



**CITY OF NEW YORK**  
**MANHATTAN COMMUNITY BOARD 10**  
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**CICELY HARRIS**

**Chairperson**

**SHATIC MITCHELL**

**District Manager**

**MANHATTAN COMMUNITY BOARD 10 RESOLUTION AGAINST THE INSTALLATION  
OF A TRUCK DEPOT ON THE 145TH STREET CORRIDOR**

**WHEREAS**, Manhattan Community Board 10 is opposed to the installation of a truck depot on 145th Street corridor; and

**WHEREAS**, the corridor is proximal to and inclusive of a densely populated area including the 1800 unit Esplanade Gardens; and

**WHEREAS**, big freight trucks are incompatible with cities in many ways, bringing danger, pollution, noise, and traffic congestion. Central Harlem already has one of the highest asthma rates in New York City. Residents of Central Harlem are exposed to many common environmental asthma triggers, including pests, dust, mold, and smoking; and

**WHEREAS**, according to the New York City Health Department EPI Data Brief (2021), Central Harlem has the highest childhood asthma rate in Manhattan; and

**WHEREAS**, an existing MTA bus depot in that neighborhood already contributes to poor air quality and is an indicator and environmental factor in the poor health of the children and seniors that live in the surrounding area; and

**WHEREAS**, the routing of truck traffic is established by the NYC Department of Transportation. The New York City Truck Route Network is a set of roads that commercial vehicles must use in New York City. The network is comprised of two distinct classes of roadways, Local Truck Routes and Through Truck Routes;<sup>1</sup> and

**WHEREAS**, all vehicles defined as a truck (two axles and six tires, or three or more axles) are required to follow the Truck Route Network; and

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<sup>1</sup>The network is comprised of two distinct classes of roadways, Local Truck Routes and Through Truck Routes. The network is defined in [Section 4-13 \(pdf\)](#) of the New York City Traffic Rules

**WHEREAS**, commercial vehicles that do not meet the definition of a truck are not required to follow this network, but must follow all posted signage regarding the operation of commercial vehicles.

**WHEREAS**, the intersection of 145<sup>th</sup> street and Malcolm X Blvd is no stranger to the devastating impact of motor vehicles and pedestrian traffic. Including unmonitored Big Truck Rigs only exacerbate and magnify negative traffic statistics. Additionally, placing the Big Truck Rig facility at the 145th Street corridor will add to the high emergency room visits, hospitalization, and death rates among children and young adults in Harlem; and

**WHEREAS**, Manhattan Community Board 10 considers the placement of a truck depot on the 145<sup>th</sup> street corridor environmental injustice due to the inequitable exposure of poor and minority populations to environmental hazards such as air pollution caused by diesel bus depots and major commercial roadways used by trucks; and

**WHEREAS**, an Environmental Impact Study is necessary to assess the extent of any adverse health impacts that might be imposed on the community as a result of the installation of a truck depot in the area; and

**WHEREAS**, the zoning for the proposed truck stop is a C4-4D at the western corner of the Block, C8-3 north of the block, R7-2 south of the block, with a C2-4 overlay on the western and eastern corners of the block. Most of these zoning classifications are outdated, and does not support or reflect the current residential community across the street from and surrounding the area; and

**WHEREAS**, Manhattan Community Board 10 recommends that given the population density of Central Harlem, New York City must update the zoning of the 145<sup>th</sup> Street corridor to support a residential community surrounded by appropriate commercial structures, with no commercial spaces for Big Rig Parking; and

**WHEREAS**, on October 26, 2022, the Executive Committee voted **5** Yes, **0** No, **0** Abstention, and **0** Recusal to oppose the installation of a truck depot.

**NOW THEREFORE BE IT RESOLVED**, that Manhattan Community Board 10 is in opposition to the installation of a truck depot on the 145th Street corridor. During the November 2, 2022 General Board Meeting, the board voted **38** Yes, **0** No, **0** Abstention, and **0** Recusal to support this resolution.