



The City of New York *Bronx Community Board Three*

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BRONX BOROUGH PRESIDENT

GLORIA S. ALSTON
CHAIRPERSON EMERITUS

JOETTA BROWN
CHAIRPERSON

ETTA F. RITTER
DISTRICT MANAGER

HOUSING, LAND-USE & ECONOMIC DEVELOPMENT COMMITTEE MINUTES

Date: Monday, November 18, 2024
Place: 1426 Boston Road
Time: 6:00 P.M.

Members Present

Kolaco Acqui
Ibrahim Ahmed
Dawn Carter
Francis Dsouza
Maurice Gray
Victor Latimer
Jacquelyn Moore-Hill
Keziah Sullivan-Norman
Bryan Wigfall

Staff Present

Etta F. Ritter
Courtland W. Hankins, III

Guests Present

Susan Camerata, Wavecrest Management
Steven Jackson, Wavecrest Management
Rich Bartolomeo, Wavecrest Management
Anthony Perez, NYC DOT
Kevin Perez, NYC DOT
Jeff Szende, NYC DOT
All other guests names on file

Call To Order

Keziah Sullivan-Norman, co-chairperson of the Housing, Land-Use and Economic Development Committee, called the meeting to order at 6:11 p.m.

Approval of Minutes

It was motioned by Bryan Wigfall and seconded by Dawn Carter to approve the October 21, 2024, minutes with any necessary corrections.

Presentation(s)

Susan Camerata, Principal - Rich Bartolomeo, Director of Operations - Steven Jackson, Property Manager, Wavecrest Management

Topic: Discuss Wavecrest Management, Maintenance, Safety and Tenant Engagement updates

Ms. Keziah Sullivan-Norman introduced the Wavecrest Management team, Ms. Suan Camerata, Principal, Mr. Rich Bartolomeo, Director of Operations, and Mr. Steven Jackson, Property Manager, to those in attendance.

Ms. Camerata states the following regarding Wavecrest Management's responsibilities to the properties that it manages:

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- Wavecrest Management is a property manager only and does not own any buildings.
- Wavecrest Management acts on a discretionary basis only and executes the decisions made by the property owner.
- Wavecrest Management operates as a full-service management and, in some cases, operates solely as a back office management service (administrative only, without any responsibility for building maintenance or correspondence with tenants).

Ms. Camerata mentioned that she is the co-chairperson of Bronx Community Board One's Housing Committee and fully understands the role of the Bronx Community Board Three's Housing & Land-Use Committee's responsibilities and concerns.

The following questions and concerns were entertained:

Q: Can Wavecrest Management provide a listing of buildings they manage within Bronx District Three?

A: Yes, will send the listing to District Manager Etta Ritter.

Q: Is it a conflict of interest for a person to be a community board member and a Wavecrest Management executive?

A: No, Ms. Camerata was asked by the community board chairperson to become a board member.

Q: Do you provide end of year reporting to tenants?

A: No, however Wavecrest Management does meet with tenant associations.

Point of Information: Operation Clean Halls has been halted and is against the law as of January 2020. Wavecrest Management advocates for more cameras to be installed in the buildings due to this legal change.

It was mentioned, by a board member that lives in a Wavecrest Management managed building, that Wavecrest's emergency responsiveness is commendable. However, the following issues are of concern:

- Harassment from residents by non-residents
- Constant ringing of doorbells by outsiders
- Request for updated buzzer system, preferably with video surveillance capabilities

Mr. Steven Jackson suggested that tenants call 311 to report harassment issues.

A board member mentioned that the front door of the Wavecrest-managed building at 4183 Third Avenue is broken. Ms. Camerata stated that Wavecrest would look into the issue. This building is outside of Community District Three. Ms. Camerata mentioned that she is a proponent of having more cameras in the building that they manage, especially in the halls and stairwells.

Keziah Sullivan-Norman, co-chairperson of the Housing, Land-Use & Economic Development Committee, requested that board members, follow up as a committee to continue addressing any outstanding issues of concern.

Ms. Kolaco Acqui, chairperson of the Housing, Land-Use & Economic Development Committee, requested that board member Victor Latimer lead the committee to track/log/address the issues at the North Rose aka Boricua Village

Ms. Camerata requested a list of issues in at Wavecrest managed buildings within the community district.

Ms. Ritter noted that there is a need for an active "tenant associations" within this 700 plus unit complex to address concerns and issues with management.

At this time Wavecrest Management concluded their presentation.

Jeff Szende, Project Lead - Kevin Perez, Borough Planner – Anthony Perez, Bronx Borough Commissioner, NYC Department of Transportation

Topic: Discuss NYS DOT Cross Bronx Expressway Study Refinement Updates

Ms. Sullivan-Norman introduced Mr. Anthony Perez, Mr. Kevin Perez, and Mr. Jeff Szende to those in attendance.

Mr. Anthony Perez, Bronx Borough Commissioner, NYC Department of Transportation (DOT), introduced himself to the attendees and stated that the DOT engaged the community via virtual meetings, in-person meetings, walks, and workshops to identify issues with noise, pollution, and other potential issues related to thos study. DOTwill continue to provide updates on the NYS DOT Cross Bronx Expressway Study.

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Mr. Szende shared the following information:

What is the Reimagine the Cross Bronx Study?

- The U.S. Department of Transportation (USDOT) is funding this study with a \$2 million grant as part of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program.
- The Cross Bronx stretches across the borough as part of Interstate 95 (I-95).
- Constructed between 1948 and 1972 under Robert Moses, the Cross Bronx divides the borough and separates communities.
- It is currently one of the most congested American interstates with some of the highest rates of collisions, and neighborhoods surrounding the corridor experience some of the worst health issues in the city.



Study Goals



Facilitate a community-driven vision for the future of the Cross Bronx



Create short, medium, and long-term concepts for improvements to the transportation network, public realm, and access to open space



Increase community leadership to support implementation of strategies and future planning efforts



Foster long-term collaboration between Cross Bronx stakeholders, Bronx residents, and City and State government

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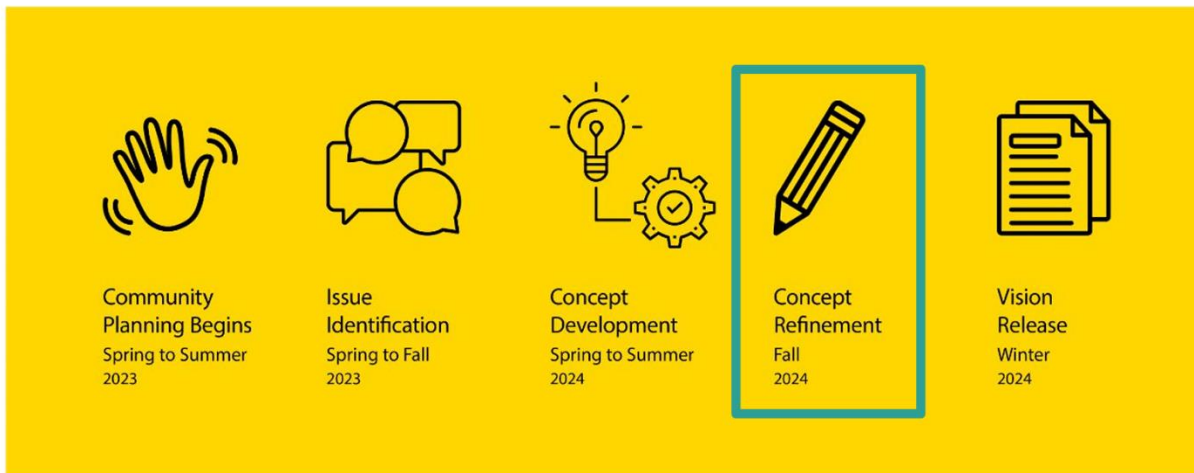
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Study Timeline



What We've Heard: Community-Identified Issues



Short-, mid- and long-term project concepts will directly respond to community-identified issues and guiding principles:

Connectivity:

- Improve east-west travel without a car
- Provide better connections across the highway, with a focus on open space
- Separate local and through traffic to reduce highway overflow into neighborhoods

Safety: Address roadway safety concerns throughout the project area

Health: Expand open space and address health disparities

Strong Communities: Create a real implementation mechanism, including short-term efforts and a path to long-term investments

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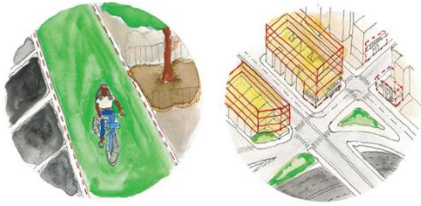
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Draft Vision: Short-, Mid-, and Long-Term Concepts

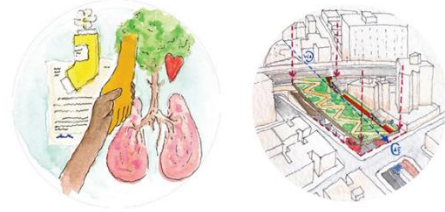
Short and Mid-Term Projects are ideas that fit into the partner agencies' existing workstreams, such as:

- Street improvements
- Community health and asthma programs
- Planning studies

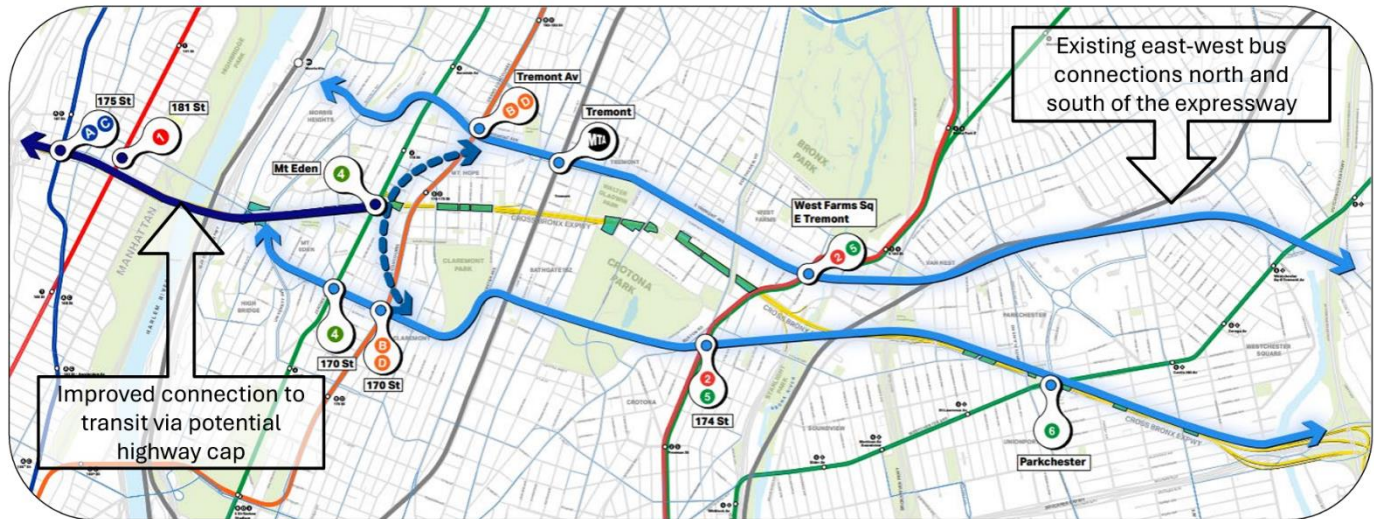


Long-Term Concepts are major projects or expensive programs that require additional study and/or funding to complete, such as:

- Highway capping
- Other major infrastructure changes



Transit



In the short-term, NYC DOT is planning a Bus Priority project along Tremont Avenue. The project aims to respond to community needs for faster, more reliable bus service and improved east-to-west travel.

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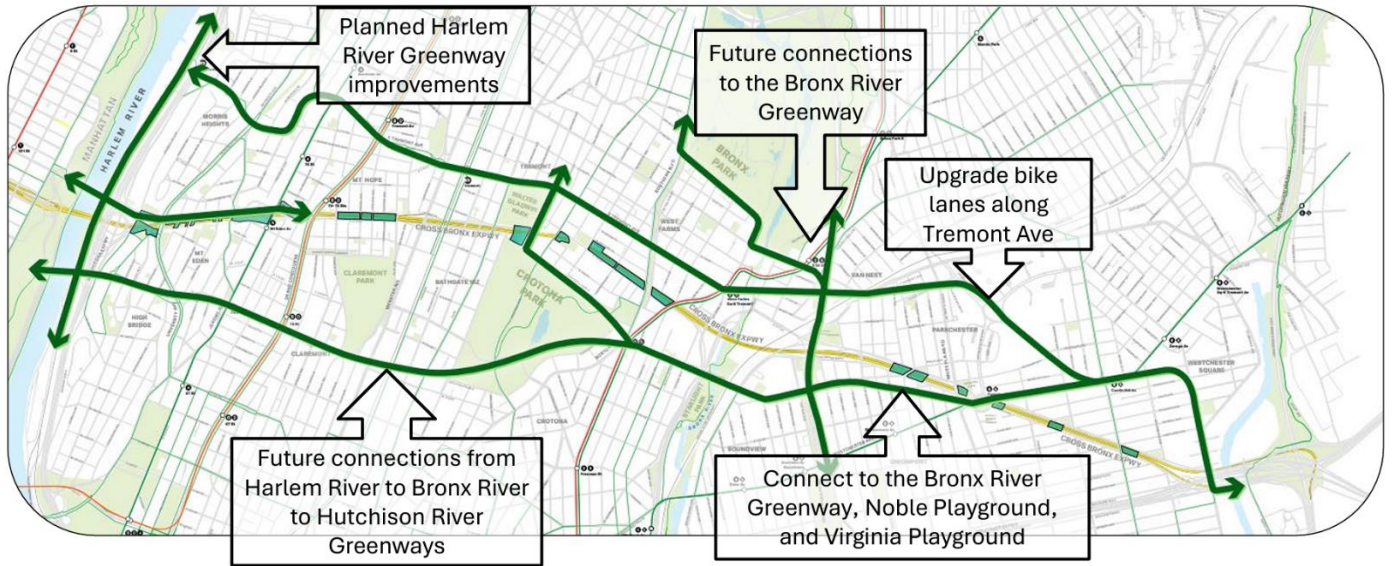
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Bike Network Improvements



Harlem River Greenway

Other cycling network concepts include improved connections to the Harlem River Greenway via the Tremont Ave Step Streets.

Bike rails (above) provide a short-term solution for transporting bikes. A mid-term concept (right) could integrate a dedicated space for cyclists.



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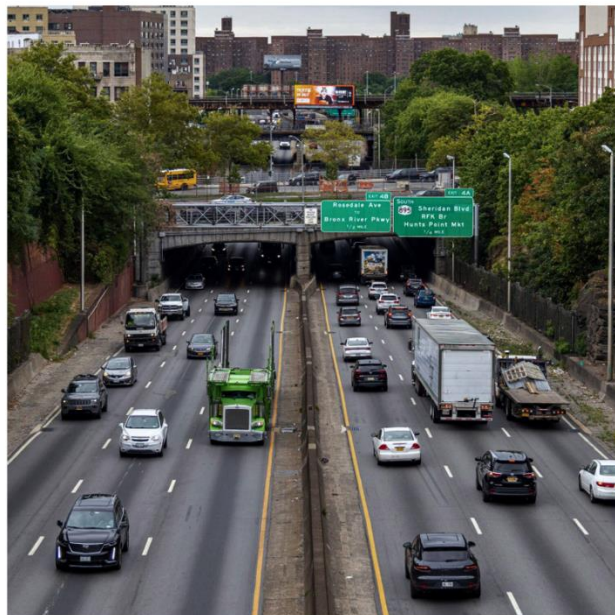
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Strategies for Traffic Management

The Draft Vision includes options to separate local and through traffic to reduce highway overflow into neighborhoods, allowing the Cross Bronx Expwy to **serve as a more reliable highway connector.**

- Ramp closures and ramp reconfigurations*
- Active Traffic Management
- Intelligent Transportation Systems

**Requires review and approval by FHWA*



What is capping?

A highway cap (also called a deck, stitch, or highway lid) covers a highway that runs below ground. Capping can create new opportunities to increase public space, connect communities, and reduce some of the negative effects of the highway.



Before capping: a below-ground highway is open to the surrounding area



After capping: the new area can be used for features such as a public space

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Air Quality and Ventilation

- Capping can lower pollutant concentrations but does not eliminate air pollution
- Reducing emissions can be achieved through other program and policy efforts
- Ventilation structures may be needed for cap sections that are longer than 300 feet long
- Future studies will include considerations for federal, state, and city regulations



One of four ventilation structures for the Battery Park Underpass

Potential Locations

Section	Location
West	Undercliff Ave to University Ave
West	University Ave to Macombs Rd
West	Macombs Rd to Walton Ave (Jerome Ave)
West	Morris Ave to Clay Ave
Central	Walter Gladwin and Crotona Parks by Arthur Ave
Central	Arthur Ave to Clinton Ave (Admiral Farragut Playground)
Central	Prospect Ave to E edge of Fairmount Playground
Central	Marmion Ave to Southern Blvd
Central	Crotona Pkwy to Boston Rd
East	174th St Bridge
East	Hugh Grant Circle/Virginia Park
East	Olmstead Ave Footbridge
East	Castle Hill Ave to Footbridge

****All proposed capping locations are based on preliminary concepts and screening.***

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Roadmap to Implementation

Short and Mid-Term Projects

Implementation for potential short-term projects could begin as early as 2025. Mid-term projects could continue in-house through capital planning and design development.



Funding Long-Term Concepts

Highway caps would require large amounts of City, State and Federal resources. Potential sources include:

- > Federal infrastructure grants
- > Other discretionary funding

Stay Tuned!



Stay Involved!
Mantente involucrada!

The final report will be released later this year. To access previous reports, register for events, and learn more about the study, scan the QR code or visit our website at nyc.gov/CrossBronx.

El informe final se publicará a finales de este año. Para acceder a reportes, registrarse para eventos y obtener más información sobre el estudio, escanee el código QR o visite nuestro sitio web en nyc.gov/CrossBronx

At this time, questions were entertained and answered satisfactorily. DOT representatives stated that all concerns raised and feedback will be considered.

Old Business / New Business

Updates on the Southern Boulevard Brownfield Opportunity Area (BOA): The Southern Boulevard BOA will focus on studying an approximately 56-acre area that includes 150 to 200 potential brownfield sites on the Hunts Point Peninsula, adjacent to the East River and Bronx River, over the next two years. Specifically, the BOA is located on the west shore of the Bronx River between Starlight Park and Westchester Avenue, and on the

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east shore of the Bronx River from Westchester Avenue south to Lafayette Avenue and Soundview Park. This area is defined by several physical barriers, including the Sheridan Expressway, an elevated train line, the Cass Gilbert Train Station, fenced vacant lots, and an irregular street grid.

Mr. Bryan Wigfall, a member of the Bronx Community Board Three, provided the following information regarding the Southern Boulevard BOA:

- The study is being managed by a steering committee from Congresswoman Alexandria Ocasio-Cortez's office in collaboration with Community Board Nine.
- Mr. Wigfall emphasized the need for greater community outreach to engage more residents in the study.

Point of Information: This study does not fall within the boundaries of Bronx Community District Three.

NYS DOT - Rehabilitation/Replacement of Five Cross Bronx Expressway (I-95) Bridges between Boston Road & Rosedale Avenue

Ms. Jacquelyn Moore-Hill, a board member of Bronx Community Board Three, shared her perspective as follows:

- The NYS Department of Transportation received a \$100 mil federal government grant to rehabilitate the five Cross Bronx Expressway (I-95) Bridges between Boston Road and Rosedale Avenue; however, they do not have a website to keep the community informed.
- Comprehending the goal was a bit difficult during the 2 1/2-hour walkthrough. It would have been helpful if the participants had access to visuals to understand the project clearly.
- Greater public participation is needed; however, not having a website to keep the community informed or provide guidance on how to get involved is a setback. The community should be actively included in the decision-making processes.
- The bridges are 70 years old and have to be replaced. A choice must be made to shut the highway down during repairs completely or to create a bypass. Discussion leaned toward constructing a bypass.
- A press hearing is scheduled for Nov 25, 2025, from 10 am to 11 am.
- There appears to be very little transparency regarding this fully funded project.

Mr. Francis Dsouza, a board member, provided his perspective on the study via email due to time constraints during the meeting as follows:

Rehabilitation/Replacement of Five Cross Bronx Expressway (I-95) bridges between Boston Road and Rosedale Ave are over 70 years old and are deteriorating. Those bridges have to be replaced. DOT is leaning towards building a bypass, so traffic would use the bypass while the bridges are being repaired. In many places, bridge replacement is done by closing off a few lanes, constructing a new bridge in those lanes, and then doing the same for the other lanes. But the CBE is not like the BRP. Traffic is already slow, and some traffic may get diverted onto city streets, resulting in clogged streets and additional pollution. Also, with this option, construction will take two years longer than the bypass option. The bypass will be from Boone Ave to Bronx River Avenue. With the bypass option, there is concern that the bypass will be closer to residential areas, causing additional pollution. The bypass will not be taken down after construction but would be like a service road used by buses, bicycles, and a pedestrian walkway. This construction will include going over the Bronx River. Construction Debris will fall into the river and set back the revival of that body of water. Construction will take 5 years. During this time, construction will create noise pollution, etc., which you can expect from a construction site. There was concern about rainwater running off. This means that if you had a surface where rain would sink into the ground, you now have a non-porous surface. That water has to go somewhere. It can run into the Bronx River, pollute it, or overload the sewer system. Or there could be flooding. An additional elevated roadway in the Bronx for vehicular traffic would exacerbate our already severe air quality problem. There was a recommendation that a coalition of representatives from different groups be formed to be the direct contact for DOT, and this group would spread the message to their areas. A fair complaint was that there was no website where residents could see an aerial view of how the bypass would be constructed. A website was promised for 11/11. Because this information was unavailable, some wanted a 2-month extension, and we asked our elected officials to get this extension. The project number is x72707

Another option should be considered: Create a bypass for two lanes and repair the bridges two lanes at a time, using the bypass to divert traffic from the lanes under construction. When the construction is complete, the two lanes can be used for a pedestrian and bicycle pathway and also for a shuttle train similar to the one at the Bronx Zoo that just goes back and forth. I am aware that the MTA does not want an additional piece of equipment.

A new ramp connects the southbound Bronx River Parkway to the Westbound Cross Bronx. Also, from 177th, there is a turn to head to the CBE East or go straight. This will be changed, and you will not be able to turn to head east. Instead, drivers will drive straight to a light, and there will be a tee where you can turn left or right.

Adjournment

The meeting was adjourned at 7:55 p.m.

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