

FALL 2004

HUNTS POINT VISION PLAN

DEVELOPED BY

Hunts Point Task Force
City of New York



Michael R. Bloomberg, Mayor of the City of New York



A TWENTY YEAR VISION

Hunts Point Tomorrow: A vibrant, livable community, invigorated by an accessible waterfront and a thriving business district; sustained by an efficient transportation system and healthy environment; and supported by a vital, qualified workforce.

HUNTS POINT VISION PLAN

Dear Friend:

In the spring of 2003, we formed the Hunts Point Task Force to develop solutions for critical concerns in the Hunts Point peninsula. The Task Force included a diverse group of business owners, local constituents, elected officials and government agencies.

Over the course of a year, the group worked collaboratively to identify action items that promote a competitive business environment and sustainable community in Hunts Point. The end result—the Hunts Point Vision Plan—sets the development framework and implementation timeline for these action items. The Hunts Point of tomorrow will sustain a healthy residential community, thriving food industries, a vibrant cultural life, an accessible and attractive waterfront and a solid industrial district providing good job opportunities for local residents.

The Vision Plan builds upon discrete revitalization efforts on the Hunts Point peninsula and, more importantly, addresses the concerns of the Hunts Point community in a comprehensive and coordinated plan. We have focused our efforts on defining recommendations that can be implemented in the near term. By implementing the proposals in the Vision Plan, we will create the infrastructure that is necessary to support Hunts Point for the decades to come.

The Task Force has benefited greatly from the participation and advice of the entire Bronx delegation of elected officials. Their vision and capital investment will help ensure that the first year's implementation goals are met.

We look forward to continued collaboration with the Task Force, the Hunts Point community and local elected officials as we implement the Hunts Point Vision Plan.

Sincerely,



Michael R. Bloomberg
Mayor



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INTRODUCTION

BACKGROUND

In the spring of 2003, under the leadership of Mayor Michael R. Bloomberg, the Hunts Point Task Force was formed to provide a forum for addressing critical concerns about the Hunts Point peninsula. Through the Office of the Deputy Mayor for Economic Development and Rebuilding, the Bloomberg administration worked closely with community leaders, particularly Bronx Borough President Adolfo Carrión, to identify a diverse group of business owners, local constituents, elected officials and government agencies who would bring energy and experience to the charge. Over the course of a year, the Task Force met more than twenty times to explore the issues of importance and to identify solutions.

The agenda for the Task Force was not predetermined, but instead was set by the Task Force itself during the first meetings. The Task Force collaboratively developed a vision plan for the Hunts Point peninsula. The plan sets the agenda for development policy in Hunts Point for the next twenty years, with an emphasis on recommendations that are implementable in the near term.

The Task Force was led by the Office of the Deputy Mayor for Economic Development and Rebuilding, which brought in a multi-agency team, including the New York City Economic Development Corporation (NYCEDC), the New York City Department of City Planning (DCP), the New York City Department of Small Business Services (SBS) and the New York City Department of Transportation (NYCDOT).

THE CONTEXT FOR THE HUNTS POINT VISION PLAN

Over the years, many plans have been developed for parts of the Hunts Point peninsula, but few have addressed Hunts Point on a peninsula-wide basis. There have been several plans for the Hunts Point Food Distribution Center, which is arguably the largest food distribution center in the world. There have been plans for the residential neighborhood and how to redevelop the housing stock; there have been plans addressing crime, prostitution and enforcement. But there has never been a plan that addressed such a variety of issues, nor one developed by such a broad spectrum of local and regional perspectives.

The South Bronx was once thought of as the archetypal case study of urban problems, with high rates of crime and unemployment. However, today many of the pressing issues have been resolved, thanks to the efforts of neighborhood groups such as the South East Bronx Community Organization (SEBCO), Hunts Point Economic Development Corporation (HPEDC), Seneca Center, the Point Community Development Corporation, Sustainable South Bronx (SSB) and Bronx Community Board 2. Community Board 2's district includes approximately 47,000 people, up from approximately 35,000 in 1980, in large part due to the nearly 2,300 new or rehabilitated housing units developed through New York City Department of Housing Preservation and Development (HPD).

Elected officials have played a significant role in improving Hunts Point. Recent financial commitments from Congressman José E. Serrano, State Senator Ruben Diaz, Sr., Assembly Member Carmen E. Arroyo, Assembly Member Ruben Diaz, Jr., Bronx Borough President Adolfo Carrión and Councilman José M. Serrano for Hunts Point streetscape improvements, the South Bronx Greenway and programs serving children and seniors typify the local elected officials' unwavering dedication.

Hunts Point's turnaround is also due to business entrepreneurs who have invested in the South Bronx. According to the Department of Labor, Hunts Point provides nearly 10,000 jobs; some contend that the number of jobs is even greater—upwards of 20,000—when the transportation-related, agricultural-related, seasonal and informal-economy jobs are taken into account.

Over the past five years, NYCEDC, through funding from the City, State and federal governments, has invested more than \$130 million in improvements to the Food Distribution Center and its rail freight system. The New York City Department of Environmental Protection (DEP) is investing over \$700 million to upgrade the water pollution control plant in Hunts Point, which will greatly improve environmental quality in Hunts Point, the City and the surrounding waterways. Through the work of the New York City Police Department (NYPD) and significant community involvement, the crime index—which includes violent and property crimes—has fallen 60 percent over the past nine years.

Yet the work in Hunts Point is not over. Some problems, such as vacant industrial lots and unemployment, persist. Some of the problems stem from the history of Hunts Point's development, including the design of the transportation infrastructure and an amalgam of potentially incompatible land uses in close proximity. Other problems, like air pollution from an increased number of vehicles, are, in a sense, unanticipated results from the success of Hunts Point's revitalization over the last two decades. As new developments are considered, we need to learn from the past and continue to battle the negative image the South Bronx developed in the 1970s. Addressing these issues is essential to helping Hunts Point reach its fullest potential as a sustainable, healthy and vibrant place to live and work.



Industrial businesses on East Bay Avenue and Faile Street



Drake Park



EXECUTIVE SUMMARY

The Task Force concentrated on items with a likelihood of implementation, aligning the desired action items with the best possible long-term future. From this viewpoint, a series of short-term recommendations emerged, defined as those items that can be implemented in the next five years.

SHORT-TERM GOALS

Optimizing Land Use

- DCP will promote a new land use policy that encourages the growth and expansion of the food-related industry while seeking to protect the adjacent residential neighborhood. This new policy will discourage the expansion of waste-related uses in sensitive areas.
- The remaining vacant parcels within the Food Distribution Center will be marketed by NYCEDC to attract new food-distribution/manufacturing companies and ancillary services for the food markets.
- The City will work with the Produce Market on plans to redevelop its antiquated market into a more competitive and environmentally-friendly facility.
- To further encourage compliance with environmental standards and regulations, the City will develop a business education campaign.
- Depending on the final recommendations of the forthcoming Comprehensive Solid Waste Management Plan, NYCEDC and the Department of Sanitation (DSNY) will work with the Task Force to identify a re-use plan for the Marine Transfer Station site.
- To promote the productive reuse of vacant, underutilized or contaminated sites, the City will apprise community and business organizations of brown-field programs and grant opportunities, publicize financing tools that can assist in remediating contamination, and encourage participation in New York State's Brownfield Cleanup Program.

Workforce

- SBS will take the lead in funding and developing Hunts Point Works, a new employment and training demonstration project in Hunts Point. Hunts Point Works ("the center") will be managed by HPEDC.
- Hunts Point Works will serve as a liaison between local job seekers and businesses. For businesses, the center will recruit and screen potential employees and coordinate training programs. For job seekers, the center will provide assessment, referrals to training, job placement assistance and other services.
- Community-based organizations (CBOs) and other community partners will play a central role in this program, both in referring individuals to the center for services and in receiving referrals from the center for training and other services. The center will also work extensively with the Bronx Workforce 1 Career Center.

Creating Connections

- Bronx Overall Economic Development Corporation (BOEDC) will pursue the implementation of a commuter van service to improve the connection between local residents and workforce opportunities.
- The City will continue to work with the MTA to provide new bus service in Hunts Point, particularly in the western-most sector of the peninsula.
- Gateways at the major entry-points to the peninsula are planned as part of

NYCEDC's streetscape implementation project. This will be done in coordination with HPEDC and Greening for Breathing.

- In addition to the two new parks—Riverside Park and Barretto Point Park—that are being developed on the waterfront by New York City Department of Parks and Recreation (City Parks), the Task Force identified a third priority site for waterfront access—at the southern-most tip of the peninsula. The implementation of these waterfront improvements will be done through City Parks and NYCEDC's South Bronx Greenway project.
- NYCDOT will improve crossings to the new waterfront parks under construction.

Traffic Safety & Efficiency

- NYCEDC, in coordination with NYCDOT, will make the streetscapes and sidewalks more pedestrian-friendly by improving lighting, landscaping and paving surfaces.
- NYCDOT and NYPD will redirect truck routes to provide both a more efficient and safer circulation pattern.
- NYCDOT will reconfigure and make improvements to critical intersections.
- NYCEDC, in coordination with NYCDOT, will pursue implementation of large truck way-finding signs.
- NYCEDC will pursue the reconfiguration of Food Center Drive to allow for intersection improvements, one-way circulation and a new bike lane.

LONG-TERM GOALS

Long-term recommendations—those that will take six to 20 years to implement—continue the effort of the short-term goals in addressing transportation, green space, waterfront development and economic growth.

Long-term transportation solutions in Hunts Point depend greatly upon whether the Bruckner/Sheridan Interchange project, overseen by the New York State Department of Transportation (NYSDOT), is implemented. The Bruckner and Sheridan expressways are the major traffic arteries running adjacent to the peninsula, and they play a vital role in the inbound and outbound movement of people and goods. The construction of a direct highway link from the expressways to Hunts Point is perhaps the most critical infrastructure project in shaping Hunts Point's future. It is recommended that the Bruckner/Sheridan project be expedited at all levels—community, borough and citywide.

The Hunts Point Task Force strongly stated its interest in developing the Hunts Point waterfront into an asset for residents and businesses alike. Recommended actions include the commitment to completing both the Bronx River and the South Bronx greenways, and to constructing a pedestrian bridge between Hunts Point and Soundview Park. Additionally, many community and business members stated that they would like the City to eventually close or relocate the Marine Transfer Station and the Prison Barge.

In an effort to promote economic growth in line with the City's 20-year Vision Plan, opportunities to redevelop Oak Point, grow the Food Distribution Center and attract new food-related and eco-industrial businesses should be vigorously explored.

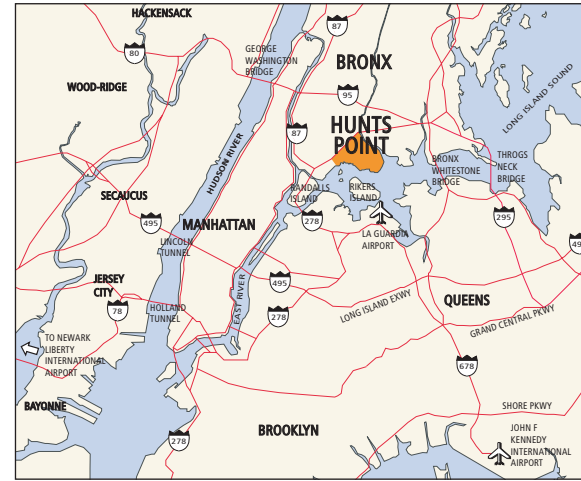
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AREA CONTEXT

REGIONAL & LOCAL CONTEXT

Hunts Point is located at the confluence of the Bronx River, the East River and the Long Island Sound. Surrounded by water on three sides, the fourth side is bounded by the Bruckner Expressway and the CSX/Amtrak rail corridor. The Bruckner Expressway connects Hunts Point to Interstate-95, the Northeast, the Midwest and the ports of New York and New Jersey.

The Hunts Point peninsula has an area of approximately 690 acres, nearly half of which is occupied by the 329-acre Food Distribution Center. The Food Distribution Center feeds the New York region: fifteen million people in the region consume food distributed through the markets each day. The remainder of the peninsula comprises an industrial neighborhood where a diverse mix of food, manufacturing, construction, utility, municipal, auto-related and waste-related uses coexist. The northwestern portion of the peninsula contains a solid residential community, now home to roughly 12,000 residents.



Regional Context



Local Context



Corpus Christi Monastery



New Haven Line, Hunts Point Railroad Station



Steam boat in Port Morris



Joseph Rodman Drake Cemetery

AREA BACKGROUND

Fifty years ago, Hunts Point was known as "Little Pittsburgh," home to many steel mills and a solid base of jobs that employed the local community. Working-class families from all over the City moved to this stable community. The community was known for its pop culture of Mambo with clubs like the Hunts Point Palace on Southern Boulevard featuring artists such as Tito Puente.

In the 1960s, the steel companies started leaving Hunts Point and the manufacturing jobs started disappearing. In 1967, Mayor John Lindsay had a bold plan for creating a food distribution center on the marshes and beaches of Hunts Point. The vision was tremendous—replace the ebbing manufacturing jobs with a new industry. The vision included state-of-the-art facilities for meat, produce and fish wholesalers. The location was convenient for goods to travel in and out by all types of transportation—rail, highway and water. By locating all of New York City's food markets in one full-service hub, retailers could conveniently purchase everything that they needed in one location.

In some respects, this vision has been realized. In the 1970s the Hunts Point Cooperative (meat) Market and Hunts Point Terminal (produce) Market were built. Over the years, many food distribution companies have come to join the market, including A.L. Bazzini Nut Company, A&P, Krasdale Foods, Sultana Foods and, most recently, Citarella. With more than 115 produce, meat and poultry wholesalers, the businesses in the markets generate aggregate revenues of over \$3 billion annually. The Hunts Point Terminal Market alone provides over 2.7 billion pounds of fresh fruits and vegetables annually. Today, the City is quickly building the newest addition to the Food Distribution Center: the Fulton Fish Market at Hunts Point. The fish market will add \$1 billion of annual economic activity to the Hunts Point peninsula and about 600 permanent jobs to the Bronx.

In other respects, Mayor Lindsay's vision has yet to be fully realized. The plans to use the waterfront as a working waterfront never materialized, rail freight diminished as a mode for transporting food, and truck traffic increased dramatically. Impacts from the highways and the local environment continue to raise health concerns for the community; 25 out of every 1,000 children in the Hunts Point area have been hospitalized for asthma. Unemployment in the Hunts Point area is the highest in New York City. Nearly 50 acres on the peninsula are vacant or potentially environmentally contaminated. Implementing the 1960s vision in today's world presents us with real challenges: (1) how to build a globally competitive infrastructure for the businesses, and (2) how to build an environment in which residents are healthy, thriving neighbors of the markets and businesses.

SNAPSHOTS OF HUNTS POINT



New housing on Bryant Avenue



Residential area on Lafayette Avenue, looking toward the Bronx River and Soundview Park



Under the Bruckner Expressway at Hunts Point Avenue and Southern Boulevard



Hunts Point building footprints and streets



Local workforce



Produce display



Local industry



The Point Community Development Corporation



Community rebuilding at Riverside Park

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OPPORTUNITIES FOR IMPROVEMENTS

INTRODUCTION

At the beginning of the visioning process, members of the Task Force were asked to identify the priority issues that needed to be addressed. From that discussion, one unifying theme emerged from the myriad of issues raised: the consistent desire to improve the environment and to create a place where businesses and residents would thrive. From this vision—this hope—the Task Force proceeded, building upon the desire to build a healthier, safer, cleaner and more sustainable community in Hunts Point.

The issues raised by the Task Force were grouped in four general categories.

- **Optimizing Land Use.** There is a clear need to guide development in the peninsula in a rational manner, making sure that businesses can thrive and that environmental standards are met.
- **Implementing Workforce Solutions.** With an unemployment rate on the peninsula reaching nearly 24 percent, the Task Force's goal is to better link employment opportunities to local residents. Additionally, creating an attractive neighborhood with basic retail amenities is essential for retaining and attracting qualified employees.
- **Creating Connections.** Stronger connections are needed between Hunts Point and (1) its waterfront, (2) the regional highway system, (3) New York's public transit system and (4) other Bronx neighborhoods.
- **Improving Traffic Safety and Efficiency.** More than 77,000 vehicles a day move through the Hunts Point peninsula, including some 15,000 trucks. Overcrowded streets result in delays and traffic congestion that have a negative impact on air, public health, residential quality of life and business production. Consequently, traffic management and promoting alternative modes of transportation are critical issues.

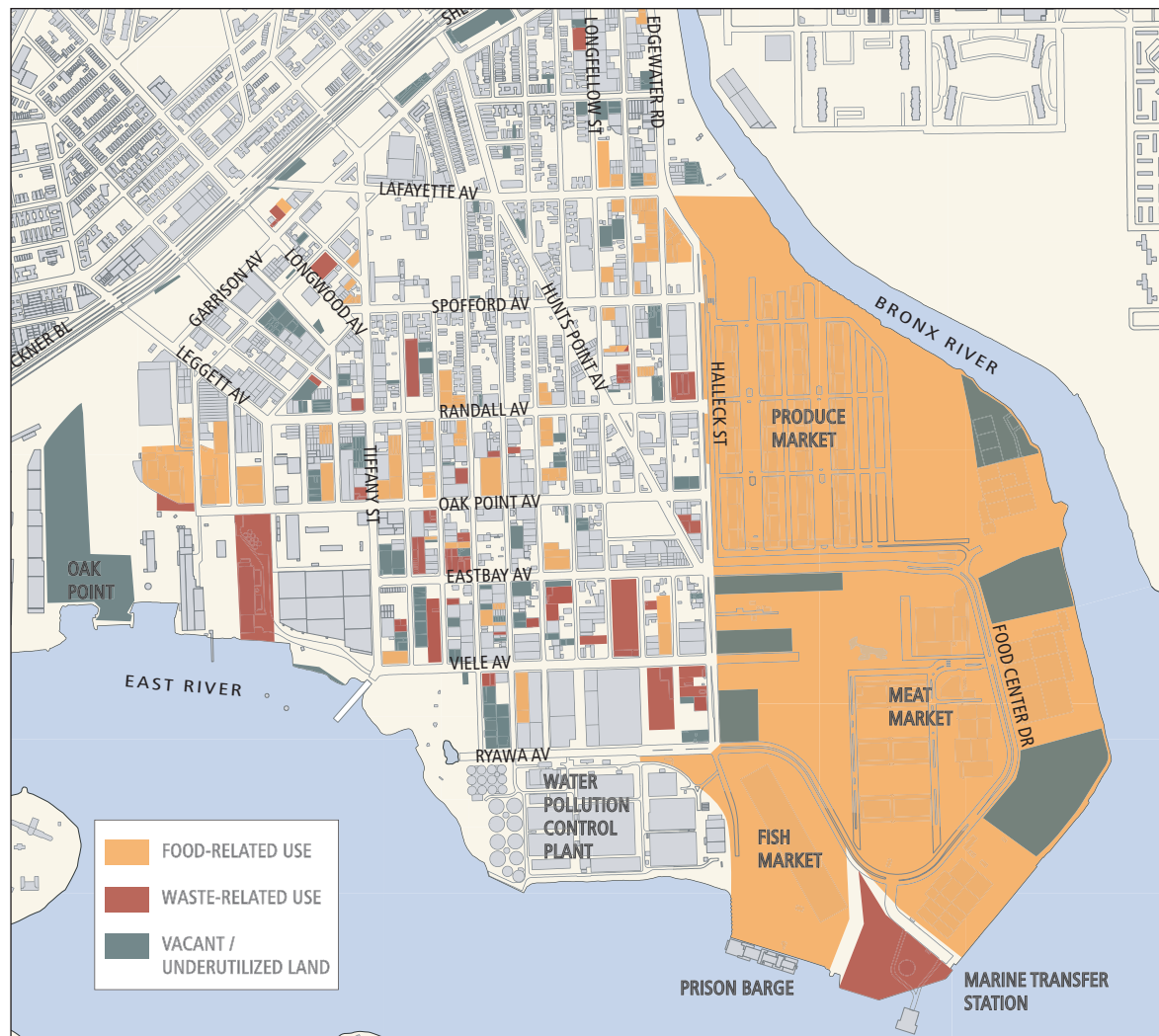
Each of these categories is explored in more detail on the following pages.



Pedestrian crosswalk in residential area at Spofford Avenue and Coster Street



Rail tracks and the Bruckner Expressway isolate Hunts Point from the rest of the Bronx



Land Use Summary



Marine Transfer Station



Prison Barge



Water Pollution Control Plant

OPTIMIZING LAND USE

Issues

Over the past decade, Hunts Point has witnessed a resurgence of new businesses, a revitalization of the residential housing stock, and renewed cultural activity. Despite these advances, several persistent land use issues need to be addressed. As Hunts Point positions itself for the next twenty years, setting a clear land use policy will help create a better environment for Hunts Point's future growth and vitality.

Use Conflicts

One of the priorities of the Task Force was to address the conflict between food-related uses and waste and other heavy industrial uses on the peninsula. These businesses have operational issues that can conflict with each other. Waste-related businesses tend to be truck-intensive and often result in long lines of trucks waiting to deposit the waste at commercial carting facilities. Waste uses can generate smells and rodents that are deleterious to food operations. Current zoning allows waste and food uses to exist side by side. This situation is not optimal for proper business operations, and it discourages food-related businesses from expanding and new businesses from locating in Hunts Point.

Municipal Uses on the Waterfront

At the onset of the Task Force initiative, community and business leaders identified the Department of Sanitation's (DSNY) Marine Transfer Station (MTS), Department of Corrections' (DOC) Vernon C. Bain Prison Barge and the Department of Environmental Protection's (DEP) Water Pollution Control Plant as uses that were burdensome to the community and that presented hurdles to facilitating waterfront access. Community and business members of the Task Force requested that the MTS and prison barge be relocated. If relocation was not possible, the community and business members of the Task Force requested that the municipal facilities identify ways to become better neighbors to the residential and business community.

The MTS is currently closed, but during the course of the Task Force meetings DSNY was exploring reopening the MTS as part of the City's efforts to establish a City-wide solid waste plan. The location of the MTS within the Food Distribution Center was of great concern to the community and business members of the Task Force. Many members of the Task Force urged the City to make the permanent closure of the MTS a priority recommendation of the Vision Plan. In addition, the community and business members of the Task Force



Street obstruction



Foot of Farragut Street



Vacant lot



Viele Avenue

requested that the City consider relocating the other two DSNY uses on this site—a salt pile and a community Self-Help Center—to free up this prime waterfront site for waterfront access, a ferry landing, food-related businesses and/or appropriate supporting retail.

The prison barge was opened in the early 1990s as a temporary facility and generally serves arrested persons pending an initial hearing. Since this is a critical time for arrested persons to make arrangements with family members, the facility needed to be accessible to the general public. Although it was recognized that the prison barge facility is fairly self-contained, many community representatives, businesses and elected officials believed this waterfront location was not the most appropriate for a facility that could easily have been accommodated on land.

The Task Force recognized the environmental need for the Water Pollution Control Plant and the substantial investment DEP has committed to upgrading the plant. Despite its permanency, however, there was a request for facilitating public access around the waterside of the plant with connections to the planned Barretto Point Park. Given the nature of the facility's operation and security concerns, it was recognized that continuous access would be a challenge. Another important area of concern was the ability to better monitor odors emanating from both the DEP facility and from the New York Organic Fertilizer Company (NYOFCo) sludge processing facility nearby.

Vacant and Underutilized Land

Since land in the peninsula is limited, the Task Force believes it should be utilized more fully. At present, approximately eight percent of the peninsula's industrial core (the area outside of the Market) consists of vacant land or buildings. Another five percent of the industrial area consists of parking lots, salvage yards and waste-related uses. Land in Hunts Point can be more productive as a source of economic development and jobs for the community, and it can serve as an asset rather than a drawback for existing businesses.

Violations

One of the major issues discussed at Task Force meetings was the area's problems with illegal or bad business practices such as illegal dumping, debris from trucks, business operations that flow out into the street, double parking, strong odors, poor air quality and other similar issues. Sometimes these problems stem from improper operations of businesses inside the peninsula. Hunts Point's reputation as a disorderly and isolated place, in some instances, has encouraged others to operate in a manner not in compliance with regulations.

Lack of Identity

To the extent that Hunts Point has a widely recognized identity, it is often negative. While this negative image prevails, it ignores the peninsula's unique and compelling assets, including the nation's largest food distribution center, a vibrant residential community, a thriving visual and performance arts scene and 10,000 jobs.



Diagram of proposed buffer area

Short-Term Approaches

Create a Buffer Area and Promote a Balanced Land Use Policy

To address the issue of conflicts between waste-related and food-related businesses, the City is proposing to rezone an area adjacent to the Food Distribution Center and around the residential area. This "buffer area" will not permit new waste-related uses to locate there, nor will it allow existing waste facilities to expand. This will help improve the environment by raising the level of industrial performance standards and, over time, create an incentive for the more productive use of vacant and underutilized land. Mayor Bloomberg has secured New York City Industrial Development Agency funds to support the environmental review associated with the rezoning.

A benefit of the rezoning buffer is that it clearly defines land use and development opportunities on the peninsula by demarcating the area along the east and center of the peninsula for the continued growth of food-related businesses in and around the Food Distribution Center. The area along the south-west side and southwestern edge is demarcated for industrial growth, and the area in the north is designated as the residential core.

In addition, DSNY recently announced its intention, as part of the draft Comprehensive Solid Waste Management Plan, to limit the capacity of transfer

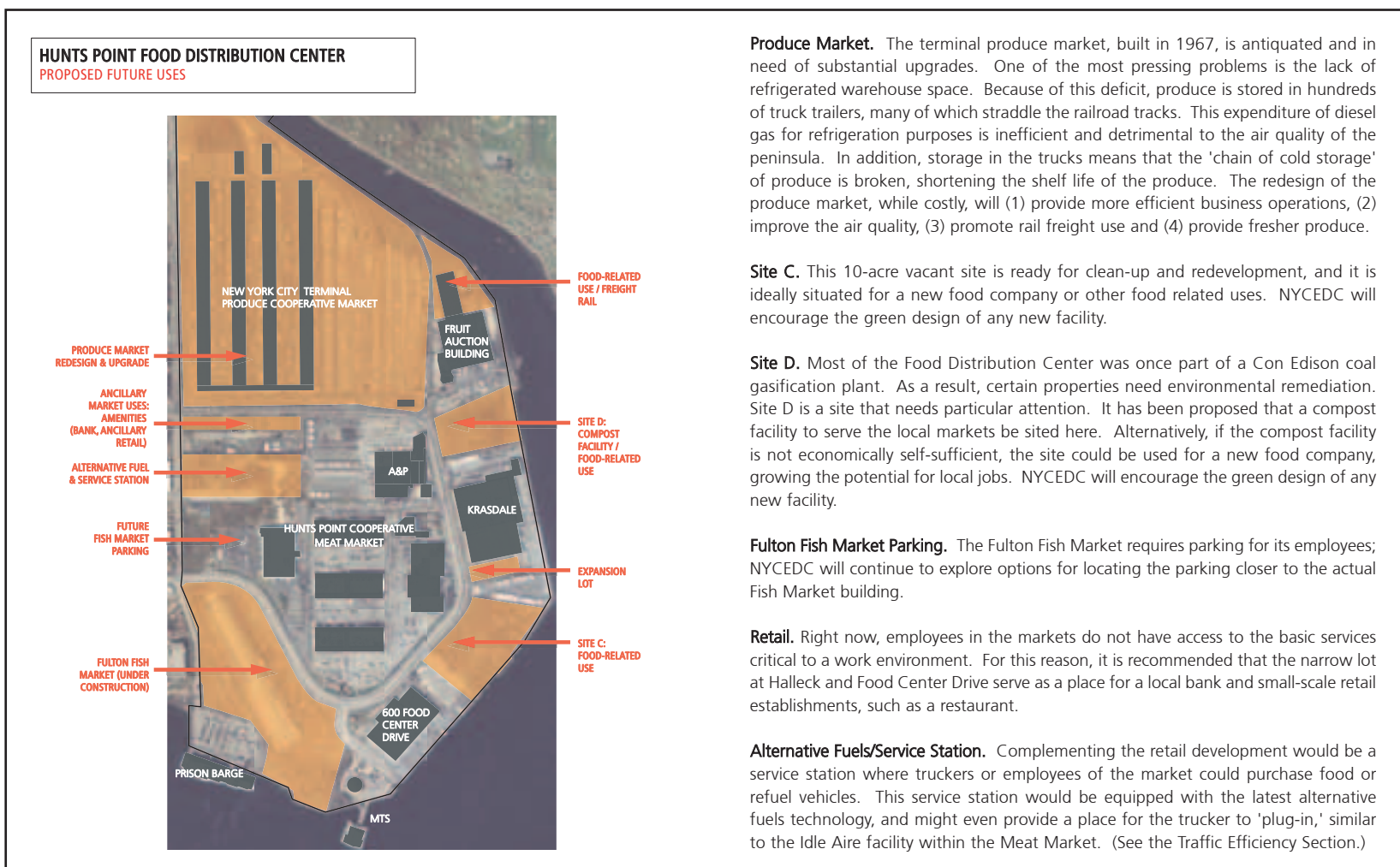
stations in Hunts Point. This new policy will allow for a more balanced distribution of transfer stations City-wide, and it will complement the Task Force's efforts to promote Hunts Point as a great place to live and to conduct business.

Develop the Food Distribution Center

As shown in the figure below, the Task Force identified the redevelopment goals for the Food Distribution Center. Consistent with the historic market designation, the Food Distribution Center should continue to be solely dedicated to food-related businesses and uses directly related to their success.

NYCEDC, the agency that manages the Food Distribution Center, will pursue the land use objectives outlined by the Task Force, with priority given to the redevelopment of 'Site C,' the redesign of the Produce Market and the development of an alternative fuels/service station near the corner of Halleck and Food Center Drive.

In addition to the land use objectives identified on the map, NYCEDC agreed that a 30-foot setback should be provided on the waterfront of all new developments within the Food Distribution Center, to allow room for the South Bronx Greenway and ecological restoration. An exception would be made if the lessee used the waterways to transport goods. In addition, the use of 'green' materials in new development would be encouraged, as well as other investments that decrease the use of energy and improve environmental quality.



Produce Market. The terminal produce market, built in 1967, is antiquated and in need of substantial upgrades. One of the most pressing problems is the lack of refrigerated warehouse space. Because of this deficit, produce is stored in hundreds of truck trailers, many of which straddle the railroad tracks. This expenditure of diesel gas for refrigeration purposes is inefficient and detrimental to the air quality of the peninsula. In addition, storage in the trucks means that the 'chain of cold storage' of produce is broken, shortening the shelf life of the produce. The redesign of the produce market, while costly, will (1) provide more efficient business operations, (2) improve the air quality, (3) promote rail freight use and (4) provide fresher produce.

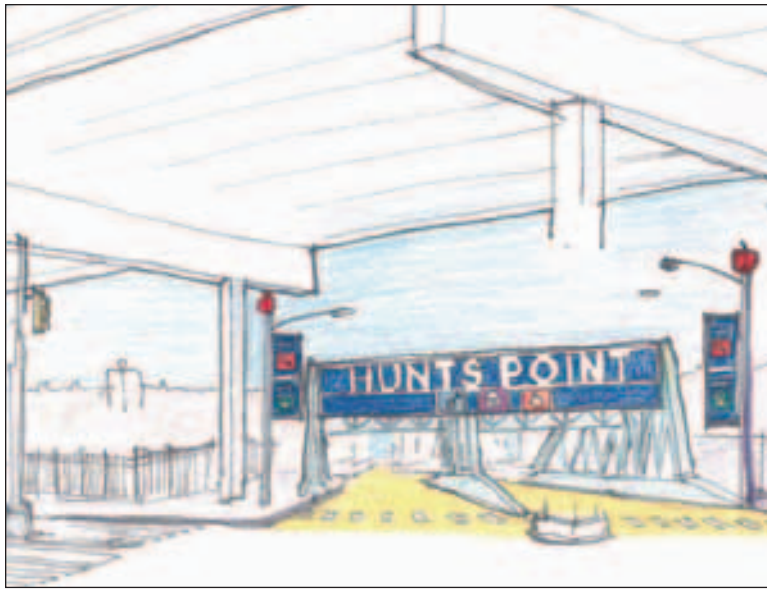
Site C. This 10-acre vacant site is ready for clean-up and redevelopment, and it is ideally situated for a new food company or other food related uses. NYCEDC will encourage the green design of any new facility.

Site D. Most of the Food Distribution Center was once part of a Con Edison coal gasification plant. As a result, certain properties need environmental remediation. Site D is a site that needs particular attention. It has been proposed that a compost facility to serve the local markets be sited here. Alternatively, if the compost facility is not economically self-sufficient, the site could be used for a new food company, growing the potential for local jobs. NYCEDC will encourage the green design of any new facility.

Fulton Fish Market Parking. The Fulton Fish Market requires parking for its employees; NYCEDC will continue to explore options for locating the parking closer to the actual Fish Market building.

Retail. Right now, employees in the markets do not have access to the basic services critical to a work environment. For this reason, it is recommended that the narrow lot at Halleck and Food Center Drive serve as a place for a local bank and small-scale retail establishments, such as a restaurant.

Alternative Fuels/Service Station. Complementing the retail development would be a service station where truckers or employees of the market could purchase food or refuel vehicles. This service station would be equipped with the latest alternative fuels technology, and might even provide a place for the trucker to 'plug-in,' similar to the Idle Aire facility within the Meat Market. (See the Traffic Efficiency Section.)



Sketch of conceptual industrial gateway at Leggett Avenue showing potential new signage. Because maintenance of signs is critical, NYCEDC will work with NYCDOT to develop a final signage plan that promotes a positive Hunts Point identity while addressing sign standards and maintenance.

Directional sign, horizontally paired



Sign graphics, typical



Banner, typical



Directional sign, vertically stacked



Conceptual ideas for signage.

Increase Opportunities for Food-Related Businesses

By rezoning an area adjacent to the Food Distribution Center to allow for the growth of food-related businesses free from land use conflicts, the City is sending a strong signal to the food industry that it is an important part of the City's economy. The proximity of this buffer area to the markets will be beneficial to food businesses and will allow for the growth of small, medium and larger businesses. In addition, efforts are underway by the City and HPEDC to promote Hunts Point as the ideal place for locating or expanding a food-related business, including raising the awareness of the business community of the many City, State and federal benefits available to businesses locating in the Hunts Point peninsula.

Promote Redevelopment of Brownfields

To promote the productive reuse of vacant, underutilized or contaminated sites, the City will apprise community and business organizations of brownfield programs and grant opportunities, publicize financing tools that can assist in remediating contamination, and encourage participation in New York State's Brownfield Cleanup Program (BCP). The 2003 State Brownfield/Superfund Law provides generous new tax credits and improves the predictability and liability relief for those sites remediated through the BCP.

Boost Education & Enforcement

To help address environmental concerns and improve business operations, the City has prepared a brochure specifically for businesses in Hunts Point. This guidebook seeks to address common problems, such as illegal dumping, double-parking, improper signage and noise, and consists of targeted tips and cross-references to City agencies. These tips will help business owners operate in legal compliance while also imparting information on the many benefits of owning or operating a business in Hunts Point. After a reasonable time period for business owners to become fully informed of proper business operations, the City will increase enforcement. This effort will be formalized through an ongoing effort between the City and the local economic development agency as part of the City's overall industrial policy.

Promote a Positive Hunts Point Identity

DCP and NYCEDC worked with the Task Force to create a brand that would help create a positive identity for the peninsula. A first step in the development of the new identity was the creation of a unique logo that conveys various positive meanings: Hunts Point as a great place to grow your business, Hunts Point as a livable community, Hunts Point as a place to visit for arts and culture. This logo will be useful in marketing materials, but also provides a consistent positive image to be used on signs for truck routes and streetscape improvements and in the design of gateways into the peninsula. All of these projects, taken together, will help to improve the image of Hunts Point.

Municipal Uses on the Waterfront: The Water Pollution Control Plant

To address concerns with the Hunts Point Water Pollution Control Plant, DEP recently created the Hunts Point Monitoring Committee, a committee designed to provide a forum for a dialogue about the various issues of community concern relating to the plant and the NYOFCo facility.

Long-Term Approaches

Attract Food-Related Business

One of the Task Force's long-term land use objectives is to grow the food industry in Hunts Point. This will occur over time and in several stages. First, the City must rezone the buffer area to set the stage for better conditions to operate a food-related business. Next, Hunts Point should be promoted as a great place to do business. Marketing efforts should emphasize the benefits of locating food businesses in close proximity to other food businesses that attract thousands of customers every day. Finally, over time, because of the restriction of new noxious uses within the buffer area, vacant and under-utilized land should be redeveloped. To ensure the redevelopment of these sites, the City will advance policies that promote brownfield remediation. Together, these strategies will help make Hunts Point a more attractive place to do business.

Municipal Uses on the Waterfront

Decisions about the relocation of the MTS and the prison barge are dependent upon larger, City-wide municipal plans. At the time of the Task Force meetings, the results of the plans were still forthcoming. Therefore, the Task Force developed two scenarios for the MTS and prison barge. One scenario outlined recommendations if the facilities remain at their current locations; the other scenario proposes a future vision for Hunts Point without the facilities.

SCENARIO 1.

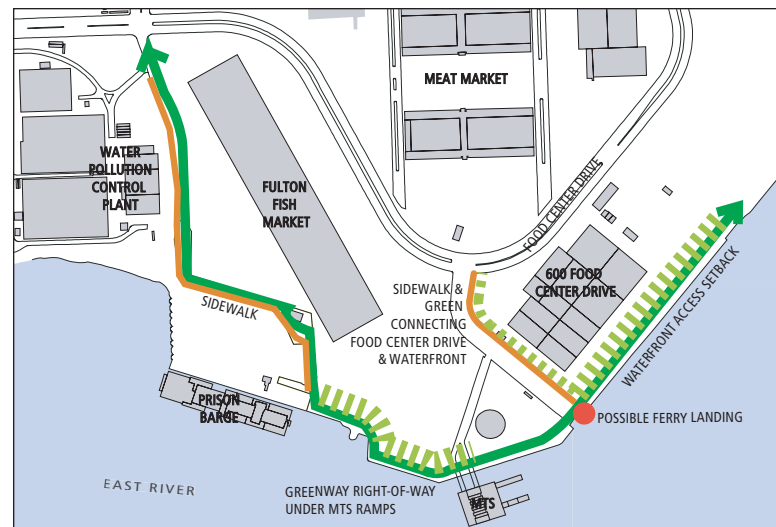
With the facilities remaining, the Task Force would like to see waterfront access and the facilitation of the South Bronx Greenway through the sites. (See also the 'Creating Connections' section of this report.)

SCENARIO 2.

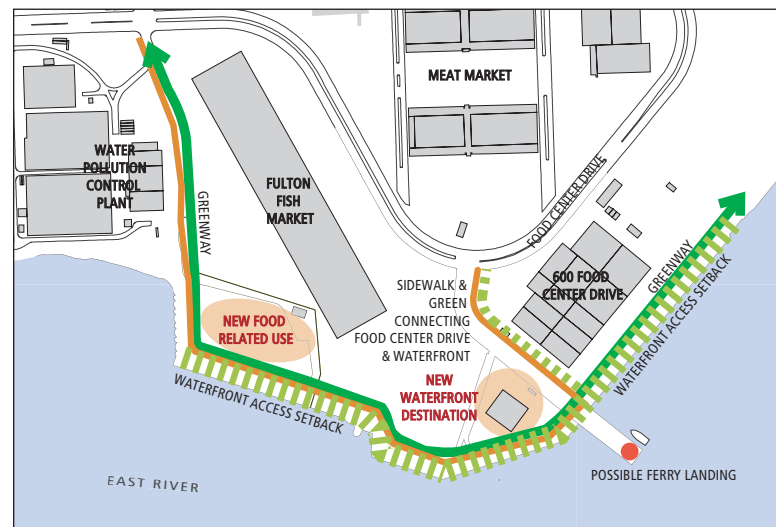
In a future without the facilities, the Task Force recommended the following:

- **Prison Barge Site.** The upland portion of the prison barge site should be re-used to complement surrounding uses. The Task Force discussed possibly converting the site to parking for the adjacent Fulton Fish Market, freeing up space elsewhere in the Food Distribution Center for more productive use. Other redevelopment options suggested by the Task Force included an eco-industrial use or additional open space. A 50-foot waterfront setback could be provided to allow waterfront access.
- **Marine Transfer Station Site.** The Task Force recommended that the MTS site be reused to leverage its waterfront location. Possible re-use options included providing a pier for docking boats, a restaurant/education center that would play off the themes of the adjacent Fish, Meat and Produce markets, and the development of a freight ferry facility to accommodate the shipment of goods by barge.

At the time of writing of this report, DSNY's draft Solid Waste Management Plan recommends the permanent closure of the MTS. Should the MTS remain closed, NYCEDC and DSNY will consider the recommendations of the Task Force and will work with the Task Force to identify a more detailed re-use plan.



Scenario showing municipal use facilities remaining



Scenario showing a future without municipal use facilities

As part of the re-use plan, the City will explore options for the relocation of the salt pile, which needs to remain in close proximity to the Bruckner Expressway.

Redevelop Oak Point Site

The Oak Point site is a 21-acre, privately owned site, currently subject to bankruptcy litigation (see page 8 for the site location). There is approximately 440,000 cubic yards of fill material on the site; it is assumed that a substantial portion of the fill is contaminated.

Once an owner of the site emerges from bankruptcy, the owner will be able to remediate and undertake development of the site. The site is currently zoned M-3, which permits a variety of industrial and commercial uses including heavy industrial uses.

IMPLEMENTING WORKFORCE SOLUTIONS

Issues

High Unemployment Rate

At almost 24 percent, Hunts Point's Community District has the highest unemployment rate in New York City among the population aged 16 and over.

Education and Language Barriers

An estimated 53 percent of adult residents from the Hunts Point area and its outskirts do not have a high school diploma. In addition, 30 percent of adults do not speak English proficiently. Local employers have identified these as leading barriers to hiring from the immediate community but have expressed an interest in hiring residents who possess these basic skills.

Limited Workplace Skills

Businesses within the area have reported difficulty in finding workers with basic workplace competencies. These include work ethic and attitude, an understanding of workplace expectations, ability to follow directions and customer service. In addition, many companies have computerized aspects of their entry-level work, requiring even entry-level hires to have computer skills. Finally, Hunts Point businesses have reported a need for workers with more specialized training, including supervisory/management skills, accounting/bookkeeping and commercial driver's licenses.

Short-Term Approaches

Connect Residents to Local Businesses

Despite these concerns, Hunts Point businesses have expressed a commitment to hiring locally and have a proven history of promoting from within. The New York City Department of Small Business Services (SBS) is spearheading an initiative to connect Hunts Point residents to local jobs and to the training they need to advance their careers. SBS will take the lead in funding and developing an employment and training center in Hunts Point, which will be called Hunts Point Works. Hunts Point Works will start as a one-year demonstration project. To be accessible to job-seekers, the center will be located on Bryant Avenue near the intersection with Hunts Point Avenue and close to a Bx6 bus stop.

The Hunts Point Economic Development Corporation (HPEDC) will serve as the primary liaison between local community-based organizations and businesses. The organization will streamline the process of identifying and hiring capable candidates for businesses by recruiting, screening and training job seekers. HPEDC will also work with local businesses to connect new and existing workers to training programs in English as a Second Language (ESL), General Equivalency Diploma (GED) and specific occupations. In addition, HPEDC and SBS will work with local businesses to coordinate training programs for new and existing workers, as well as to fill the vacancies that result from internal promotions.

Engage Community-Based Organizations

Community-based organizations (CBOs) and other community partners will play a central role in Hunts Point Works. SBS knows from experience that individuals often seek assistance from organizations within their immediate community. As a result, SBS will build this network of neighborhood service providers into the program, creating multiple ways for job seekers to enter the program. SBS will also work with community organizations to design marketing materials to enable partner organizations to send a unified message to job seekers about the services available to them. The materials will inform residents of existing training and placement services in and around Hunts Point, including providers

of ESL and GED classes, as well as occupational training. HPEDC and SBS will play an integral role in managing communication among community partners and in helping them connect their customers to the various career development resources available.

Expand Retail

Most of the retail in the peninsula is on Hunts Point Avenue. Although this location is convenient to the residential core, it is a long distance from the majority of workers in the peninsula. This problem is often cited by business owners as one of the difficulties in attracting and retaining employees. To address this issue, a site for new retail is proposed at the three-way intersection of Halleck Street, Hunts Point Avenue and East Bay Avenue at the western edge of the Market (see page 9). In addition, the City is seeking to expand opportunities for new retail within the residential core and has begun funding façade improvements to support existing retail businesses.

Long-Term Approaches

SBS expects to continue providing workforce development services to the Hunts Point community on a long-term basis. The agency plans to release a Request for Proposals (RFP) for employment centers throughout the City, including Hunts Point. In the long term, SBS anticipates providing employment and training services that will help decrease the high unemployment rate in Hunts Point and increase the number of local hires with neighborhood businesses, while improving employee retention and advancement.



Sketch of the proposed Hunts Point Works center.



Map highlighting isolation concerns

CREATING CONNECTIONS

Issues

Hunts Point is in close proximity to the highway system, near a thriving residential neighborhood, and home to an active industrial park. However, the connections to and from these areas are insufficient to promote new growth and community vibrancy. The lack of connections—or isolation—of Hunts Point was a recurring topic of concern for the Task Force.

Inadequate Transit Access

Typically, traffic planners estimate that a subway stop serves people who live within a ¼ mile of the stop. Any distance beyond ¼ mile is considered too far to walk. As shown in the figure above, the vast majority of the peninsula is not directly served by subway service. The bus has severe limitations. The Bx6 bus, the only bus serving Hunts Point, runs along Hunts Point Avenue, Halleck Street and Food Center Drive, but the entire area west of Hunts Point Avenue lacks bus

service. The lack of adequate public transportation was raised as a significant issue in attracting and retaining workers.

The Bruckner Expressway

The Bruckner Expressway divides the peninsula from the rest of the Bronx. Making connections between and through the highway infrastructure is an issue for both vehicles and pedestrians:

- **Vehicular.** Passage into and out of the peninsula is dependent on the Bruckner Expressway. Trucks serving the Food Distribution Center, coming from the West, the Midwest and across the region must enter the Peninsula via Bruckner Boulevard. The connections to the Bruckner and Sheridan expressways are indirect and poorly marked. As a consequence, trucks travel a circuitous route on local roads to get to the markets or back onto the highway, often ending up on residential streets.



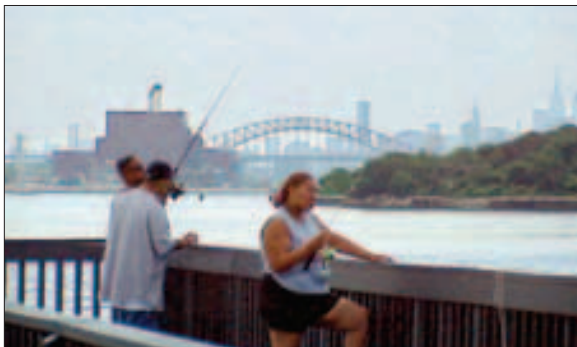
Industrial use along waterfront



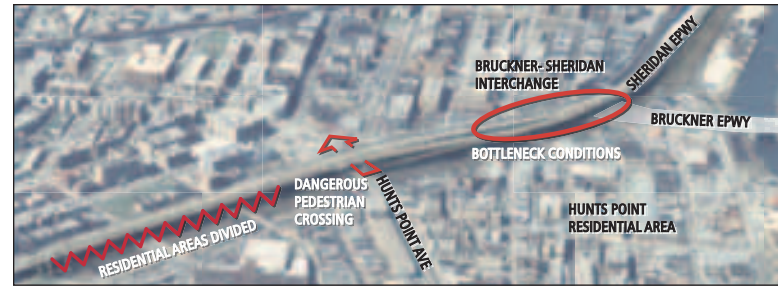
Waterfront at foot of Farragut Street



Tiffany Street Pier



People fishing off of Tiffany Street Pier



Bruckner Expressway

In addition, the design of the roadway at the Bruckner-Sheridan interchange leads to bottleneck conditions and compromises safety. There is a severe grade-change at the same point that there is a sharp curve, and the expressway narrows from three lanes to two lanes in both directions.

- **Pedestrian Concerns.** The Bruckner and Sheridan expressways separate Hunts Point from nearby residential and retail areas, creating a difficult and often dangerous crossing at Hunts Point Avenue and Bruckner Boulevard. In addition, the current configuration of the Bruckner Expressway prevents the future Bronx River Greenway from continuing directly south into Hunts Point along the Bronx River.

Rail Tracks

A major rail corridor, serving both nationwide passenger service (Amtrak) and freight rail (CSX Corporation), runs parallel to Bruckner Boulevard. This rail corridor provides the opportunity for increased freight rail service into and out of Hunts Point. Today, the one existing rail link to Hunts Point services approximately 3,100 trains a year. The trains primarily serve the Produce Market, with some service to A&P and Krasdale. One of the Task Force's objectives was to identify ways to improve freight rail use in order to decrease dependence on trucks and improve air quality.

At the same time, the rail corridor exaggerates the barrier created by the Bruckner Expressway, creating a moat of sorts that must be transversed by one of the eight bridges into Hunts Point. This barrier contributes to the separation of Hunts Point from the rest of the Bronx. In addition, the rail freight line hugs the waterfront along the Bronx River, making waterfront access difficult.

Waterfront Access

The freight rail lines, the Marine Transfer Station, the prison barge, the Hunts Point Water Pollution Control Plant, the Food Distribution Center uses and other privately owned industrial properties dominate the waterfront in Hunts Point, making it difficult to provide continuous waterfront access.

Today, the only official access to the waterfront is at the Tiffany Street pier. Within the next year, two new parks will be built—at Barretto Point Park and the end of Lafayette Street (Riverside Park)—that will more than triple the amount of legally accessible waterfront. These parks will be, however, difficult to reach from the residential community. For instance, the to-be-constructed Barretto Point Park is nearly half a mile from the residential area. To reach Riverside Park, one must cross a challenging intersection. Exacerbating these issues, the streets from the residential community to the new parks lack pedestrian-friendly streetscapes and sidewalks.

Short-Term Approaches

Implement Commuter Van Services

As part of the Bronx Borough President's Clean Commuter Van Program, the Bronx Overall Economic Development Corporation (BOEDC) has identified options for a new employee shuttle service for Hunts Point to improve connections to jobs. The goal of the program is to provide employees with safe, reliable service from local subway stops to employer locations on the peninsula. A business plan, which will provide details for the service, will be completed in Fall 2004.

The Clean Commuter Van Program will utilize zero emission vehicles. Funds from an initiative established by the Borough President, the Bronx Initiative for Energy and the Environment (BIEE), will be used to purchase the vehicles. Matching funds for the project have been set aside by Clean Air Communities and New York Energy Research and Development Authority (NYSERDA).

Secure Public Bus Service

The MTA has conducted surveys and is aware of the desire for additional bus service on the Hunts Point peninsula. From a transit planning point of view, a new bus route is warranted to serve the western half of the peninsula. The most immediate solution, diverting service from existing routes, would severely compromise the existing routes. In order to initiate new bus service, the MTA needs to have the appropriate funding dedicated to the route. The City, through its appointments to the MTA Board, will work with the MTA to have this service added as part of the MTA's 2005-2009 Operating Plan.

Establish Gateways

Gateways with signage and streetscape improvements will be established at the key entry points into the peninsula. They will provide a sense of arrival and will aid in wayfinding whether people are traveling by vehicle or by foot. Gateways will also be designed to direct trucks to the Food Distribution Center and the industrial core. The Task Force has identified priority locations for gateways:

- Hunts Point Avenue and Bruckner Boulevard;
- Bruckner and Tiffany Avenue;
- Bruckner and Leggett Avenue; and
- Halleck Street and Food Center Drive.

The gateways will reflect a unifying theme and create a vibrant and recognizable identity for Hunts Point. At the same time, the unifying theme will be flexible enough to allow for each gateway to be tailored to reflect the uniqueness of each area, whether it be the residential neighborhood, the industrial area or the Food Distribution Center.



Short-term approaches to creating and enhancing connections on Hunts Point



Current conditions at the entrance to the Food Distribution Center. The Vision Plan recommends a new gateway entrance at this intersection to let visitors know that they are entering the Food Distribution Center.



Sketch of proposed Hunts Point Avenue residential gateway

Beautify the Waterfront

Providing continuous waterfront access around the Hunts Point peninsula is a long-range goal that requires overcoming many obstacles. Given that, the Task Force suggested that priority be given to short-term improvements that will build strategically toward the implementation of the longer-term vision for the waterfront.

The City has committed to establishing a minimum of a 30-foot setback for all properties within the Hunts Point Food Distribution Center as a condition to any new or renegotiated leasehold. Covering over one-third of the peninsula's waterfront, these setbacks will ultimately allow for public enjoyment and spectacular views of the convergence of the Bronx River, Long Island Sound and East River.

In the near-term, the City will work with others to secure funding to create critical access points at the waterfront parcels not presently encumbered by existing leaseholds. Access to these locations would primarily be via an enhanced Food Center Drive. Initial access points have been identified for:

- **Farragut Street.** Farragut is one of the few streets that terminate at the water's edge. Although it lies within the Food Distribution Center and requires significant bulkhead rehabilitation, this street-end serves as an unofficial fishing spot for the local community
- **Fulton Fish Market at Hunts Point.** As part of the construction of the new Fish Market facility, the site plan provides for a 50-foot setback from the market facilities. Bulkhead reconstruction and an esplanade are planned at the shoreline of the Fulton Fish Market. In addition, DOC has agreed to work with NYCEDC and the community to possibly move the prison barge fence to accommodate a connection to the waterfront.



Sketch of possible waterfront improvement near Fulton Fish Market at Hunts Point

Create New Parks

The proposed Barretto Point Park, at the southern end of Tiffany Street and the western end of Ryawa Avenue, will provide waterfront access for the western shore of the Hunts Point Peninsula. This five-acre park will provide both active and passive recreational facilities. Remediation and construction are estimated to take 18 months and begin in Fall 2004.

This July, City Parks began renovations of Riverside Park, a green extension linking Lafayette Avenue to the Bronx River. It will provide the southernmost link to the Bronx River Greenway, and it will include a kayak launch.

Link Public Spaces

Manida Ballfields, on the corner of Manida Street and Lafayette Avenue, is a park in the heart of the residential community. It is recommended that it act as a fulcrum between Barretto Point Park, Riverside Park and the existing Drake Park. To provide clear and safe connections between these destinations, both pedestrian and bikeway improvements are identified for Hunts Point and Lafayette avenues. In addition, a bike/pedestrian path will be created on Food Center Drive as part of the Food Center Drive industrial circulation improvements (see page 21). These improvements will provide the critical upland links that should eventually tie in to the peninsula's outer edge.

Enhance Streetscapes

Greening the environment, increasing lighting and improving sidewalk surfaces will make avenues and streets more inviting to pedestrians. Through the Streetscape Improvement Project, which is being conducted in coordination with HPEDC and Greening for Breathing, NYCEDC will develop streetscape improvements along specified priority segments of the residential community, including Crames Square, Hunts Point Avenue, Lafayette Avenue and Spofford Avenue. In addition, City Parks has planned an extensive street tree planting program that will make a significant difference in air quality and create green connections between the residential community and the waterfront.



Streetscape improvements linking current and future public parks and open spaces

Long-Term Approaches

South Bronx Greenway

NYCEDC, in coordination with Sustainable South Bronx and the Point Community Development Corporation, has retained a consultant team to identify both inland and waterfront routes for establishing a greenway connection—the South Bronx Greenway—between the Bronx River Greenway and Randall’s Island Park. The consultant will work closely with the local community and regulating agencies to identify the specific route. Some links will require short- and long-term routes, and some may require deviating from the water’s edge. The long-term objective of the Task Force is to implement the full South Bronx Greenway plan, providing continuous waterfront access wherever it is feasible.

Implement New Bruckner / Sheridan Expressway Interchange

The ultimate solution to the transportation problems in Hunts Point is the construction of direct access from the Bruckner Expressway into the peninsula. The project is being developed through a Preliminary Engineering/ Environmental Impact Statement by NYSDOT, which is currently analyzing the feasibility of five different alternatives for improvements. This critical project provides the opportunity to dramatically improve truck access into and out of the peninsula and mitigate the truck and pedestrian conflicts within the heart of the residential community. Additionally, it is expected that the Bruckner-Sheridan improvements will decrease truck idling because the reconfiguration of the highway interchange will resolve bottlenecks. The improvements would also decrease the number of miles traveled by trucks because their access to the markets would be more direct. Finally, the redesign would enable better waterfront access. In all, the preferred solution would benefit environmental quality and economic development.

Specifically, the Task Force supports an alternative that:

- Creates a direct on/off connection between the markets and highway;
- Improves waterfront access along the Bronx River, including a direct waterfront connection to the Bronx River Greenway;
- Encourages safe pedestrian access to open space resources; and
- Can be implemented in a timely fashion.

The idea of the Bruckner-Sheridan interchange improvements has been proposed for many years; perhaps the most important recommendation from the Task Force is to continue support for the project’s implementation and to ensure that capital dollars are committed to its construction.



The long-term objective is to connect the existing points of waterfront access with a continuous waterfront greenway wherever feasible

IMPROVING TRAFFIC SAFETY & EFFICIENCY

Issues

Diesel Truck Emissions

Diesel truck emissions are a contributing factor to poor quality of life for the residents and workers in the Hunts Point area. Diesel emissions are considered carcinogenic and exacerbate health conditions such as asthma, emphysema and heart disease.

Pedestrian / Vehicular Conflicts

A key concern of the Task Force was the issue of pedestrian/vehicular conflicts and high accident locations. To assess these issues, NYCEDC examined locations

where the conflicts actually occurred and developed approaches to address the conflicts. The results of the data gathering highlight that the percentage of accidents involving trucks was four times higher in Hunts Point (12 percent) than for the Bronx overall (3 percent). Similarly, the proportion of accidents involving injuries is significantly higher in Hunts Point than for the Bronx overall, most likely due to the higher number of collisions involving trucks. Most of the high-accident locations are on or close to Bruckner Boulevard and along other major truck routes such as Randall Avenue, Tiffany Street and Halleck Street. A few high-accident locations also exist along non-truck routes, such as at the intersection of Hunts Point Avenue and Lafayette Avenue.



Map highlighting traffic issues and truck routes prior to Summer 2004

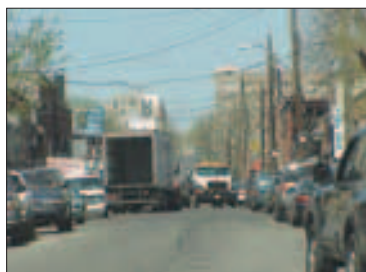
Truck Route Concerns

How trucks get into and out of Hunts Point is a significant and ongoing concern. As home to the nation's largest food distribution center, Hunts Point experiences a significant amount of truck traffic—15,000 trucks per day—that enter and leave the peninsula via a limited number of access and egress points with no direct connection to the area's highway system. This situation is further exacerbated by the fact that signage directing trucks from designated truck routes to the industrial zoned areas is limited. This can result in intrusion of truck traffic into the residential areas of Hunts Point. Members of the Hunts Point Task Force recognized, however, that the Hunts Point Market and other industrial uses are important to the economic vitality to the peninsula and stressed the importance of developing solutions that would allow residents and businesses to co-exist successfully.

In addition, many businesses use the industrial streets for double-parking, unloading or staging of materials. This creates bottlenecks on the streets and unsafe conditions for drivers, who often resort to crossing over the double yellow line to get through. Members of the Task Force suggested that a more rational system of signage and routing was needed to resolve the truck traffic issues.



The truck on the left has crossed over the double yellow line into oncoming traffic because of obstructions in other lanes.



Street obstruction on Coster Street

Rail Freight Constraints

Freight rail offers an opportunity to decrease the City's dependence on trucks for transporting goods. Hunts Point is particularly well-positioned for freight rail delivery and currently is one of the largest users of freight rail in the City. Unfortunately, the City's ability to encourage additional rail freight deliveries to the Food Distribution Center is limited by the existing configuration of the tracks, especially within the Produce Market. Freight rail service is further constrained by the fact that freight trains must share operating rights with passenger rail service (Metro-North and Amtrak) in order to access the peninsula. In addition to the limited freight rail operating window, height constraints along the Hudson River restrict the size of the freight rail cars.

Short-Term Approaches

Offer Clean Diesel Fuels and Alternative Fuels

- **Encourage the Use of Particulate Filters.** It is recommended that within a two-year timeframe, the City work with businesses to encourage as many fleets as possible to utilize diesel particulate filters. Diesel particulate filters reduce the amount of black smoke coming from the truck tailpipe by capturing the unburned particles before release.
- **Lower the Sulfur Content of Diesel.** The federal government has issued regulations that will decrease the sulfur content of diesel fuel to 15 parts per

million or less by 2007. Limiting the amount of sulfur will allow truckers to use more advanced filter technology. The City should encourage the use of biodiesel and/or ultra low sulfur diesel in Hunts Point by or before the expected federal implementation date of 2007.

- **Develop a Service Station with Clean Fuel Technologies.** Within a five-year time-frame, through reclamation of a brownfield site identified in Hunts Point, a full-service fueling facility offering a variety of clean fuel—electric fast-charging, compressed natural gas and renewable fuels such as ethanol blends and biodiesel blends including ultra-low-sulfur diesel—should be developed. This facility could support a 'clean' diesel fleet until such time as the old fleets are turned over to cleaner vehicles. The City and State would also encourage the purchase of alternative-fueled vehicles as part of the standard replacement cycle by offering grant funds to help offset additional costs.

Implement New Truck Access Routes

New truck routes were proposed by NYCDOT to separate, as much as possible, truck traffic destined for the Food Distribution Center and other industrial areas of the Peninsula from the residential community. Based on analysis and community consultation, the proposed truck route changes were first published on August 15, 2003, and a public hearing was conducted in Hunts Point on September 15, 2003. The proposed truck routes were further adjusted based on comments from stakeholders in the community, and the final route changes were published in the City Record on June 21, 2004. The route changes took effect on July 21, 2004.

The following streets were added as truck routes to discourage commercial vehicles from unnecessarily using residential corridors:

- Oak Point Avenue between Barry Street and Halleck Street;
- Barry Street between Leggett Avenue and Oak Point Avenue;
- Dupont Street between Leggett Avenue and Oak Point Avenue;
- Truxton Street between Leggett Avenue and Oak Point Avenue; and
- Bryant Avenue between Garrison Avenue and Bruckner Boulevard.

The following truck routes were removed on July 21st:

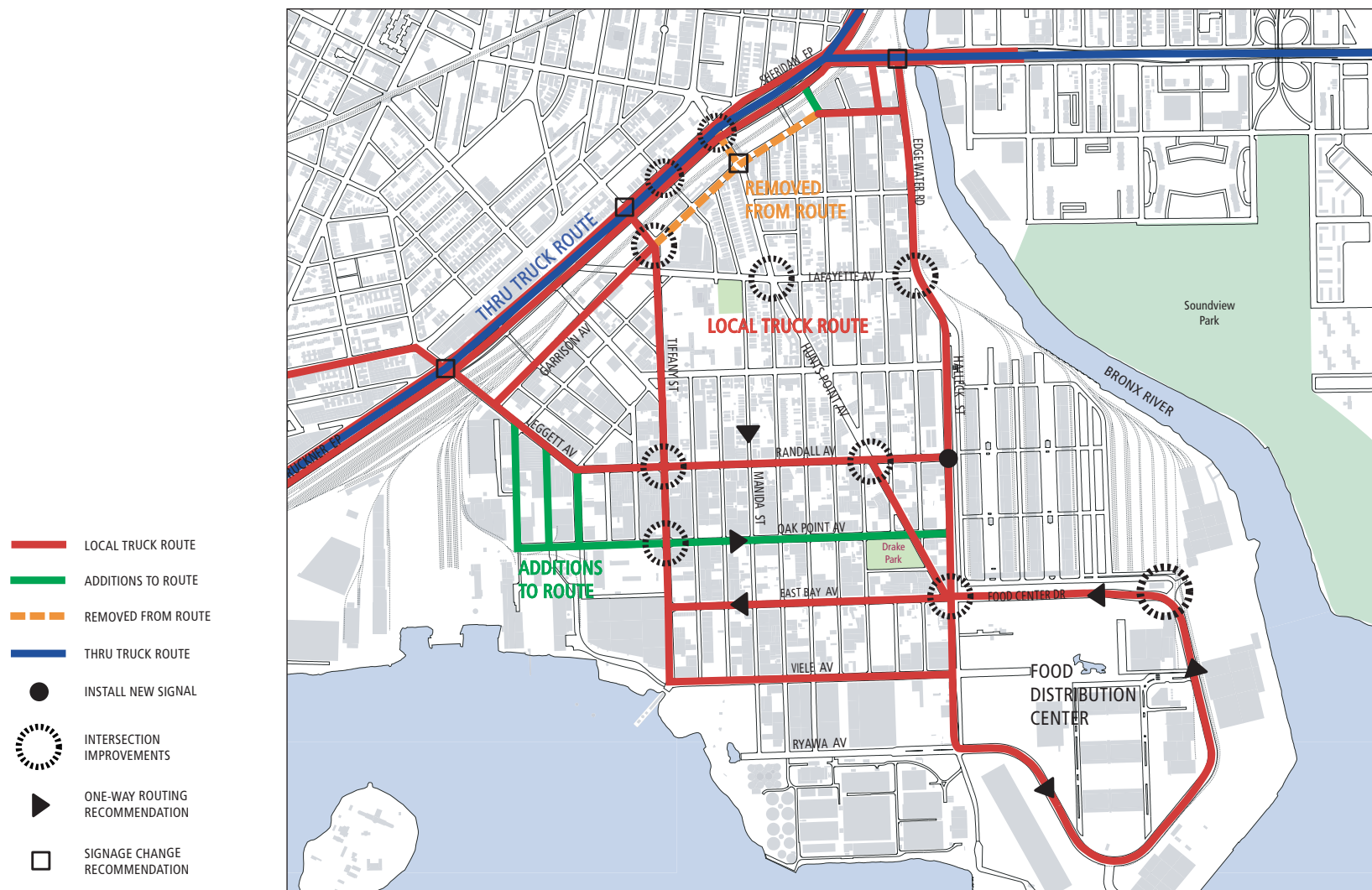
- Garrison Avenue between Tiffany Street and Bryant Avenue; and
- Hunts Point Avenue between Bruckner Boulevard and Garrison Avenue

(See map on page 21 with the new truck routes.)

NYCDOT, in coordination with NYCEDC, has conducted outreach to educate businesses and truckers about the new truck routes. NYCDOT will also monitor the truck route changes, and NYPD will enforce the new truck route following its implementation on July 21, 2004.



Truck exiting the Meat Market



Truck route revisions and short-term traffic improvements

Increase Signage in Industrial Areas

One of the most pressing area-wide needs is a comprehensive signage and wayfinding program for trucks and other vehicles entering, leaving and circulating within the peninsula. NYCEDC, NYCDOT and HPEDC have initiated the Streetscape Project to address these issues. The first phase of the project is to design wayfinding signs, identify key locations for sign placement and begin installation of the signs. Additional federal funding is being requested to undertake Phase Two of the project, full installation of the signage program.

Develop One-way Circulation Pattern in Industrial Areas

To maximize capacity along the designated truck routes, decrease travel times for trucks and discourage trucks from traveling within or near the residential areas, it is recommended that Oak Point Avenue and East Bay Avenue be converted to a one-way pair with Oak Point as one-way eastbound and East Bay as one-way westbound. Each road would have two travel lanes and angle parking on both sides. The lack of opposing flow on the one-way pair would result in fewer turning movement conflicts at intersections. The one-way pair will be implemented by Spring 2005.

Reconfigure Food Center Drive

From a traffic operations standpoint, Food Center Drive has adequate capacity to handle existing and projected traffic volumes. Food Center Drive currently provides three travel lanes in each direction and accommodates approximately 14,700 vehicles on a typical weekday in both directions. The predominant direction of traffic flow along Food Center Drive is in the counter-clockwise direction, accounting for about 70 percent of the daily peak period traffic. After consideration of several options, it was recommended that Food Center Drive be reconfigured to allow for vehicular traffic in one direction and to accommodate a pedestrian/bike route.

Additional evaluation and engineering is required to determine potential safety impacts; complete outreach to the businesses along Food Center Drive; identify any conflicts between vehicular, freight rail and greenway traffic; and refine cost estimates.

Implement Safety Improvements

Based on the data gathered and the discussion with the Task Force, a series of location-specific improvements were identified. These improvements will be completed by Spring 2005. The recommendations, which are included in the table below, were developed based on the following guiding principles:

- Eliminate or discourage truck traffic from residential and pedestrian-sensitive areas;
- Improve access to the peninsula from Bruckner Boulevard;
- Facilitate and enhance access, mobility and circulation for pedestrians and bicyclists;
- Improve safety for all road users, including pedestrians, vehicles and bicycles;
- Maximize the capacity of truck routes; and
- Improve the geometry and traffic control along truck routes and other major vehicular routes in the peninsula.

LOCATION SPECIFIC ISSUES & PROPOSED SHORT-TERM IMPROVEMENTS

	LOCATION	ISSUE	PROPOSED IMPROVEMENT
1.	Oak Point, East Bay and Randall Avenues	Ninety-degree parking and double parking on two-way streets reduces capacity and compromises safety.	Convert Oak Point Avenue from two-way to one-way eastbound (between Tiffany and Halleck Streets) and East Bay Avenue from two-way to one-way westbound (between Halleck and Tiffany Streets) as a signed truck route pair. Stripe and provide signage for 60-degree "back-in" parking on both sides of Oak Point Avenue and the south side of East Bay Avenue.
2.	a. Food Center Drive	Not utilized efficiently; storage and congestion problems for trucks during certain time periods.	Convert Food Center Drive to one-way counterclockwise. Use existing median to separate traffic by access point. Provide bike lane. Provide sidewalk on south side of Food Center Drive between East Bay Avenue and A&P.
	b. Food Center Drive/Produce Market Exit/Bazzini entrance and exit	No traffic control, inadequate turning radius for exiting vehicles.	Reduce conflicts between right-turn exiting vehicles and counterclockwise through vehicles by channelizing exiting Meat Market traffic to inside lanes. Improve turning radius.
	c. Food Center Drive/Halleck Street/ East Bay Avenue	Shared through/right-turn lane with exclusive right-turn phase at westbound approach, inadequate turning radius for trucks.	Shift traffic lanes to the south to allow larger turning radius. Provide two right-turn lanes, one through lane and 1 through/left-turn lane at westbound approach.
3.	Randall Avenue/Hunts Point Avenue	High accident location. Five-legged intersection with multiple conflicts.	Provide stop bar and signage for eastbound approach. Shift west crosswalk to west side of Longfellow Avenue. Extend curb at northwest corner. Convert Longfellow Avenue from two-way to one-way southbound from Randall Avenue to Oak Point Avenue.
4.	Randall Avenue/Halleck Street	High accident location; heavy truck volumes at unsignalized intersection.	Signal is warranted and will be installed by November 30, 2004. Install signage and lane markings.
5.	Manida Street between Randall Avenue and Garrison Avenue	Outbound trucks use this residential street as a short cut to exit the peninsula.	Convert Manida Street from one-way northbound to one-way southbound from Spofford Avenue to Randall Avenue. Install signs.
6.	Lafayette Avenue/Edgewater Road/ Drake Street	Future park needs safe and pedestrian-friendly access.	NYCDOT has redesigned this intersection to provide crosswalks and pedestrian amenities, such as raised medians.
7.	Hunts Point Avenue/Lafayette Avenue/ Coster Street	High accident location; traffic operational problems.	Left-turn bays will be installed at eastbound and westbound approaches. Install guard rail and quick-curb to channel all northbound traffic from Coster Street onto southbound Hunts Point Avenue. Extend curb for long-term improvement.
8.	Tiffany Street/Lafayette Avenue	High accident location.	Install signal if warrants are met, or reverse Stop sign locations.
9.	Tiffany Street/Garrison Avenue	High accident location.	Install signal if warrants are met. Provide crosswalks and peg-a-trac. NYCDOT is investigating daylighting at all approaches. Stripe all approaches. NYCDOT is considering narrowing Garrison Avenue.
10.	Tiffany Street/Bruckner Boulevard	High accident location. Inappropriate signal hardware to prevent westbound left turns when they are not permitted. No clearance interval for westbound phase.	Provide new signal head to include red, yellow and green left arrows for westbound Bruckner Boulevard main road approach. Adjust signal timing to provide westbound clearance time between Bruckner Boulevard westbound left and eastbound through traffic.
11.	Barretto Street/Bruckner Boulevard	High accident location.	Convert middle lane of westbound Bruckner Boulevard main road approach from shared left/through to through only.
12.	Hunts Point Avenue/Garrison Avenue	Incorrect or missing signage for trucks.	NYCDOT has removed signage to discourage trucks from traveling on future non-truck routes.
13.	a. Hunts Point Avenue/Bruckner Boulevard	High accident location. Ball green signal head on main road westbound approach sends message to drivers that left turn is legal.	Signal head for westbound Bruckner Boulevard main road approach (located on median) will be changed from ball green to green through arrow.
	b. Hunts Point Avenue/Bruckner Boulevard	High accident location. No signage or lane markings to guide drivers through intersection on southbound Hunts Point Avenue approach.	Provide lane markings and lane usage signs.
14.	Outbound exit points at Bruckner Boulevard	Lack of guide signs to direct drivers onto major highways.	Provide guide signs on outbound truck routes at Bruckner Boulevard to direct drivers onto major highways.
15.	Leggett Avenue between Bruckner and Southern Boulevard	Anticipated traffic increases associated with the Fulton Fish Market relocation require reductions in intersection conflicts.	NYCDOT is converting Leggett Avenue to a one-way westbound roadway (towards Southern Boulevard). Install appropriate pavement markings and signage. Install angle parking on the south side of Leggett Avenue.

Continue to Facilitate Short-Term Freight Rail Improvements

NYCEDC has invested over \$5 million in upgrades to the freight rail lines in the Food Distribution Center over the past five years, substantially improving the markets' ability to receive rail shipments. The upgrades in turn allow for NYCEDC to encourage new freight rail service, as was done with A&P, which now receives at least two freight trains each week. In addition, NYCEDC is participating with the Produce Market and NYSDOT in a NYSERDA-sponsored study to identify short-term rail circulation improvements within the Produce Market.

Long-Term Approaches

Improve Rail Access to the Produce Market

To improve rail freight service to Hunts Point in the long term, significant investments would need to be made outside of Hunts Point: two important initiatives include improving freight rail operations on the Metro-North Hudson Line and upgrading the tracks and switches at Oak Point Yard (the route leading to Hunts Point).

Within Hunts Point, the future of rail freight depends in part on how the Hunts Point Produce Market is redeveloped. The current infrastructure at the Market includes rail tracks that run parallel to the Produce Market buildings. These rail tracks are not fully utilized. This is partly due to the fact that tenants of the market must use refrigerated trucks, which straddle the tracks, for additional storage. As the Produce Market, in conjunction with NYCEDC, undertakes its master planning initiative for redevelopment, an operational plan that considers rail freight needs will be critical to attracting additional rail freight service to Hunts Point.

Construct Bruckner Expressway Improvements

As noted above, constructing an alignment that provides direct access to the peninsula from the Bruckner/Sheridan Expressways is key to improving circulation within the peninsula. The Task Force is committed to working with NYSDOT and the Federal Highway Administration to identify the most feasible alignment and identify potential funding sources to ensure the alignment is constructed.

Bruckner Expressway Improvement Options

NYSDOT is evaluating several "packages" of alternative improvements. The figures below, courtesy of NYSDOT, illustrate several of the possible improvements under consideration.



Illustration of a portion of Package 1A

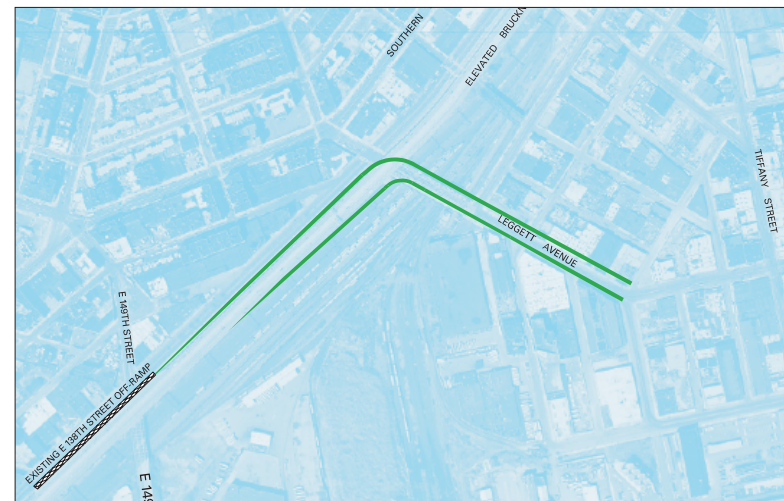


Illustration of a portion of Package 1B



Illustration of a portion of Package 2C



IMPLEMENTATION & CONTINUING THE DIALOGUE

INTRODUCTION

An effective Vision Plan is one that can be sustained and implemented, and provides enough detail to give guidance but is not overly prescriptive. With this in mind, one of the critical aspects of the planning effort is to identify realistic mechanisms to implement the priority action items.

COSTS AND IMPLEMENTATION

Order-of-magnitude cost estimates were prepared for improvements required to implement the Vision Plan (see the Implementation Budget to the right). At the time of printing of this Vision Plan, a number of the short-term recommendations have been fully or partially funded. The remaining items are on the 'to-do' list for the Task Force. Continuing to work together to secure commitments for priority projects will help make the Vision Plan a living document.

Some recommendations do not necessarily require dedicated funding but do require commitments from City and State agencies, as well as from members of the Task Force. These include:

- Implementation, education and enforcement concerning new truck routes;
- 30-foot setbacks from the waterfront within the Food Distribution Center to allow for waterfront access;
- Furthering community relations and improvements at the prison barge site, the Water Pollution Control Plant and NYOFCO; and
- Education and enforcement of best business practices (property upkeep).

CONTINUING THE DIALOGUE

Task Force members commented that a positive aspect of the vision planning effort was the forum it provided for dialogue between the various constituencies. To continue the dialogue and the momentum gained by developing a community vision, the City plans to host bi-annual Task Force meetings. In addition, several initiatives that build on the Task Force efforts will have their own distinct public outreach processes. These initiatives include:

- Hunts Point Streetscape Projects, being undertaken by NYCEDC with coordinated outreach by HPEDC;
- South Bronx Greenway, being undertaken by NYCEDC in partnership with Sustainable South Bronx and the Point Community Development Corporation;
- Bruckner-Sheridan Project, being undertaken by NYSDOT;
- Hunts Point Workforce Development Committee, being led by SBS;
- Hunts Point Water Pollution Control Plant Monitoring Committee, being led by DEP; and
- Hunts Point Rezoning, being led by DCP.

HUNTS POINT VISION PLAN: Implementation Budget

Item	Estimated Cost
Creating Connections	
<i>Short-term (0-3 years)</i>	
South Bronx Greenway Plan	\$545,000
Gateways (residential and industrial)	\$3,300,000
Manida Ballfields	\$1,019,000
Waterfront Access @ Food Distribution Center (first phase)	\$17,445,000
Waterfront Access @ Farragut Street	\$2,500,000
<i>Short-term Subtotal</i>	<i>\$24,809,000</i>
<i>Long-term (8-15 years)</i>	
South Bronx Greenway	\$30,000,000
Bruckner-Sheridan Interchange	\$300,000,000
<i>Long-term Subtotal</i>	<i>\$330,000,000</i>
Traffic Safety and Efficiency	
<i>Short-term (0-3 years)</i>	
Conceptual Design of Hunts Point Streetscape Improvements	\$400,000
Residential Streetscape Improvements (first phase)	\$2,800,000
Truck Way-finding	\$3,500,000
Industrial Area Street Improvements (includes lighting, tree planting)	\$2,500,000
Industrial Circulation/Food Center Drive	\$3,000,000
Intersection Improvements	\$2,500,000
Alternative Fuels	\$2,500,000
<i>Short-term Subtotal</i>	<i>\$17,200,000</i>
Optimizing Land Use	
<i>Short-term (0-3 years)</i>	
Community Market (first phase)	\$800,000
Rezoning (environmental review)	\$425,000
Produce Market Fencing and Security	\$2,000,000
Produce Market Upgrade - Site Planning and Economic Analysis	\$200,000
Hunts Point Promotion & Business Education	\$150,000
<i>Short-term Subtotal</i>	<i>\$3,575,000</i>
<i>Mid-term (4-7 years)</i>	
Produce Market Upgrade	\$400,000,000
<i>Mid-term Subtotal</i>	<i>\$400,000,000</i>
<i>Long-term (8-15 years)</i>	
Remediation of Oak Point	\$42,000,000
Remediation of Remaining Food Distribution Center Sites	\$23,000,000
<i>Long-term Subtotal</i>	<i>\$65,000,000</i>
Workforce Solutions	
<i>Short-term (0-3 years)</i>	
Employment & Training Center (1-year pilot program)	\$815,000
Commuter Van (5-year operation)	\$1,100,000
New NYCTA Bus Route (5-year operation)	\$2,500,000
<i>Short-term Subtotal</i>	<i>\$4,415,000</i>

Blue text = Significant private investment is anticipated

Purple text = Projects that are not capitolly eligible



CONCLUSION

The Hunts Point Vision Plan represents a year-long effort to bring together a wide variety of constituencies to define common goals that will promote a dynamic and sustainable community in Hunts Point. The Vision Plan outlines a series of concrete recommendations to meet these goals, covering a comprehensive set of issues: revitalizing Hunts Point's waterfront, improving air quality, growing the Hunts Point workforce and cultivating Hunts Point's ability to compete as the nation's largest food distribution center. The City and the Task Force are prepared to act—step by step—on the recommendations set forth in this plan as

part of their commitment to assist Hunts Point in achieving its best possible future. Through the joint efforts of the City, the elected officials and the members of the Task Force, the Hunts Point of tomorrow will be a place with thriving food industries, a vibrant cultural life, an accessible and attractive waterfront, a healthy residential community and a solid industrial neighborhood that provides meaningful jobs to local residents. By implementing the recommendations in the Vision Plan, we will provide the critical infrastructure that is necessary to support Hunts Point for the decades to come.



Acknowledgements

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BACO
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Bronx Community Board # 2
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Bronx River Alliance
Center Sheet Metal
Consortium for Worker Education
Dairyland
Feinberg Brothers Real Estate
Four Star Auto Glass
Friedland Realty
Fulton Fish Market at Hunts Point
G. Scaccianoce Inc.
Greening for Breathing
Hunts Point Economic Development Corp. (HPEDC)
Hunts Point Produce Market D'Arrigo Bros. Co. of NY
Hunts Point Service Station
Hunts Point Terminal Coop Market
Just Wood Inc.
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Logic Management
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Metro Office Furniture
Milenio Financial
Mothers on the Move
New York City Department of Corrections (DOC)
New York City Department of City Planning (DCP)
New York City Department of Environmental Protection (DEP)*

*New York City Department of Parks and Recreation (City Parks)
New York City Department of Small Business Services (SBS)
New York City Department of Transportation (NYCDOT)
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New York City Office of Environmental Coordination
New York City Transit Authority (NYCTA)
New York City Workforce Investment Board
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