

A map of the Bronx, New York, showing its various community districts. District 11, located in the northern part of the borough, is highlighted in a bright yellow color. The rest of the map is in shades of gray, with white lines representing streets and water bodies.

# ***Statements of Community District Needs and Community Board Budget Requests***

**Fiscal Year  
2027**

**Bronx Community  
District  
11**

*Prepared by the Community Board  
December 2025*

NYC OpenData, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph,  
METI/NASA, USGS, EPA, NPS, USDA, USFWS

# INTRODUCTION

The annual Statements of Community District Needs (CD Needs Statements) and Community Board Budget Requests (Budget Requests) are Charter mandates that form an integral part of the City's budget process. Together, they are intended to support communities in their ongoing consultations with city agencies, elected officials and other key stakeholders and influence more informed decision making on a broad range of local planning and budget priorities. This report also provides a valuable public resource for neighborhood planning and research purposes, and may be used by a variety of audiences seeking information about New York City's diverse communities.

# HOW TO USE THIS REPORT

This report represents the Statement of Community District Needs and Community Board Budget Requests for Fiscal Year (FY) 2027. This report contains the formatted but otherwise unedited content provided by the community board, collected through an online form available to community boards from June to November, 2025.

Community boards may provide substantive supplemental information together with their Statements and Budget Requests. This supporting material can be accessed by clicking on the links provided in the document or by copying and pasting them into a web browser, such as Chrome, Safari or Firefox.

If you have questions about this report or suggestions for changes please contact:  
[CDNEEDS\\_DL@planning.nyc.gov](mailto:CDNEEDS_DL@planning.nyc.gov)

This report is broadly structured as follows:

## 1. **Overarching Community District Needs**

Sections 1 – 4 provide an overview of the community district and the top three pressing issues affecting this district overall as identified by the community board. Any narrative provided by the board supporting their selection of their top three pressing issues is included.

## 2. **Policy Area-Specific District Needs**

Section 5 is organized by seven distinct policy areas aligned with the service and program areas of city agencies. For each policy area, community boards selected the most important issue for their districts and could provide a supporting narrative. The policy area section also includes any agency-specific needs and a list of relevant budget requests submitted by the community board. If the community board submitted additional information outside of a specific policy area, it may be found in Section 6.

## 3. **Community Board Budget Requests**

The final section includes the two types of budget requests submitted to the City for the FY24 budget cycle; one list for capital and another for expense budget requests. For each budget request, community boards were able to provide a priority number, explanation, location, and supporters. OMB remains the definitive source on budget requests submitted to city agencies.

## Disclaimer

This report represents the Statements of Community District Needs and Community Board Budget Requests of this Community District for Fiscal Year 2027. This report contains the formatted but otherwise unedited content provided by the community board.

*Budget Requests:* Listed for informational purposes only. OMB remains the definitive source on budget requests and budget request responses.

*Budget Priorities:* Priority numbers apply to expense and capital Budget requests from all policy areas. A complete list of expense and capital budget requests by this Board sorted by priority can be found in Section 7 of this document.

*Supporting Materials:* Some community boards provided substantive supplemental information. This supportive material can be accessed by clicking on the links provided in the document or by copying and pasting the links provided in the Appendix into a browser.

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# 1. COMMUNITY BOARD INFORMATION

Bronx Community Board 11

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Phone: 718.8926262

District Manager: Jeremy Warneke

Email: [bx11@cb.nyc.gov](mailto:bx11@cb.nyc.gov)

Website: <https://www.nyc.gov/site/bronxcb11/index.page>

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## 2. 2020 CENSUS DATA

The following two pages contain data from the most recent 2020 Decennial Census, which includes basic demographic and housing characteristics for New York City, the borough, and this community district. The data also includes a view of change over time since 2010.

## New York City

	2010		2020		Change, 2010-2020		
	Number	Percent	Number	Percent	Number	Percent	Percentage Point
<b>AGE</b>							
Total population	8,175,133	100.00	8,804,190	100.00	629,057	7.7	0.0
Total persons under 18 years	1,768,111	21.6	1,740,142	19.8	-27,969	-1.6	-1.8
<b>MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN</b>							
Total population	8,175,133	100.0	8,804,190	100.0	629,057	7.7	0.0
Hispanic/Latino (of any race)	2,336,076	28.6	2,490,350	28.3	154,274	6.6	-0.3
White non-Hispanic	2,722,904	33.3	2,719,856	30.9	-3,048	-0.1	-2.4
Black non-Hispanic	1,861,295	22.8	1,776,891	20.2	-84,404	-4.5	-2.6
Asian non-Hispanic	1,028,119	12.6	1,373,502	15.6	345,383	33.6	3.0
Some other race, non-Hispanic	78,063	1.0	143,632	1.6	65,569	84.0	0.6
Non-Hispanic of two or more races	148,676	1.8	299,959	3.4	151,283	101.8	1.6
<b>HOUSING OCCUPANCY</b>							
Total housing units	3,371,062	100.0	3,618,635	100.0	247,573	7.3	0.0
Occupied housing units	3,109,784	92.2	3,370,448	93.1	260,664	8.4	0.9
Vacant housing units	261,278	7.8	248,187	6.9	-13,091	-5.0	-0.9

## The Bronx

	2010		2020		Change, 2010-2020		
	Number	Percent	Number	Percent	Number	Percent	Percentage Point
<b>AGE</b>							
Total population	1,385,108	100.00	1,472,654	100.00	87,546	6.3	0.0
Total persons under 18 years	368,196	26.6	349,579	23.7	-18,617	-5.1	-2.9
<b>MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN</b>							
Total population	1,385,108	100.0	1,472,654	100.0	87,546	6.3	0.0
Hispanic/Latino (of any race)	741,413	53.5	806,463	54.8	65,050	8.8	1.3
White non-Hispanic	151,209	10.9	130,796	8.9	-20,413	-13.5	-2.0
Black non-Hispanic	416,695	30.1	419,393	28.5	2,698	0.6	-1.6
Asian non-Hispanic	47,335	3.4	67,766	4.6	20,431	43.2	1.2
Some other race, non-Hispanic	12,494	0.9	19,866	1.3	7,372	59.0	0.4
Non-Hispanic of two or more races	15,962	1.2	28,370	1.9	12,408	77.7	0.7
<b>HOUSING OCCUPANCY</b>							
Total housing units	511,896	100.0	547,030	100.0	35,134	6.9	0.0
Occupied housing units	483,449	94.4	522,450	95.5	39,001	8.1	1.1
Vacant housing units	28,447	5.6	24,580	4.5	-3,867	-13.6	-1.1

Source: U.S. Census Bureau, 2010 and 2020 Census Redistricting Data (Public Law 94-171) Summary Files  
Population Division, New York City Department of City Planning

**Bronx Community District 11**

	2010		2020		Change, 2010-2020		
	Number	Percent	Number	Percent	Number	Percent	Percentage Point
<b>AGE</b>							
Total population	113,232	100.00	119,666	100.00	6,434	5.7	0.0
Total persons under 18 years	26,014	23	25,881	21.6	-133	-0.5	-1.4
<b>MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN</b>							
Total population	113,232	100.0	119,666	100.0	6,434	5.7	0.0
Hispanic/Latino (of any race)	47,838	42.2	53,788	44.9	5,950	12.4	2.7
White non-Hispanic	31,037	27.4	26,285	22.0	-4,752	-15.3	-5.4
Black non-Hispanic	22,981	20.3	23,567	19.7	586	2.5	-0.6
Asian non-Hispanic	8,671	7.7	11,154	9.3	2,483	28.6	1.6
Some other race, non-Hispanic	1,114	1.0	1,822	1.5	708	63.6	0.5
Non-Hispanic of two or more races	1,591	1.4	3,050	2.5	1,459	91.7	1.1
<b>HOUSING OCCUPANCY</b>							
Total housing units	43,691	100.0	44,864	100.0	1,173	2.7	0.0
Occupied housing units	41,256	94.4	42,686	95.1	1,430	3.5	0.7
Vacant housing units	2,435	5.6	2,178	4.9	-257	-10.6	-0.7

Source: U.S. Census Bureau, 2010 and 2020 Census Redistricting Data (Public Law 94-171) Summary Files  
Population Division, New York City Department of City Planning

**Statement on Data Accuracy**

Under Title 13 of the U.S. Code, the Census Bureau is legally bound to protect the privacy of individuals participating in the decennial census. To adhere to the law and to avoid the disclosure of information about individual respondents, the Census Bureau has historically applied a host of techniques, such as top- and bottom-coding, imputation, table- and cell-suppression, and data swapping. The Census Bureau is employing a new technique with the 2020 Census, referred to as the Disclosure Avoidance System (DAS), based on differential privacy. With this approach, the Census Bureau “infuses noise” systematically across census data and sets a quantified disclosure risk, referred to as the Privacy Loss Budget (PLB).

While the new DAS approach may diminish the risk of disclosure concerns, it comes at a cost to data accuracy. Consequently, 2020 Census data users should be aware that all sub-state counts, except for housing units (which are unaffected by the DAS), may be adjusted to protect the privacy of Census participants and may be subject to reduced accuracy. Because DAS noise infusion is randomized, it is impossible for data users to know the degree to which any individual statistic is altered. However, it is possible to say that in general the relative size of errors decreases as counts increase. Consequently, data users should have greater confidence in the accuracy of the data as counts get larger. Further, an evaluation of a Privacy-Protected Microdata File (PPMF), treated with a Disclosure Avoidance System like the one applied to 2020 redistricting data, showed that counts of 300 or more rarely have sizable errors (error beyond +/- 10% of the count). Therefore, while data users need to be cognizant of data accuracy limitations, they should have confidence in conclusions based on sizable counts, which are relatively unaffected by the Census Bureau’s latest disclosure avoidance method.

### 3. OVERVIEW OF COMMUNITY DISTRICT

Bronx Community District 11 (BxCB11) is a diverse community that extends across various neighborhoods including Allerton, Indian Village, Little Yemen, Morris Park, Pelham Parkway, Van Nest, and other areas encompassing zip codes 10460, 10461, 10462, 10467 and 10469. Our district is growing quickly, increasing in population from 113,232 to 119,666 between 2010 and 2020 (U.S. Census) but in that time averaged fewer than 50 new dwelling units per year (NYC DCP <https://storymaps.arcgis.com/stories/6ddac8463c0d444e9c488a11b8d6a0af>), one of the lowest rates of housing construction in the city. The increase in population is uneven (NYC Population FactFinder): the greatest change is in our population aged 55-79, which increased by nearly 6,000 residents while we saw declines in children under 5, children and young adults 15-24, and adults aged 40-49. This growth has led to friction in the community and increased rent burden, but as construction has increased in recent years that additional housing is also causing concerns around neighborhood character and congestion. The Bronx Metro North project has already generated pushback from the community over concerns of increased congestion, higher rents, and effects to neighborhood character from upzoning.

One of the most common concerns in the district is traffic and parking. Given that our population increase is centered on adults 55-79 and that demographic is among the most likely to drive a car (<https://home.nyc.gov/assets/doh/downloads/pdf/epi/databrief87.pdf>), this issue is likely to persist. Much of our district is poorly served by transit, and our district has 6 of the 100 hottest bus stops (<https://www.nytimes.com/2024/08/12/nyregion/street-wars-hot-bus-stops.html>) and they are concentrated on lines that frequently have service cut (Bx25/26). Other bus lines in the district are often multiple long blocks from residents, delayed, and infrequent. One major cause of delays is lack of enforcement of parking and traffic laws, leaving bus stops, bike lanes, and travel lanes frequently blocked by double parked vehicles that slow traffic (<https://www.nytimes.com/interactive/2024/07/29/upshot/traffic-enforcement-dwindled.html>). The mechanism to combat illegal parking, 311, is inefficient: In our district, the average response time is over 4 hours (311 data [https://data.cityofnewyork.us/Social-Services/311-Service-Requests-from-2010-to-Present/erm2-nwe9/about\\_data](https://data.cityofnewyork.us/Social-Services/311-Service-Requests-from-2010-to-Present/erm2-nwe9/about_data)). All these factors lead residents to conclude that the only way to get around is to drive, which drives increased congestion and parking scarcity. Residents desperately need more convenient and efficient ways to get where they need to go.

Another persistent concern is safety on streets and greenways. Reports of street/drag racing have greatly increased in recent years, traffic congestion leads to unsafe driving and vehicles persistently sitting in intersections, and a general lack of enforcement of traffic rules (see above) leads to fear while one is out and about. A proliferation of e-vehicles, both private and shared, and a lack of safe micromobility infrastructure (our district has only 2 protected bike lanes, both of which are persistently blocked by vehicles) pushes these vehicles onto greenways and sidewalks where they are in conflict with pedestrians.

Infrastructure resiliency is another pressing concern with several areas in our district prone to flooding in heavy rainfall and groundwater leading to sinkholes in roads and private property (<https://climate.cityofnewyork.us/challenges/extreme-rainfall/>).

A major draw to our district is our parkland and greenways. Parks and playgrounds make up a large portion of the district, but within that abundance is also inequity in upkeep. Some of our park facilities have been recently renovated while others desperately need refreshment, including the playgrounds at our public housing facilities (Parkside, Eastchester Gardens, and Pelham Parkway houses) and Morris Park's Loretto park basketball court. Other facilities are very well used but poorly served by waste containers and removal, which detracts from the environment and attracts pests. Bronx Park is the prime example of this. Upkeep on our parks and greenways is also inconsistent, with some having consistently clear and clean paths and others having overgrown or broken seating and paths.

Youth, education, and child welfare have been top priorities in BxDistrict 11 and remain so. As stated in the community snapshot of key indicators, 22.6 % of Bronx District 11 is comprised of youth under the age of 18 with families experiencing an income of 20% below the NYCgov poverty threshold, and 49.4% paying 35% of that income to rent. The community has consistently requested city funding for a community center to serve as a hub for outreach to children and young adults and provide programming to engage them and offer enrichment. There are multiple appropriate sites in the district, but the only options are paid programs and out of reach of many of our residents. Facilities like this would also be ideal to host and disseminate information about programs that focus on generational health and readiness including making healthy choices, environmental education, anti-violence, and drug abuse prevention that are currently scattered and disparate. For more information about Bronx Community Board 11, visit: <https://www1.nyc.gov/site/bronxcb11/about/about.page>

## 4. TOP THREE PRESSING ISSUES OVERALL

### Bronx Community Board 11

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The three most pressing issues facing this Community Board are:

#### **Traffic**

The population of our district has increased substantially and that increase is centered among demographics most likely to drive a car. With no way to add more road or parking capacity without removing housing or parkland and traffic enforcement minimal, traffic is a perennial issue. District residents do not have adequate alternatives and so feel like they have no choice but to drive, so it is imperative that we get increased and more reliable bus and train service to alleviate the strain on the road network and make driving less onerous on those who do not have the choice to use alternatives. Bringing more amenities, especially community centers, into the district can also help give residents the option to walk to those amenities rather than feeling compelled to drive to another community for them. Adding traffic enforcement, including traffic control device, patrol officers, and automated enforcement, can also help to alleviate traffic issues. The many wide streets of our district, some (e.g. Pelham Parkway) uninterrupted by cross traffic for long stretches, invite regular street- and drag-racing and other dangerous vehicular activity. Adding DEP noise cameras to key intersections and corridors can help with this

#### **Quality of life issues (noise, graffiti, petty crime, etc.)**

Over the past several years, our district has seen a dramatic increase in quality of life issues, especially noise and petty crime. Many of these issues are related to vehicles, with cars doing donuts in intersections to cars being vandalized, especially with wheels and other parts being stolen. In addition we are seeing more things like petty theft (e.g. chain/purse snatching) and illegal cannabis sales along our commercial corridors like White Plains Rd. and Lydig Ave. To help combat these activities, we need increased police presence, a more sustainable headcount for our precinct, and more automated enforcement like traffic cameras.

#### **Affordable Housing**

While our district has seen substantial increases in the number of new units with many of these units being designated Affordable Housing, most of these units are out of reach for the current residents of our district. This forces many working families who have lived in this district for years to leave the area as rents rise. We need a definition of affordability that more closely mirrors the income of the actual district instead of the city as a whole and substantially more units added to the district alongside infrastructure upgrades to ensure they can be sustainable.

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# 5. SUMMARY OF COMMUNITY DISTRICT NEEDS AND BUDGET REQUESTS

## HEALTHCARE AND HUMAN SERVICES

### Bronx Community Board 11

#### Most Important Issue Related to Healthcare and Human Services

##### **Programs, services or facilities for seniors (incl. remote programming, cooling centers)**

Our fastest growing demographic is people over the age of 55, the demographic who also has the highest burden of NCDs and a need for programming to engage them in the community. We also need specialized health care facilities with the expertise and equipment to handle the care of this demographic.

#### Community District Needs Related to Healthcare and Human Services

##### **Needs for Health Care and Facilities**

Our health care facilities are not evenly spread throughout the district. While we have multiple hospitals in the southeastern part of our district, doctors and other health care facilities are largely concentrated there to the exclusion of other areas. When this is combined with mobility issues mentioned in the Traffic sections it makes it very challenging for some residents to seek medical care.

##### **Needs for Older NYs**

We are seeing the greatest increase in population among New Yorkers 55+ and, as such, need expanded access to health facilities, transportation options for those who can no longer drive, dedicated hospital staff (nurses at one local hospital have expressed concern that they now need to treat patients they were not trained to care for), and dedicated hospital equipment (such as specialized stroke ambulances).

##### **Needs for Homeless**

Our district is home to multiple homeless shelters, but the shelters themselves have experienced significant pushback from the community. We need outreach to help our community understand these neighbors and more opportunities for them to integrate into the neighborhood and get back on their feet for these projects to be successful.

##### **Needs for Low Income NYs**

More than a quarter of our community is severely rent burdened and 'affordable' housing units being offered are not actually affordable for those who live here and not being built quickly enough in comparison to market rate housing. We need a more localized definition of 'affordability'. Our public housing sites need substantial upgrades, but the one mentioned most commonly is Eastchester Gardens, which has applied for funding many times and continues to wait.

## HEALTHCARE AND HUMAN SERVICES

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

The Community Board did not submit any Budget Requests in this category.

### EXPENSE BUDGET REQUESTS

<b>Agency</b>	<b>Priority</b>	<b>Title</b>
DOHMH	1 / 2	Maternal Health Programs
DOHMH	2 / 2	Expand messaging around access to PrEP and PEP

## Bronx Community Board 11

### Most Important Issue Related to Youth, Education and Child Welfare

#### **School and educational facilities (Capacity)**

For the past seven years, CEC11 has been owed 3,000+ middle school seats. In addition to the fact that we have nearly as many school-aged children in our district as CEC11 has enrolled in total despite being far larger we have several schools that are primary only, meaning that once students move from primary school to middle school they have to compete for seats with continuing students in other schools. This levies a heavy burden on those students and their families either to find an available seat through the challenging application process or commute to wherever they can find a seat.

### Community District Needs Related to Youth, Education and Child Welfare

#### **Needs for Youth Education**

As stated above and in our district description, our greatest need is for more seats and more equitable access to student services. Our district is a TSI district, indicating inequitable achievement on standardized tests multiple years in a row, which highlights the need.

#### **Needs for Youth and Child Welfare**

Our community needs more and more comprehensive spaces to offer free or subsidized extracurricular programming for our youth and community in areas like swimming, theater, music, organized sports, and arts. We have one facility, but that is hardly adequate for a community of our size.

## YOUTH, EDUCATION AND CHILD WELFARE

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

<b>Agency</b>	<b>Priority</b>	<b>Title</b>
DYCD	1 / 1	Youth Mental Health Center

### EXPENSE BUDGET REQUESTS

<b>Agency</b>	<b>Priority</b>	<b>Title</b>
DYCD	1 / 1	STEM programs at PS 121, 097, and Icahn Charter School 3

# PUBLIC SAFETY AND EMERGENCY SERVICES

## Bronx Community Board 11

### Most Important Issue Related to Public Safety and Emergency Services

#### **Traffic violations and enforcement**

Between September of 2023 and September of 2024, we have had one death and nearly 500 injuries reported in CD11 as a result of traffic violence. This is below our historical average of 3 deaths and over 500 injuries, but it is still concerning. Additionally, traffic and parking availability are one of the most commonly cited concerns, and traffic violations substantially increase the traffic that drivers experience. Our busiest commercial corridors are frequently flooded with double parked cars, which makes it extremely difficult for traffic to pass. Our wide roads, parkways, and highways encourage loud cars to race down them at all hours of the day and night, creating a nuisance and a danger. Cars parked in bike lanes, crosswalks, on sidewalks, and in front of hydrants create myriad dangers for anyone not in those particular vehicles. Meanwhile, the average 311 response time for parking violations is greater than 4 hours, which means most of these violations go unchallenged. With respect to cars speeding, running red lights (including pedestrian crossing lights), it is entirely unreasonable to expect police to chase down speeding cars, which only heightens the danger to the community in the unlikely event that an officer is there to witness the issue. We need automated enforcement (speed cameras, red light cameras, and noise cameras), more parking enforcement, and better traffic control at our busiest intersections.

### Community District Needs Related to Public Safety and Emergency Services

#### **Needs for Public Safety**

A need for NYPD and youth-related crime prevention programming for the youth in CD11.

#### **Needs for Emergency Services**

Given our large and growing population aged 50 and over, we need a specialized stroke victim ambulance to ensure that this vulnerable population has access to the best care possible.

## PUBLIC SAFETY AND EMERGENCY SERVICES

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

The Community Board did not submit any Budget Requests in this category.

### EXPENSE BUDGET REQUESTS

<b>Agency</b>	<b>Priority</b>	<b>Title</b>
NYPD	1 / 1	Vehicle infractions

# CORE INFRASTRUCTURE, CITY SERVICES AND RESILIENCY

## Bronx Community Board 11

### Most Important Issue Related to Core Infrastructure, City Services and Resiliency

#### **Water runoff and flooding**

The recent surge in construction activity, with approximately a dozen new buildings erected within a 10 square block radius, necessitates a comprehensive data study. This study aims to assess the impact on traffic congestion and education in Bronx Community Board 11. Preliminary statistics indicate a 30% increase in registered vehicles in the past year, highlighting the urgency for a thorough traffic analysis. Additionally, an evaluation of school-aged children in the area is imperative, given a reported 20% rise in school enrollments over the past two years. Furthermore, gathering qualitative feedback from residents on concerns about traffic congestion, access to amenities, and overall satisfaction with the evolving landscape is essential. This study will provide a foundation for informed decisions on infrastructure, traffic management, and educational resource allocation, ultimately contributing to the continued prosperity of Bronx Community Board 11. Funding for this critical initiative is greatly appreciated.

### Community District Needs Related to Core Infrastructure, City Services and Resiliency

#### **Needs for Water, Sewers, and Environmental Protection**

Our district is undergoing rapid growth, with dozens of buildings being constructed on the western edge of the district and many more planned for the areas around our new Metro North stations on the eastern and southern edges of the district. We already experience nuisance flooding throughout the district in heavy rains and while some larger mains have been replaced the local lines in neighborhoods are likely still inadequate.

Additionally, many areas on the northeastern side of the district experience sinkholes in yards and roads, indicating an issue with either historical waterways/groundwater or infrastructure problems. This has been brought to the attention of our Neighborhood Support Team, but we have yet to see any action.

#### **Needs for Sanitation Services**

There appears to be a rise in tagging activity along commercial corridors and in parks that needs addressed.

## CORE INFRASTRUCTURE, CITY SERVICES AND RESILIENCY

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

<b>Agency</b>	<b>Priority</b>	<b>Title</b>
DEP	1 / 1	Noise cameras

### EXPENSE BUDGET REQUESTS

<b>Agency</b>	<b>Priority</b>	<b>Title</b>
DSNY	1 / 1	Gun Hill Rd. Sidewalk cleaning

# HOUSING, ECONOMIC DEVELOPMENT AND LAND USE

## Bronx Community Board 11

### Most Important Issue Related to Housing, Economic Development and Land Use

#### **Affordable housing creation**

The need for housing, and especially actually affordable housing, is paramount in our community. We have grown by over 10% between the 2010 and 2020 censuses while building among the least housing (affordable or market-rate) in the city. Meanwhile, the NYC AMI is inappropriate for our district, where the median household income is about \$65,000. With our average household size of 2.44 (data.census.gov, 2023 ACS DP02), that is just about 50% AMI (<https://www.nyc.gov/site/hpd/services-and-information/area-median-income.page>) meaning any 'affordable' housing at or above 50% AMI is not actually affordable for our neighborhood. As it stands, new developments will likely be unaffordable for existing community members.

Not just our community but all communities in New York deserve a more granular AMI definition to ensure that the housing that is built is appropriately priced. We need resources to address the shortage of truly affordable housing in our neighborhood,

We also need resources to encourage developers to develop housing that is aspirational for our community members: homes, co-ops, and condos that people who choose to make a life here can purchase and build equity and stability with.

### Community District Needs Related to Housing, Economic Development and Land Use

#### **Needs for Land Use**

No Comment

#### **Needs for Housing**

While we have seen much construction of rental housing, our district historically has a relatively high home ownership rate and we need to incentivize local developers to not only build rental units but co-ops and condos as well.

#### **Needs for Economic Development**

Many of our prime commercial development plots are relatively inaccessible except by car. The southeastern side of our community recently lost their only supermarket. Given that nearly half (49.3%) of households in our community do not have reliable access to a vehicle (data.census.gov 2023 ACS, DP04), improving access to all corners of our community in the form of better bus transit and safe routes for micromobility will bring greater prosperity to our district.

## **HOUSING, ECONOMIC DEVELOPMENT AND LAND USE**

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### **CAPITAL BUDGET REQUESTS**

The Community Board did not submit any Budget Requests in this category.

### **EXPENSE BUDGET REQUESTS**

The Community Board did not submit any Budget Requests in this category.

## Bronx Community Board 11

### Most Important Issue Related to Transportation and Mobility

#### **Traffic safety and enforcement (cars, scooters, ebikes, etc.)**

The increasing diversity of transportation modes in our community demands a comprehensive approach to traffic safety and enforcement. Recent data highlights a rise in incidents involving cars, scooters, and e-bikes, necessitating immediate action. This proposal outlines a multi-pronged strategy, encompassing enhanced enforcement measures, targeted education campaigns, and infrastructure improvements. Additionally, addressing parking challenges is integral to alleviating congestion and ensuring pedestrian safety. By prioritizing these initiatives, we aim to create a safer, more accessible environment for all residents and commuters, while also promoting sustainable modes of transportation. This comprehensive approach will not only enhance safety but also improve overall mobility and quality of life in our community.

### Community District Needs Related to Transportation and Mobility

#### **Needs for Traffic and Transportation Infrastructure**

Our district is covered with wide, multi-lane roads that encourage fast driving and give the impression that driving a personal vehicle should be fast and efficient, but the size of our community and the number of people who need to move from place to place makes that impossible without destroying the community as we know it. We need education and encouragement for people to use other options and to increase our infrastructure supporting travel alternatives. Our district only has 2 protected bike lanes which are frequently blocked by motor vehicles and many painted lanes which are also frequently blocked by parked cars.

Our most congested roads, including Pelham Parkway, Lydig Avenue, Allerton Avenue, White Plains Road, and Boston Road, need better traffic signals and automated enforcement to encourage lawful driving.

#### **Needs for Transit Services**

6 of the 100 hottest bus stops identified in a recent report are located in BxCB11 (<https://projects.transalt.org/new-york-city-bus-urban-heat>). These stops need shelter. Additionally, service provision is suffering as a result of fare evasion, but those affected by low service provision are disproportionately lower income (<http://www.hunterurban.org/wp-content/uploads/2024/06/Car-Light-NYC-Infographics-May-2024.pdf>, Hunter College). The city and MTA need to be proactive in maintaining service delivery despite budget issues..

Our train lines have infrequent service, only coming every 12-15 minutes outside peak hours. Encouraging transit usage requires that service to be frequent and convenient, and potentially incurring 20+ minute waits for those needing to transfer does not make an attractive service for many trips.

## TRANSPORTATION AND MOBILITY

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

<b>Agency</b>	<b>Priority</b>	<b>Title</b>
DOT	1 / 7	Bx39 Bus Shelter lighting
DOT	2 / 7	Add Pedestrian-level Lighting along Bronx Park East
DOT	3 / 7	Pelham Parkway lighting
DOT	4 / 7	Upgrade or create new plazas
DOT	5 / 7	Bus priority lights
DOT	6 / 7	Bike lane along Pelham Parkway North
DOT	7 / 7	Morris Park Avenue safety and accessibility improvements

### EXPENSE BUDGET REQUESTS

The Community Board did not submit any Budget Requests in this category.

# PARKS, CULTURAL AND OTHER COMMUNITY FACILITIES

## Bronx Community Board 11

### Most Important Issue Related to Parks, Cultural and Other Community Facilities

#### **Park care and maintenance**

While we have many parks in our district they are not maintained equally. Many of our parks facilities need upgrading due to decades of use and deferred maintenance. Some of these are spelled out more specifically in our budget requests.

Our greenways (including the Bronx River Greenway, Hutchinson River Greenway, and Pelham Parkway Greenway) and park paths also are not adequately cleared after maintenance (grass cutting, etc.) and debris builds up on them, narrowing them significantly. These paths are heavily used and their whole width is needed, as demonstrated by parallel 'desire paths' being worn into the Pelham Parkway Greenway.

Our parks serve as the most reliable gathering place for area residents to hold events when the weather is fair, but there is insufficient trash can capacity. On nice weekends, trash is frequently piled up in many locations, detracting from the environment and attracting pests. We need more and larger trash cans that can provide centralized waste disposal options and encouragement for residents to use those facilities.

### Community District Needs Related to Parks, Cultural and Other Community Facilities

#### **Needs for Parks**

No further comments (see Most Important Area)

#### **Needs for Cultural Services**

Our district needs a community center that can provide enrichment, vacation child care, education in the arts, and as a gathering place for the community. City funding and help renovating existing sites or building a new one would be transformative to this neighborhood.

#### **Needs for Library Services**

While capital funding was restored to historical levels for FY25, our partners in the libraries provide much needed services for all our residents. The libraries in our neighborhood had nearly 200,000 visits in the past year and nearly 30,000 residents attend a program. They offer our ELLs programs to improve literacy, children and teens programs to engage them on weekends and after school, act as cooling centers for our whole community, and much more. They have requested funding increases to further their reach, and we support this.

#### **Needs for Community Boards**

Community Boards are the lowest level of city government with some of the highest needs. We have also seen many instances, both in our local community board and beyond, where board members have been insensitive in their wording. Our board members should all be required to take anti-bias training, which should be funded by the city.

## PARKS, CULTURAL AND OTHER COMMUNITY FACILITIES

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

<b>Agency</b>	<b>Priority</b>	<b>Title</b>
DPR	1 / 5	Safety and Accessibility Enhancements to Pelham Parkway/Fordham Rd Sidewalk
DPR	2 / 5	Allerton Playground bathroom repairs
DPR	3 / 5	Update Eastchester Playground equipment
DPR	4 / 5	Allerton Playground new playground equipment
DPR	5 / 5	Greenway upgrades needed
NYPL	1 / 1	Pelham Parkway - Van Nest library

### EXPENSE BUDGET REQUESTS

<b>Agency</b>	<b>Priority</b>	<b>Title</b>
DOITT	1 / 1	Bias training

## 6. OTHER BUDGET REQUESTS

*Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.*

### CAPITAL BUDGET REQUESTS

The Community Board did not submit any Budget Requests in this category.

### EXPENSE BUDGET REQUESTS

The Community Board did not submit any Budget Requests in this category.

# 7. SUMMARY OF PRIORITIZED BUDGET REQUESTS

## CAPITAL BUDGET REQUESTS

### Department of Youth and Community Development (DYCD)

**1 of 1 Youth Mental Health Center**

**DYCD**

Other capital budget request for DYCD

There is a need for a mental health center/somewhere for youth to seek mental health care in the district. A specialized center would be best, but could also be located in schools.

### Department of Environmental Protection (DEP)

**1 of 1 Noise cameras**

**DEP**

Other capital budget request for DEP

Our district, like many across the city, has seen a rash of street racing, loud cars and motorcycles, and other loud vehicle use. Our many wide streets encourage fast driving and donuts in intersections, and reporting violations to 311 or calling police is futile; these are, by definition, transient crimes - they are committed while moving. We need automated enforcement to preserve our quiet enjoyment of our neighborhood, and DEP noise cameras would be an excellent tool to advance that goal.

### Department of Parks and Recreation (DPR)

**1 of 5 Safety and Accessibility Enhancements to Pelham Parkway/Fordham Rd Sidewalk**

**DPR**

Other requests for park, building, or access improvements

Location: Pelham Parkway - Boston Rd & Southern Blvd

The sidewalk connecting Southern Blvd. and Boston Rd. along Pelham Parkway/Fordham Rd. is heavily used but in poor shape and has steep road crossings (far out of compliance with ADA), making it difficult for many people to use this path. In addition, on the eastern end of the northern path, between the Bronx River Parkway onramp and Boston Rd., the sidewalk simply ends feet from a bike lane. Many crossings are over square curbs, making it dangerous for many users (especially those with mobility issues) to cross. The Department of Transportation has advised that this area is managed by Parks, so I ask that it be considered for safety upgrades.

**2 of 5 Allerton Playground bathroom repairs**

**DPR**

Reconstruct or upgrade a building in a park

Allerton Playground bathrooms need repairs to floors, toilets, and repainting. The park should be refreshed and equitable to other city facilities

**3 of 5 Update Eastchester Playground equipment**

**DPR**

Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)

The playground equipment at Eastchester Playground, in the Eastchester Gardens development, needs upgraded and refreshed.

**4 of 5 Allerton Playground new playground equipment**

**DPR**

Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)

Allerton playground needs new equipment and equipment that focuses on STEM learning (e.g. telescope)

**5 of 5 Greenway upgrades needed****DPR**

Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)

Greenways (ours include the Bronx River Greenway, Hutchinson River Greenway, and Pelham Parkway Greenway) are touted as places for people who are not in cars to get around, yet most of them are not purposefully lit at all - any light they get is ancillary to what is intended for a road used by cars. This means that greenways, which frequently have tree roots, potholes, sand patches, and other hazards, become substantially more dangerous as the sun goes down, which happens quite early for much of the year. This leaves people without cars with a dilemma: risk a car not seeing or not yielding to us and getting hit on the road or risk a crash and the ensuing injuries on the Greenways. Our greenways need proper lighting and far better care, both in maintaining smooth surface and clearing debris regularly, especially after mowing.

**New York Public Library (NYPL)****1 of 1 Pelham Parkway - Van Nest library****NYPL**

Create a new, or renovate or upgrade an existing public library

NYPL is seeking capital funding to ensure that our branches continue to be welcoming, modern, and well-equipped spaces for the communities they serve. Anticipated projects range from major renovations to targeted upgrades, including: - heating and cooling system updates - sidewalk and vault work - exterior rehabilitation - new roofs, windows, and doors - fire alarm, security, and technology upgrades - ADA compliance - elevator replacement Priority capital projects in Bronx CB11: - New roof, front facade, windows: \$4,000,000 - ADA restroom upgrade: \$3,000,000

**Department of Transportation (DOT)****1 of 7 Bx39 Bus Shelter lighting****DOT**

Repair or provide new street lights

Location: Pelham Parkway &amp; White Plains Rd.

The bus stop under the 2 train Pelham Parkway stop on both sides of White Plains Rd. is very poorly lit, which leads to a dangerous situation. People waiting for the bus could trip and fall into the roadway, may not be seen by drivers, and the low lighting could put people at increased risk for assault or robbery. Upgraded lighting under the subway stop would alleviate these issues.

**2 of 7 Add Pedestrian-level Lighting along Bronx Park East****DOT**

Repair or provide new street lights

Location: Bronx Park East - Unionport Rd &amp; Adeo Ave

Current lighting is all street-level lighting, which does not effectively illuminate pedestrian areas or adjacent park facilities. Adding lower pedestrian level lighting will enhance safety along the corridor, in the Municipal Parking lot at Bronxdale and Bronx Park East, and allow residents to use areas just inside the park (such as the exercise area between Britton and Arnow Avenues) in fall and winter, when it is dark before 5 PM.

**3 of 7 Pelham Parkway lighting****DOT**

Repair or provide new street lights

Location: Pelham Parkway - Stillwell Ave &amp; White Plains Rd.

Lighting along Pelham Parkway lights both the roadway and the adjacent greenway, but uses the same lights for each application (while they are not exactly highway Cobra lights, they are similar). As a result, the Greenway gets very little light. Pedestrian level lighting would greatly enhance the usability of the greenway.

**4 of 7 Upgrade or create new plazas****DOT**

Upgrade or create new plazas

The Pedestrian Plaza at Bronxdale and Antin Place in front of 2016 Bronxdale Ave is in need of equitable access to the residents in the community. There are boulders placed in the middle of the plaza but benches for residential use is needed. Without the benches and/or tables the plaza is just an empty space and not truly a plaza for pedestrians to enjoy. We are seeking funding from the DOT to upgrade the plaza so that the families in our community may enjoy it. ZOLA shows this land as DoT managed.

**5 of 7 Bus priority lights****DOT**

Improve traffic and pedestrian safety, including traffic calming

Location: Boston Rd &amp; Pelham Parkway

The intersection at Boston rd and Pelham Parkway is one of the most heavily used in our district and is frequently congested. Additionally, 7 active bus routes traverse this intersection, and 3 of them - Bx12 SBS westbound, and Bx22 (both directions) must cross over 1 or more lanes of traffic in the space of this intersection. This requirement leads to aggressive driving on the part of both buses and cars, creating danger for everyone on and near the roads. Adding bus priority lights - like those that have recently been added to the intersection at Southern Blvd. and Fordham Rd., where buses do not cross over other lanes of travel - to allow buses to safely cross the intersection before private cars would allow them to position themselves in the appropriate lane without fighting cars for space.

**6 of 7 Bike lane along Pelham Parkway North****DOT**

Upgrade or create new greenways

Location: Pelham Parkway North - Williamsbridge Rd &amp; Stillwell Ave

Pelham Parkway North has an unused parking lane between Stillwell Ave. and Williamsbridge Ave. Creating a protected bike lane in this space would alleviate some of the congestion and conflict that arises on the Pelham Parkway Greenway and could connect to the protected bike lane at Williamsbridge Ave., connect to the Hutchinson River Greenway at Stillwell Ave, and connect to the upcoming protected bike lane along Eastchester Ave.

**7 of 7 Morris Park Avenue safety and accessibility improvements****DOT**

Other transportation infrastructure requests

Location: Morris Park Ave - Eastchester Rd &amp; E 180 St

Morris Park Ave, the heart of the community, needs to have its unprotected bike lanes combined to one side to make a two way protected bike lane. The unprotected bike lane currently has a few problems. First and foremost, it is not a bike lane. It is a parking lane for cars to double park. This is almost understandable as there is no safe and convenient alternative for local trips without a safe place for bikes and scooters. The second is that even when the unprotected bike lane is clear, people on bikes and scooters are at constant risk of getting doored by people exiting their cars AND getting hit by cars with phone distracted drivers who drive into the bike lane. A Morris Park Ave protected bike lane would also provide a closer connection to the Bronx River Greenway, allowing our residents the ability to safely get to Randall's Island and other boroughs.

**EXPENSE BUDGET REQUESTS****Department of Sanitation (DSNY)****1 of 1 Gun Hill Rd. Sidewalk cleaning****DSNY**

Increase Graffiti Removal/Cleaning

Location: Gun Hill Road, Bronx - Boston Rd. &amp; Ely Ave.

Sidewalks and buildings along Gun Hill Rd. need cleaning of graffiti and gum/dirt on sidewalks.

**Department of Youth and Community Development (DYCD)****1 of 1 STEM programs at PS 121, 097, and Icahn Charter School 3****DYCD**

Provide, expand, or enhance after school programs for elementary school students (grades K-5)

Students in this district need greater access to STEM programs. Schools and students also need more equitable access to technology to make use of these STEM programs.

**Department of Health and Mental Hygiene (DOHMH)****1 of 2 Maternal Health Programs****DOHMH**

Other programs to address public health issues requests

People of color have disproportionately high maternal health deaths and complications. We need increased access to help educate mothers about the resources and medical programs available to them and how to advocate effectively for their health.

**2 of 2 Expand messaging around access to PrEP and PEP**

**DOHMH**

Provide more information and services related to STIs, HIV/AIDS, and family planning

By ensuring PreP (or Pre-Exposure Prophylaxis) & Pep (Post-Exposure Prophylaxis) access and equity - these modern medicinal breakthroughs can end the HIV/AIDS crisis and as such - any and all access to these lifesaving medications and educational information around them are crucial to the district - that as of now has limited to none LGBTQIA+ resources or providers within it - with only one Pride Health Center located nearby at Jacobi Health & Hospitals.

**Department of Information Technology and Telecommunications (DOITT)**

**1 of 1 Bias training**

**DOITT**

Information technology goods and services

Community boards are made up of people representative of the community, and as such often bring together people who might not otherwise meet. This can bring unconscious biases to light and highlight areas where community members could grow, and we need support for this in the form of bias and discrimination training, similar to what many in NYS take already.

**New York Police Department (NYPD)**

**1 of 1 Vehicle infractions**

**NYPD**

Hire additional traffic enforcement agents

Our district is swamped with illegally parked cars. The average response time for a 311 report is over 4 hours, well over the average time in the Bronx as a whole and nearly double the citywide average, meaning any illegally parked car can effectively leave their vehicle where they like for as long as they like with no consequences. This makes our streets and crosswalks less safe, interferes with quality of life due to blocked in drivers honking, makes the few protected bike lanes we have almost unusable as trucks, delivery vehicles, and private vehicles park in them with impunity. We desperately need our traffic laws to be enforced, and we need personnel to do that.