ULURP process. The Board could vote to accept, reject or make recommendations to the Plan. The Committee requested that the relevant civic and commercial groups be contacted about the Plan. At the close of the meeting, The Committee Chairman requested that the other Community Boards be advised of this informational meeting and the sentiment of this Committee. A communication will be drawn up for this purpose.

The meeting adjourned at 9:00 PM

# Zoning for Quality and Affordability

## Summary

Housing in New York City is becoming increasingly unaffordable. The Housing New York plan, released in May 2014, is the Mayor's five-borough, ten-year plan to build and preserve affordable housing throughout New York City. The plan lays out a set of strategies to preserve and create 200,000 units of affordable housing. Among the issues it identifies is the need to modernize zoning regulations that are outdated and often impede the production of new affordable housing.

Since the release of Housing New York, the Department of City Planning, working with the Department of Housing Preservation and Development, nonprofit housing groups, architects, developers, and other practitioners, has identified a set of zoning barriers that constrain new housing creation and add unnecessary costs, and strategies to address them. The proposed amendments have four primary goals:

- **Remove barriers**  
that constrain housing production and raise costs
- **Encourage better quality buildings**  
that contribute to the fabric of neighborhoods
- **Promote senior housing**  
to address the affordable housing needs of an aging population
- **Reduce unnecessary parking requirements for affordable housing**  
to avoid excessive costs that hamper the creation of affordable and senior housing

## Why are these changes needed?

Many of the City's zoning regulations are outdated and don't reflect today's housing needs or construction practices. Zoning can unintentionally force tradeoffs between housing creation and the quality of retail and community facility spaces, or between the quality of housing and the ability to provide affordable housing.

The rules encourage buildings that are flat or dull, and fail to enliven the pedestrian environment. Zoning can also force buildings to incorporate costly and unnecessary features, such as impractical layouts for corridors and apartments, or more parking than is needed.

By removing obsolete provisions and modernizing others, zoning can foster diverse and livable neighborhoods with the development of new high-quality, mixed-income housing.

## Housing New York

A Five-Borough,  
Ten-Year Plan

Housing New York outlines the Mayor's plan to create or preserve 200,000 units of affordable housing over the next 10 years. In addition to zoning conflicts, DCP will address several other key initiatives in the plan, including:

- \* Mandatory Inclusionary Housing
- \* Neighborhood Planning Studies

12/15

# What changes are proposed?

## Promote Senior Housing



- Modernize zoning definitions to accommodate today's housing models and recognize regulated housing types.
- Rationalize Floor Area Ratios to make them consistent, with corresponding building height limits, to facilitate more and better housing for seniors.
- Allow flexibility for different types of senior housing and relax density restrictions that may prevent the creation of appropriately sized units.
- Reduce administrative obstacles and eliminate redundant special permits that burden nursing home development.

## Modernize Rules that Shape Buildings



- Modify building envelope regulations to accommodate best practices and affordable construction.
- Where zoning allows additional floor area for affordable senior housing or Inclusionary Housing, allow enough flexibility to fit all floor area without sacrificing the quality of units.
- Encourage variety and better design by allowing the variation and texture that typify older buildings in many neighborhoods.
- Provide improved controls for lots that are irregularly shaped or on sloped sites.

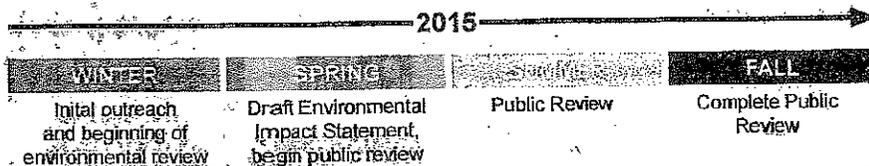
## Reduce Parking Requirements



- Eliminate parking requirements for new affordable units and senior housing in subway-accessible areas and where car ownership rates are low.
- Allow affordable senior housing developments with existing parking facilities near the subway to eliminate their parking facilities.
- Reduce parking requirements for affordable units and affordable senior housing in neighborhoods further from subway stations.
- Create a process to allow, where appropriate, affordable housing developments with existing underutilized parking facilities to be redeveloped.

## Process

The proposed changes to the Zoning Resolution will go through the City's environmental and land use review processes. The public land use review process is expected to begin in the Spring of 2015, and conclude by the Fall. During this process, there will be public hearings and opportunities for recommendations from all Community Boards, Borough Presidents, and Borough Boards, after which the proposed changes will go to the City Planning Commission and City Council for public hearings and votes.





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Martin A. Prince  
Chairperson

Kenneth Kearns  
District Manager

### Economic Development Committee June 3, 2015

Members Present: Rocco Talarico, Hannah Acampora, Robert Bieder, Andrew Chirico, Louis Popovic, Annie Boller, Marjorie Velazquez, Robert Barbarelli, Joseph Onwu, Mike Pricoli, James McQuade

Rocco Talarico chaired the meeting for Economic Development Chair James McQuade.

The following resolutions were voted upon at the June 3, 2015 Economic Development Committee meeting:

#### Renewals:

Caridad Restaurant, 1436 Williamsbridge Rd, between Halperin & St. Raymond's Aves, License #1117731, which expires on 6/30/15.

Portofino Restaurant, 555 City Island Ave, 10464, between Cross & Bridge Sts, license #1140821, which expires on 6/30/15.

City Island Lobster House, 691 Bridge St, 10464, between Minnieford & City Island Aves, license #1219742, which expires on 6/30/15.

Bridges, 4100 E Tremont Ave, 10465 between Miles & Lawton Aves, license #1188949, which expires on 7/31/15.

Ohana Restaurant, 500 City Island Ave, 10464, between Beach & Cross Sts, License #1277313, which expires on 7/31/15.

Ohana Restaurant, 500 City Island Ave, 10464, between Beach & Cross Sts, License #1166692, which expires on 7/31/15.

Sapito's, 3168 E Tremont Ave, 10461, between Waterbury & LaSalle Ave, license #1162594, which expires on 7/31/15.

Giovannis Italian Restaurant, 3209 Westchester Ave, 10461, between Wilkinson & Continental Aves, License #1003953, which expires on 7/31/15.

**“Resolved** at the recommendation of the Economic Development Committee of Bronx Community Board #10, that the following establishments have agreed to comply with the best management practice standards contained within the Stipulations, by signing them, and to further agree to attend TIPS training, and that their compliance be sent to the State Liquor Authority and a copy placed in the Board's file.”

Resolution passed unanimously.

For New Licenses:

Acri Cafe, 1315 Commerce Ave, 10461, Waterbury Ave & Halsey St. License #New.

(Discussion about previous establishment management, and the changes made by new establishment management)

Man Overboard, 247 City Island Ave, between Carroll & Schofield Sts, License #New.

**“Resolved...at the recommendation of the Economic Development Committee of Bronx Community Board #10, that the following establishments have agreed to comply with the best management practice standards contained within the Stipulations, by signing them, and to further agree to attend TIPS training, and that their compliance be sent to the State Liquor Authority and a copy placed in the Board's file.”**

Resolution was passed unanimously.

A discussion was held concerning the Bronx Beer Garden (formerly Frenchy's) and the event held last Saturday. Marjorie Velazquez, Annie Boller, and Louis Popovic had firsthand knowledge of what happened. Police had to come, there were injuries and arrests. The owner is renting out her establishment/liquor license to promoters for events. The event that went out of control last Saturday had far too many people that came to the event, and the event became unmanageable and unruly.

It was stated that there will be another event June 13 from 9pm to 3am. Bob Bieder suggested that a "March Initiative" of all applicable city agencies be held at 12am.

Acting Chair Rocco Talarico suggested that a letter from the Community Board should be sent to the NYS Liquor Authority expressing what happened and concerns on future endeavors being conducted by the establishment.

Marjorie Velazquez stated that a recent meeting was held with the owner and CB10 staff, Chair and Vice Chair, and Councilman Vacca. Acting Chair Rocco Talarico stated that when any such meetings occur in the future, the Economic Development Committee must be present for such meetings.

All present board members agreed with the course of aforementioned stated actions by Rocco Talarico, Bob Bieder, Marjorie Velazquez.

Marjorie Velazquez is to send copy of the upcoming *event* to the Community Board.

Meeting was adjourned.

Respectfully Submitted by M. Pricoli



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Martin A. Prince  
Chairperson

Kenneth Kearns  
District Manager

## MUNICIPAL SERVICES COMMITTEE

June 9, 2015

Present: M. Prince; J. Marano; R. Talarico; T. Acomando; A. Chirico; H. Acampora;  
M. Pricoli; J. Robert; B. Bieder

Guests: M. Torriani; A. Grauer; R. Kilgen; A. Boller; M and R. Pavlica; O. Medina;  
C. Sohmers; M. Londe; P. Gallagher; T and S Autry; J. Morales; A. Gomez;  
M. Rivera; D. Poggi; J. Doyle; R. Barbarelli; J. Bellini; E. Semintelli; J. Cerini;  
H. Nouri; A. Zaino; J. Horstman, NYC Planning, P. Rocchio, Bronx Times;  
B. Randazzo for Assembly member Benedetto

This meeting was held at Monsignor Scanlon High School in the Ferry Point community. The meeting was divided into two sections one section dealt exclusively with the Hutchinson River Parkway Transportation Study which was called at the request of the East Bronx Traffic Coalition. The purpose of this meeting was to apprise the residents of the Ferry Point community of the provisions of the Study that specifically affected Ferry Point. This portion was moderated by Mr. John Marano. The next portion of the meeting, the Municipal Services portion, was moderated by Mr. Christos Papastefanou.

At 7:30 PM the meeting came to order with the Pledge of allegiance and Mr. Papastefanou reviewed the two Street Activity Permits before the Committee.

The following Resolution was presented:

**“Resolved...**At the recommendation of the Municipal Services Committee of Bronx Community Board #10, that the following Street Activity Permit applications be approved.

The Bronx Democratic County Committee Annual Community BBQ, Saturday, September 5, Noon to 4:00 PM at Blondell Avenue, between Chesborough Avenue and Eastchester Road.

9/11 Memorial - Sunset Ceremony, September 11, 2015, 7:00 PM to 8:30 PM at E. Tremont Avenue between Sampson Avenue and Gerber Place (behind the fire house at 3929 E. Tremont Avenue).”

The Resolution was unanimously approved.

Mr. Marano opened the second section of the meeting with a general description of the events surrounding the Hutchinson River Parkway Transportation Study. The East Bronx Traffic Coalition had made inquiries about the Study and wanted to bring information to the Ferry Point community about its provisions as they affect this particular community. He introduced Mr.

Juton Horstman who went over the sections dealing with Ferry Point (see attached). Mr. Horstman commented that short term components of the plan could be handled by City agencies, but that the larger recommendations had to be handled by the State.

The components that he discussed were the following:

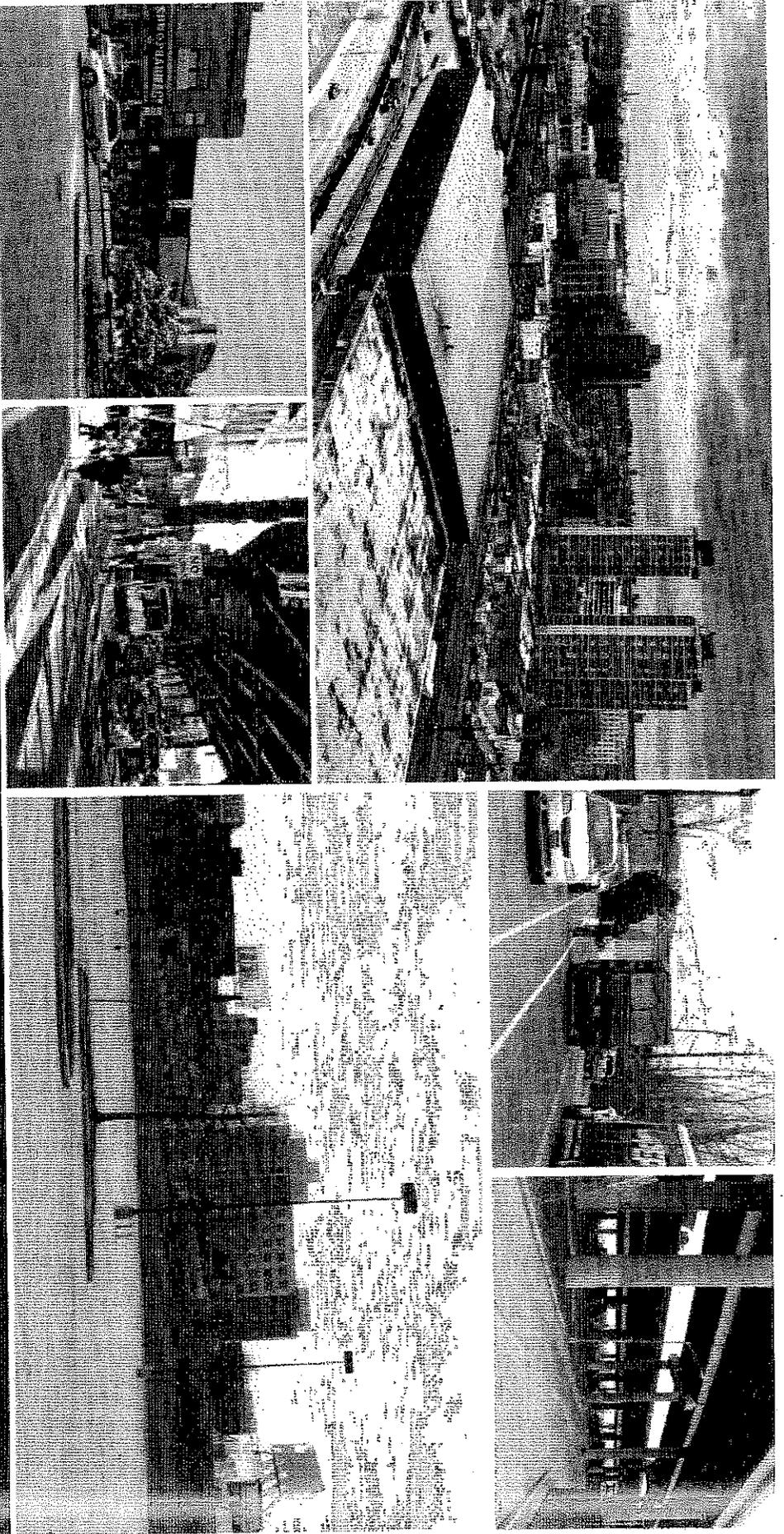
- Ramps coming from the Pepsi Plant onto to the Hutchinson River Parkway Service Road, to allow for trucks leaving the plant to access the highway and the Whitestone Bridge to Queens. This was the subject of some debate because community residents wanted to see a ramp from the service road going into the plant, removing the trucks from Brush Avenue altogether.
- A slip ramp that would access the north bound New England Thruway by St. Joseph's Way
- The establishment of another bridge over Westchester Creek
- The improvement of the Ring Road that will allow the Pepsi trucks to leave the plant and go under the Whitestone Bridge to access delivery routes north of the Pepsi plant.

Other ideas discussed were:

- The creation of a slip way to the Ring Road to provide access for the trucks leaving the plant
- The elimination of the Wenner Place Bus Stop
- The creation of an exit after the slip lane at St. Joseph's Way to funnel traffic into the commercial areas of E. Tremont Avenue
- Absorbing some of the street changes into the Board's Capital plan
- An organized effort on behalf of the Board to establish the slip lanes, ramps etc.

In response to an accident at Kennedy Fried Chicken in Pelham Bay, a request was made to place bollards around commercial sites to prevent cars from jumping the curb. The Committee agreed to explore this possibility with the Department of Buildings.

The meeting concluded at 9:00 PM



# HUTCHINSON RIVER PARKWAY TRANSPORTATION CORRIDOR STUDY

New York City Department of City Planning  
Transportation Division  
May 2015

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# EXECUTIVE SUMMARY

## Executive Summary

The New York City Department of City Planning (DCP) has conducted a transportation study of the Hutchinson River Parkway Corridor between Pelham Parkway and Ferry Point Park. The purpose of this study, which was a joint effort between DCP's Bronx Borough Office and Transportation Division, was to evaluate the transportation needs along and surrounding the Hutchinson River Parkway corridor with the goal of improving existing conditions and developing longer-term recommendations for improvements as the area continues to grow.

Current and planned developments in the study area, which include portions of Community Districts 10 and 11, include more than one million square feet of office space; more than 700,000 square feet of planned regional retail development; and a proposed commuter rail station. While the economic development is beneficial for this area, the additional auto-based trips have created traffic circulation and wayfinding problems in the street network, much of which includes lower density residential neighborhoods. As a result of increased traffic congestion, some locations have safety issues, and access to and from the Hutchinson River Parkway is also becoming more difficult. In order to address these issues, the study had the following objectives:

- To examine and assess existing traffic conditions and street network within the corridor study area;
- To identify opportunities to accommodate new and existing uses;
- To improve connectivity and traffic circulation along selected corridors surrounding the Hutchinson River Parkway;
- To improve access and connectivity for pedestrians and bicyclists, including to the greenway;
- To support connections to transit;
- To enhance transportation safety within the study area for roadway users.

**Summary of Identified Issues**

As part of this study, NYCDOP met with many community stakeholders resulting in an inventory of key issues and opportunities. Depending on the groups present at individual meetings, the area of focus was either north or south of East Tremont Avenue (see last page for a listing of stakeholders).

**Issues North of East Tremont Avenue**

The focus north of East Tremont Avenue was on the following specific areas: Hutch Metro Center, West of the Hutch Metro Center, Proposed Metro North Station and Westchester Square.

**A-Traffic Issues and Concerns**

- Access to the Hutchinson Metro Center is possible only through one entry point: The intersection of Marconi Street and Waters Place. Another option besides this intersection is necessary. The other major issue for the Hutchinson Metro Center is the lack of internal streets connecting to the facilities inside the center.

- Extension of Bassett Avenue (West of the Hutch Metro Center): At times traffic backs-up on Stillwell Avenue causing congestion. Community Board 11 would like to make Bassett Avenue (west of the rail lines) a through street, making it an alternate north-south connection to Pelham Parkway besides Stillwell Avenue.
- Exit ramp at the end of Stillwell Avenue (West of the Hutch Metro Center): According to Community Board 11, the exit ramp at the end of Stillwell Avenue (end of East Gun Hill Rd) was supposed to be temporarily and negatively affects the traffic in the neighborhood, its removal would be preferred by the community.
- Pedestrian Crossings on Pelham Parkway (West of the Hutch Metro Center) and in the Westchester Square Area: Illegal pedestrian mid-block crossings observed at both locations.

**B-Public Transit Issues and Concerns**

- Bus Services (Hutchinson Metro Center): Access to the Hutchinson Metro Center by public transportation is not easy since there is no direct access by public transit into the center. Currently a shuttle bus service is provided to/from the Westchester Square subway station,

but it is not sufficient.

- Proposed Metro-North Morris Park Station and Local Bus Services (West of the Hutch Metro Center): It is anticipated by the community that additional commuter traffic into this area will be generated by the proposed Morris Park Metro-North Station when it gets built. The stakeholders would also like for the MTA to consider providing an east-west connection for pedestrians over the rail tracks to connect the neighborhoods.

**C-Parking Issues and Concerns**

According to some of the stakeholders, there is insufficient on-street parking in this area to meet the needs of the local residents.

**Issues South of East Tremont Avenue**

The focus south of East Tremont Avenue was on the following specific areas: Bruckner Interchange and Brush Avenue.

**A-Traffic Issues and Concerns**

- Access to Bruckner Interchange/ Bruckner Boulevard and Trucks: Traffic often backs-up at the interchange approach and many trucks end up on the local streets. Additionally, Brush Avenue will become the main access road to/from a growing number of new developments in this area.

- Brush Avenue Traffic Circulation: Traffic generally backs up on Brush Avenue as vehicles head north to the Bruckner Interchange. Truck turns are sometimes a problem at the end of Brush Avenue. There is a safety issue for cyclists using the Brush Avenue bicycle lanes, which often experience heavy truck traffic. Additionally Brush Avenue has no sidewalks from Wanner Place to the Pepsi Distribution facility to accommodate residents wanting to walk to Ferry Point Park.

- Lafayette Avenue Traffic Circulation: Consider improving traffic circulation and the capacity of this roadway as an important east-west corridor keeping in mind the anticipated future increases in vehicular traffic in this area.

- Bridges (Brush Avenue Area): the concern was raised to have mitigation measures in place during the reconstruction of Unionport Bridge

## Hutchinson River Parkway Corridor Study

period in order to not aggravate existing traffic conditions.

### B-Public Transit Issues and Concerns

- *Bus Services and Proposed Developments (South of East Tremont Avenue):* The growing number of new developments planned for the area will generate additional vehicular trips on the roadways. Access by public transit or additional services to these sites should be considered to alleviate future traffic conditions.

### C-Greenway Path and Open Spaces Issues and Concerns

- *Under the Bruckner Interchange:* the triangular space under the Bruckner Interchange is dark and unused.
- *Waterfront Path along Westchester Creek (Brush Avenue Area):* The Friends of Ferry Point Park would like to have a greenway path along the Westchester Creek waterfront (east side of Westchester Creek).
- *Access to Ferry Point Park:* Access to Ferry Point Park from the east side of the park to the west is an issue. Stakeholders asked the city to consider a waterfront promenade for this park similar to what has been proposed in the NYC Greenway path. Additionally Ferry Point Park is often left in poor condition with trash and garbage by users of the sports fields.

## Summary of Recommendations

### Roadway Network and Corridor Improvements

*Access to the Hutchinson Metro Center:* This study recommends creating new entry points into the Hutch Metro Center by providing two additional access points along the southern border of the center. This recommendation is to be combined with a proposal to link private internal roads to another and convert them into public roads. A formal arrangement would need to be discussed with the developers of the Hutch Metro Center.

*Alternate access to the northern part of the study area (to Pelham Parkway):* A long term recommendation is to explore in the northern part of the study area other options for vehicular traffic from the Hutch Metro Center office complex to access Pelham Parkway. At least consider having another option put in place in order to be used during an emergency, when necessary. As designed all vehicles enter and exit the center through Marconi St at Waters Place.

*Proposed East-West Connection:* This study recommends for the MTA to consider providing an east-west connection for pedestrians to the proposed Morris Park Metro-North station by allowing an overpass over the rail tracks at the end of Morris Park Avenue that extends into the adjacent neighborhoods. Without this overpass pedestrians to the west of the rail lines are isolated and do not have easy access to the Hutchinson Metro Center and vice versa.

*Extension of Bassett Avenue (West of the Hutch Metro Center):* Extend Bassett Avenue further north to Pelham Parkway (Bassett Avenue west of the rail lines and have it become another option besides Stillwell Avenue for northbound traffic heading towards Pelham Parkway.

*Exit ramp at the end of Stillwell Avenue at East Gun Hill Road (West of the Hutch Metro Center):*

Community District 11 would like this ramp to be removed. NYCDOT recommends that the community district board reach out to the relevant state government agency to discuss the outcome of the traffic study that was done for this area in order to resolve this issue.

*Access to the Bruckner Interchange/Bruckner Boulevard and Trucks - Short-Term Recommendations:*

- Increase enforcement and police presence in this area. Encourage community boards (10 and 11) to meet, coordinate with local precincts

(NYPD) and to look into specific problematic locations.

- Consider improving signage to facilitate traffic circulation for trucks that need to utilize the local streets.

**Access to the Bruckner Interchange/ Bruckner Boulevard and Trucks - Long-Term Recommendations:**

- Freight by ferry was considered and researched for the southern part of the Bronx, but currently this mode of transportation is not feasible due to costs. However passenger ferry service could be considered in the long term in some capacity to alleviate vehicular traffic in the area.
- A proposal was made to explore other access points over Westchester Creek to alleviate congestion at the Bruckner Interchange.
- A proposal supported by Community Board 10 for a slipway at St Joseph's Place to I-95 interstate highway in order to provide a direct link to the Bruckner Expressway. Currently vehicles have to travel on the local road (Bruckner Boulevard) for more than 20 blocks in order to access the Bruckner Expressway. This is not feasible under existing conditions. Further study and analysis would be necessary, if it is to be considered in the future.

**Brush Avenue Traffic Circulation - Alleviate Traffic Congestion:**

- **Improve Intersection Operation:** NYCDOT as part of the Unionport Bridge reconstruction is looking into the following recommendations, which include expanding the northbound approach to add a third traffic lane on Brush Avenue, making signal timing adjustments, and relocating a bus stop on Brush Avenue.
- **Relocate Bus Stop:** Based on a site visit it is recommended move the Q44 and Q50 bus stop on Brush Avenue at Bruckner Boulevard (south-east corner) to a midblock location south of this intersection. This recommendation would require the assessment and approval of the NYCT.
- **Alternate Route for Trucks of Pepsi Facility:** This study recommends a feasibility analysis of creating a new access point for trucks into the Pepsi Distribution site from the Hutchinson River Parkway Service Road. This would divert the facility's truck traffic from Brush Avenue which is a local street. The new access point could be created by swapping the current location of the exit ramp with the current entrance

ramp, allowing trucks to exit earlier onto the parkway's service road and easier access to the Pepsi facility. Approval and assessment by NYSDOT would be required for this alternative route.

**Brush Avenue Traffic Circulation - Alleviate Traffic Congestion:**

The "Ring Road" provides a critical roadway link in this area. It is currently accessible by all traffic and is used as such. As it operates today access and crossing points for pedestrians are not determined along this loop as they travel to and from developed recreational areas within Ferry Point Park raising pedestrian safety concerns for this area. This road is used as well by all types of vehicles and has the potential to attract more users with plans underway for significant new developments in the immediate area. These developments as new traffic generators can affect traffic operations along the Hutchinson River Parkway and eventually the use of the Ring Road.

As it operates today the Ring Road does not have the facilities necessary to support the current level of traffic and more so with future projected growth in the area. Therefore vehicular/pedestrians conflicts along the "Ring Road" would require the installation of traffic control devices and other safety treatments. These could include new roadway design such as buffers zones, speed reducers, fences, light poles, traffic and pedestrian signals, signs, etc. In addition under future conditions, widening of the "Ring Road" to increase capacity, or use of traffic calming and enforcement measures to discourage through traffic may be necessary. DCP is willing to coordinate with the Department of Parks, the Department of Transportation and potentially other stakeholders to resolve all outstanding issues with the operation and maintenance of the "Ring Road", leading to overall better traffic operations for this area of the Bronx.

**Brush Avenue Traffic Circulation - Bicycleist Alternate Route:**

Have an alternate bicycle route on the Hutchinson River Parkway Southbound service road besides Brush Avenue, which would also connect to Ferry Point Park. This bicycle route would be physically separated from vehicular traffic. This proposal requires approval from NYCDOT.

**Wayfinding Signage from the Whitestone Bridge and Toll Plaza Area**

This study recommends installing wayfinding signage to provide dedicated travel lanes and signage at the toll plaza/bridge area leading drivers to/from the Target Center and other sites of large developments.

## Hutchinson River Parkway Corridor Study

### Intersection Traffic Analysis and Operation Improvements

An evaluation of the traffic operations at "key" locations was performed for the above thirteen intersections to identify the level of service (LOS) and the level of traffic congestion in the study area during the peak periods of the day.

The LOS analysis identified certain deficiencies due to significant delays and congestion at five analyzed intersections under existing and near future traffic conditions. The five intersections are: Morris Park Avenue and Eastchester Road, Waters Place and Eastchester Road, Waters Place and Marconi Street, Westchester Avenue/Ericson Place and Middletown Road, and Brush Avenue and Bruckner Boulevard.

Below are the recommendations and potential roadway improvements proposed for these intersections:

*Morris Park Avenue and Eastchester Road;*

*Waters Place and Eastchester Road;*

*Westchester Avenue, Ericson Place and Middletown Road*

To accommodate future demand, signal timing modifications are recommended. These three key intersections can also benefit by having traffic agents during peak periods and continuous monitoring of traffic conditions that could lead to faster traffic adjustments and further improve congestion.

*Waters Place and Marconi Street*

There would be a need for the following re-configuration and signal timing changes to accommodate the future traffic at this intersection: on-street parking would be eliminated along Waters Place to create space for the additional lanes at the Marconi Street entrance, proper channelization of these newly created lanes would be required, and the creation of a new 3-phase traffic signal timing.

*Brush Avenue and Bruckner Boulevard*

The transportation consultant of the Target development is currently working with NYCDOT to expand the northbound approach to add a third northbound traffic lane on Brush Avenue. This improvement, with signal timing adjustments, would be necessary to avoid long vehicular spillbacks and delays along Brush Avenue.

### Pedestrian/Bicycle Safety and Environment Improvements

The ten locations within the study area are analyzed in detail for safety improvements. They are:

- Eastchester Road and Waters Place (*Hutch Metro Center*)
- Eastchester Road/ Silver Street and Williamsbridge Road (*Hutch Metro Center*)
- Eastchester Road and Morris Park Avenue (*West of Hutch Metro Center*)
- Westchester Avenue and East Tremont Avenue (*Westchester Square Area*)
- Brush Avenue and Bruckner Boulevard (*Brush Avenue Area*)
- Westchester Avenue between Middletown Road and Waters Place (*Hutch Metro Center*) – 2 locations
- Hutchinson River Greenway and Pelham Parkway at Stillwell Avenue (*West of Hutch Metro Center*)
- Westchester Avenue and Ferris Place (*Westchester Square Area*)
- East Tremont Avenue between Fink, Ponton and Lane Avenues (*Westchester Square Area*)

General issues with these locations:

- Turning vehicles do not always yield to pedestrians in the crosswalk
- Several pedestrians have been observed crossing midblock (jaywalking)
- Due to the presence of columns supporting an elevated rail line on Westchester Avenue, pedestrians are not always visible to drivers
- Conflicts between motorists and cyclists were observed under the elevated rail line on Westchester Avenue as cyclists connect to the greenway path

Below are the recommendations and safety improvements proposed for these locations in terms of pedestrians and cyclists:

- Install "Turning Vehicles Yield to Pedestrians" signs which can help reduce pedestrian crashes and conflicts at particular intersections
- Install pedestrian countdown signals which can help reduce conflicts with vehicular traffic
- Install "Wait for Walk Signal to Cross" signs to discourage pedestrian crossings during motorists' protected left or right turn signal phase
- Install "No Pedestrian Crossing" signs at locations of illegal midblock crossings.
- Install new crosswalks to provide a designated location for pedestrians to cross safely
- Slow down vehicles (traffic calming method) by widening and raising the marked traffic island where possible
- Have a red flashing traffic light asking drivers on Westchester Avenue, at an unsignalized location, to stop at pedestrian crossing and proceed with caution when clear
- Add signage on Westchester Avenue under the elevated tracks informing motorists of the presence of an on-street greenway connector to minimize conflicts between motorists and cyclists
- Have informational signs to guide bicyclists from Waters Place on Westchester Avenue as they make a connection to the Hutchinson River Greenway path.

#### Public Transit and Service Improvements

Based on issues and concerns related to transit service that have been raised by the stakeholders and both community districts, the following recommendations have been developed:

- Consider additional bus services to accommodate the projected increase in commuters coming to areas of planned and proposed new developments.
- Consider the reroute of bus routes to serve the proposed Morris Park Metro-North Station (when built) in order to help reduce vehicular traffic in the area

New York City Transit (NYCT) needs to evaluate all areas of concern, the existing bus routes, and ridership levels before they can restructure any segment of a bus route.

Additionally, this study recommends that when the proposed Morris Park Station is built that it includes an east-west connection for pedestrians that would link both neighborhoods located on either side of the tracks.

#### Open Space Access Improvements and Streetscape Amenities

- *Under the Bruckner Interchange (where Brush Avenue intersects with Bruckner Boulevard):* the triangular space is dark and unused. This study recommends adding amenities including better lighting to enliven this space.
- *New Sidewalks (Brush Avenue Area):* This study recommends the installation of new sidewalks on Brush Avenue where sidewalks are missing to accommodate local residents wanting to walk to Ferry Point Park.
- *Access to the west side of Ferry Point Park:* Access to the west side of Ferry Point Park, where the ball fields are located, is difficult from the east side of park. The city should look into the option of installing a connection or path between Ferry Point Park East and Ferry Point Park West along the waterfront as shown on the NYC Greenway Plan. NYCDPR is currently looking into developing the waterfront path; however funding is critical to make it happen.

#### Stakeholders and Outreach Process

A total of twelve meetings with community groups, institutions, and developers took place from May through August 2013. The purpose of these meetings was to identify key elements of the Hutchinson River Parkway Corridor that would be studied within the scope of the project including:

- Identification of issues, concerns and constraints within the area of study
  - Identification of key corridors and intersections to analyze
  - Identification of strengths in the study area and of opportunities for improvements.
- The stakeholders included:
- Community Board 10

## Hutchinson River Parkway Corridor Study

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- Community Board 11
- Bronx Borough President's Office
- City Councilman James Vacca
- New York State Senator Jeffrey D. Klein
- NYCEDC (NYC Economic Development Corporation)
- NYCDOT (NYC Department of Transportation) Bronx Borough Commissioner; Freight Division; and Traffic Planning
- NYSDOT (NY State Department of Transportation)
- NYC DPR (NYC Department of Parks and Recreation)
- MTA (Metropolitan Transportation Authority – Metro-North and NYC Transit Operations)
- NYCDOT (Bronx Borough Commissioner and Traffic Planning)
- SOBRO (South Bronx Overall Economic Development Corporation)
- Westchester Square BID, Bronx Chamber of Commerce
- Northeast Bronx Association
- Morris Park Medical/Educational Institutions – Albert Einstein College of Medicine, Calvary Hospital, Jacobi Medical Center, Bronx Psychiatric Center, Montefiore
- Hutchinson Metro Center, Simone Development
- Pelham Bay Taxpayers
- Friends of Ferry Point Park
- Country Club Civic Association



Ruben Diaz, Jr.  
Borough President

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Martin A. Prince  
Chairperson

Kenneth Kearns  
District Manager

### HEALTH AND HUMAN SERVICES COMMITTEE

April 15, 2015

PRESENT: D. Hunt (Chair), R. Bieder, L. Burrows, L. Goldstein

Observer: M. Abihaikal

Deborah Hunt PhD, RN, Chair, convened the meeting at 7:35pm with the Pledge of Allegiance.

The Committee discussed the Healthy Lifestyle Challenge and strategies for increasing membership and participation. The Facebook group has approximately 100 participants and we will continue our outreach. Each board member will be asked to share information about the Health Lifestyle Challenge with their respective civic associations. A request had been made for a Nutritionist/Dietician to speak at the meeting but unfortunately no one was available. Mr. Alexis (Montefiore) dropped off pamphlets that focused on nutrition. These will be distributed at our next walk. The committee is planning two walks; one in Pelham Bay Park and the other in Coop City. The tentative date and time for the Pelham Bay Park walk is Saturday, May 9, 2015 at 10 AM. The tentative date for the Coop City walk is June 13. The logistics and time of this walk will be determined at a later date. R. Bieder will consult with M. Anderson about the need for a permit for the Pelham Bay walk.

The meeting was adjourned at 8:40 pm

Respectfully Submitted,

Dr. Deborah Hunt (chair)



Ruben Diaz, Jr.  
Borough President

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**Martin A. Prince**  
Chairperson

**Kenneth Kearns**  
District Manager

### Parks & Recreation Committee June 8, 2015

Committee Members: Virginia Gallagher, Bob Bieder, Annie Boller  
Guest: Marianne Anderson  
Observers: John Cerini, Hussein Nouri, Inge Otto

Pelham Bay Park has two Dog Runs. It was opened for a Dog Party. There is one Dog Run for large dogs and a separate one for small dogs. Marianne Anderson described the party which was enjoyed by all.

The Committee and Ms. Anderson discussed the shape of electric poles on Shore Road. There are a lot that should be removed and replaced with safer, modern poles. It is too dangerous.

Enforcement of rules with NY City largest park – Pelham Bay Park: it is important for all those using the Park to adhere to the rules and regulations.

It was suggested that a small garden with white fencing be placed around Glover's Rock with a description of the history that took place there. Also, it was suggested that the cross road be named after General Glover. It was his bravery with the small amount of men that saved General Washington from being captured by the British and Hessian soldiers.

The pavilion was discussed and Ms. Anderson told us about the Zumba Class being held at the park on Thursdays at 6:00PM at the Running Track.

The Borough President has suggested it would be nice to hold three concerts at the Park; the idea is to use the park for arts, culture and fun.

On suggestion was to have films shown on a Thursday or Wednesday.

Respectfully submitted,

Virginia M. Gallagher