

A map of Staten Island, New York, showing its various community districts. The map is rendered in shades of gray, with the landmasses and water bodies clearly delineated. Community District 3, located in the southwestern part of the island, is highlighted in a bright yellow color. The map also shows the surrounding areas, including the Hudson River to the west and the Atlantic Ocean to the south and east.

Statements of Community District Needs and Community Board Budget Requests

Fiscal Year
2027

**Staten Island
Community District
3**

*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

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

Staten Island Community Board 3

Address: 1243 Woodrow Road, 2nd Fl

Phone: 7183567900

Email: sicb3@cb.nyc.gov

Website: <https://www.nyc.gov/site/statenislandcb3/index.page>

Chair: Diane Peruggia

District Manager: Stacey Wertheim

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
AGE							
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
MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN							
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
HOUSING OCCUPANCY							
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

Staten Island

	2010		2020		Change, 2010-2020		
	Number	Percent	Number	Percent	Number	Percent	Percentage Point
AGE							
Total population	468,730	100.00	495,747	100.00	27,017	5.8	0.0
Total persons under 18 years	109,201	23.3	106,354	21.5	-2,847	-2.6	-1.8
MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN							
Total population	468,730	100.0	495,747	100.0	27,017	5.8	0.0
Hispanic/Latino (of any race)	81,051	17.3	96,960	19.6	15,909	19.6	2.3
White non-Hispanic	300,169	64.0	277,981	56.1	-22,188	-7.4	-7.9
Black non-Hispanic	44,313	9.5	46,835	9.4	2,522	5.7	-0.1
Asian non-Hispanic	34,697	7.4	58,753	11.9	24,056	69.3	4.5
Some other race, non-Hispanic	1,860	0.4	3,900	0.8	2,040	109.7	0.4
Non-Hispanic of two or more races	6,640	1.4	11,318	2.3	4,678	70.5	0.9
HOUSING OCCUPANCY							
Total housing units	176,656	100.0	183,692	100.0	7,036	4.0	0.0
Occupied housing units	165,516	93.7	173,202	94.3	7,686	4.6	0.6
Vacant housing units	11,140	6.3	10,490	5.7	-650	-5.8	-0.6

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

Staten Island Community District 3

	2010		2020		Change, 2010-2020		
	Number	Percent	Number	Percent	Number	Percent	Percentage Point
AGE							
Total population	160,209	100.00	164,723	100.00	4,514	2.8	0.0
Total persons under 18 years	36,132	22.6	33,271	20.2	-2,861	-7.9	-2.4
MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN							
Total population	160,209	100.0	164,723	100.0	4,514	2.8	0.0
Hispanic/Latino (of any race)	13,401	8.4	17,659	10.7	4,258	31.8	2.3
White non-Hispanic	136,851	85.4	129,182	78.4	-7,669	-5.6	-7.0
Black non-Hispanic	1,667	1.0	1,791	1.1	124	7.4	0.1
Asian non-Hispanic	6,619	4.1	12,212	7.4	5,593	84.5	3.3
Some other race, non-Hispanic	341	0.2	839	0.5	498	146.0	0.3
Non-Hispanic of two or more races	1,330	0.8	3,040	1.8	1,710	128.6	1.0
HOUSING OCCUPANCY							
Total housing units	60,584	100.0	62,782	100.0	2,198	3.6	0.0
Occupied housing units	57,250	94.5	59,404	94.6	2,154	3.8	0.1
Vacant housing units	3,334	5.5	3,378	5.4	44	1.3	-0.1

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

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

Staten Island's South Shore is unique within New York City. While officially part of the five boroughs, the area does not share the same dense urban character. Instead, it is defined by single-family homes, neighborhood parks, and a suburban feel that attracts families seeking space and a high quality of life. Our population is approaching 500,000, and while residents enjoy the benefits of New York City without skyscrapers and crowded avenues, they also face challenges tied to growth and limited infrastructure.

Daily life here highlights this tension. The South Shore has some of the longest commutes in the nation, with residents often spending over an hour to travel just a few miles. Our transportation network is limited, consisting of a single-track railway, limited bus routes, and no subway access. This lack of options leads to a heavy reliance on cars, resulting in persistent congestion on our highways and local streets.

Infrastructure has not kept pace with development. Much of the South Shore still relies on an aged sanitary and storm sewer system that was never designed to handle today's population or climate realities. Many neighborhoods continue to depend solely on septic systems, with no capital projects planned for future sewer hookups. This places an enormous financial and maintenance burden directly on homeowners, while the City as a whole seems to overlook or forget this reality. As a result, flooding and environmental concerns remain widespread, and residents are left without the same infrastructure investments that other boroughs take for granted.

Despite these challenges, the South Shore retains a strong identity. It is the "borough of parks," offering natural beauty and open space rare in New York City. Our residents value the balance between suburban character and access to the broader opportunities of the city. To preserve this quality of life, future planning must focus on infrastructure upgrades, climate resiliency, and equitable investment that allows the South Shore to thrive as part of a growing New York City.

4. TOP THREE PRESSING ISSUES OVERALL

Staten Island Community Board 3

The three most pressing issues facing this Community Board are:

Land use trends

Staten Island's South Shore is already straining under rapid population growth, but land use policy has not kept pace. We strongly object to zoning changes that would increase residential density without first addressing core infrastructure needs. Our district also faces widespread illegal and unchecked development, particularly in manufacturing zones, which distorts planning because these projects often go uncounted in City data. This leaves their impacts invisible when future capacity is assessed. At the same time, private developers exploit loopholes that allow them to bypass responsibilities such as contributing to infrastructure upgrades. The result is piecemeal growth that undermines neighborhood stability. We support balanced economic development that strengthens our community by creating jobs, providing essential services, and fostering sustainable opportunities. Zoning should be a tool for guiding this kind of smart growth, rather than simply serving as a gateway for unchecked residential expansion. For our district to succeed, land use planning must prioritize: • Infrastructure before density • Enforcement of zoning regulations • Attracting economic/job-creating uses

Street flooding

Street flooding has become one of the most persistent and damaging challenges on Staten Island's South Shore. DEP must expand the City Drainage Plan to incorporate both historically flood-prone neighborhoods and newly developing areas. The current reliance on seepage basins instead of sewer-connected catch basins is an ineffective stopgap for addressing long-term flooding issues. The south shore remains overlooked in DEP's Municipal Separate Storm Sewer System mapping. We need DEP to update the City Drainage Plan and commit to new capital sewer projects in Staten Island. Without investment in stormwater infrastructure, every heavy rain event puts homes, businesses, and lives at risk. This is no longer a maintenance issue — it is a matter of climate resiliency and public safety.

Traffic

The residents of Community District 3 face crushing traffic daily because the South Shore lacks real public transit alternatives. With only the Staten Island Railway — a single line running north to south — most residents must rely on cars, driving to Park & Ride lots or parking in residential neighborhoods. The Express Bus service has been inadequate for decades. Our arterial roads are already overburdened and unsuitable for increased volumes, while secondary roads are collapsing under heavy traffic; they were never designed to handle such volumes. Any incident on the Staten Island Expressway or West Shore Expressway results in backups that ripple for hours and spill into neighborhood streets. Instead of road diets and bike lanes that serve less than 1% of the population, we need practical improvements: • Left-turn signals at key intersections • Improved traffic signal timing • Investment in alternatives such as light rail, which is cost-effective and environmentally sound • Expanded ferry and bus service tailored to South Shore commuting needs. Traffic congestion is not just an inconvenience — it is an economic and quality-of-life crisis for our district.

5. SUMMARY OF COMMUNITY DISTRICT NEEDS AND BUDGET REQUESTS

HEALTHCARE AND HUMAN SERVICES

Staten Island Community Board 3

Most Important Issue Related to Healthcare and Human Services

Mental health and substance abuse treatment and prevention programs

Staten Island continues to experience one of the highest rates of drug overdose fatalities in New York City. According to the NYC Department of Health's 2023 reports on unintentional drug overdose deaths, Staten Island recorded a rate of 48.7 deaths per 100,000 residents in 2022, compared with a citywide average of 43.9. This crisis is most severe on the South Shore, where families and young adults are disproportionately affected.

The opioid epidemic is closely tied to untreated mental health challenges. Depression, anxiety, and other psychological conditions are vital precursors to substance use disorders. Yet access to affordable, community-based mental health care remains severely limited on Staten Island. Residents are left with few local treatment options and long wait times, which delay intervention and increase the risk of overdose.

The City must prioritize Staten Island for prevention, education, and treatment programs, including:

- Expanded mental health services in schools, with counseling and early intervention for at-risk youth.
- Community-based outreach programs that reduce stigma and connect families to resources before crises escalate.
- Accessible rehabilitation and recovery centers located on Staten Island, not just in other boroughs.
- Sustained investment in awareness campaigns that address both mental health and substance abuse.

Staten Island residents should not be disproportionately burdened by the opioid crisis simply because of geography and a lack of resources. To save lives, New York City must invest equitably in mental health and substance abuse programs that meet the urgent needs of our community.

Community District Needs Related to Healthcare and Human Services

Needs for Homeless

Any necessary services to improve the quality of life should be provided.

Needs for Homeless

Staten Island's South Shore has a rapidly growing senior population, yet services and programs have not kept pace with this demographic shift. Older adults deserve resources that enable them to remain independent in their homes, stay connected to their families, and remain engaged in community life.

Investment in senior centers and local programming is critical. These centers provide more than recreation—they deliver meal and nutrition programs, health and wellness services, counseling, and social activities that combat isolation and improve quality of life. Expanding these programs on

the South Shore will ensure that older New Yorkers have the support they need to age with dignity, safety, and a sense of connection.

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

Agency	Priority	Title
DFTA	1 / 1	Allocate funds for outreach services to homebound older adults and for programs that allow the elderly to age in place

YOUTH, EDUCATION AND CHILD WELFARE

Staten Island Community Board 3

Most Important Issue Related to Youth, Education and Child Welfare

School and educational facilities (Capacity)

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

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.

PUBLIC SAFETY AND EMERGENCY SERVICES

Staten Island Community Board 3

Most Important Issue Related to Public Safety and Emergency Services

Public safety facilities (precinct, fire houses, etc.)

The 123rd Precinct is no longer able to meet the needs of the community it serves. Since its construction more than 100 years ago, the population within its boundaries has quadrupled, yet the precinct has not expanded to meet demand. At the time it was built, the South Shore was largely rural and accessible mainly by boat, underscoring just how outdated the facility is for the dense, diverse, and growing community it now protects.

Today, the station house is severely overcrowded. There is no adequate parking for NYPD vehicles, employees, or visitors. Inside, conditions are equally inadequate: there is no proper space for officers to eat meals, exercise, or hold meetings. Officers have one of the most stressful jobs in the city, yet they lack even the basic facilities to reset and maintain their health and wellness. This contributes to high turnover, meaning the City invests significant resources in officer training but struggles to retain them in the community.

Members of the public are also affected. Visitors are greeted not by a professional, welcoming environment but by a facility that resembles a century-old relic — more "haunted house" than civic institution. This erodes trust and undermines the vital connection between police and the neighborhoods they serve.

A modern replacement facility is urgently needed. The closed Outerbridge Park & Ride site represents an ideal opportunity. Though owned by NYS DOT, the City should pursue an agreement to repurpose this idle property. Building a new precinct house there would improve operational capacity, enhance officer wellness, and create a safe, functional, and welcoming environment for both the public and law enforcement. This is not simply a matter of convenience — it is essential to public safety and to retaining officers who serve Staten Island's South Shore.

Community District Needs Related to Public Safety and Emergency Services

Needs for Emergency Services

Community Board 3 strongly supports investments that will strengthen emergency services across Staten Island's South Shore. Both the NYPD and FDNY face significant challenges in serving a community that has grown rapidly, while facilities and resources have lagged.

Together, the NYPD and FDNY form the backbone of emergency response on the South Shore. Investment in their infrastructure, personnel, and equipment is not optional — it is essential to protect lives, property, and the well-being of Staten Island residents.

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

Agency	Priority	Title
NYPD	1 / 1	Provide a new NYPD facility, such as a new precinct house or sub-precinct

EXPENSE BUDGET REQUESTS

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

Staten Island Community Board 3

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

Water runoff and flooding

The City has repeatedly shown that Staten Island is not a priority when it comes to infrastructure and basic services. Chronic underinvestment has left our neighborhoods struggling with outdated sewers, deteriorating roads, and neglected city services, including sanitation, street maintenance, and forestry. These gaps are more than inconveniences — they erode quality of life and put residents at risk.

Flooding illustrates this inequity. For decades, less than five percent of DEP's budget has gone to sewers, leaving the South Shore especially vulnerable to stormwater damage. Reliance on seepage basins instead of properly connected sewer catch basins demonstrates a short-term, stopgap approach rather than a long-term solution.

To build real resiliency and equity, the City must:

- Expand and update the City Drainage Plan to address both flood-prone neighborhoods and growing development areas.
- Prioritize Staten Island in DEP's capital budget, with new sewer and stormwater infrastructure projects.
- Invest in core services — including sanitation, street maintenance, and forestry — to improve everyday livability and safety.
- Coordinate infrastructure planning with land use decisions, ensuring development is supported by the capacity it requires.

Resiliency is not optional. Staten Island residents deserve the same level of investment in infrastructure and services as other boroughs. Without it, our neighborhoods will remain at risk, our quality of life will continue to decline, and the City will miss a critical opportunity to prepare for climate change.

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

Needs for Water, Sewers, and Environmental Protection

Our budget requests consistently call for new sewer projects in the neighborhoods where flooding complaints are most frequent. Staten Island currently has only two sewer treatment plants, both already operating at full capacity. The DEP Drainage Plan must be amended to reflect the community's current needs and future growth. During storm events, these plants are often overwhelmed, allowing untreated water to flow into our tributaries. To protect public health and support both residential and commercial development, planning for an additional treatment plant on the South Shore should begin now.

Needs for Sanitation Services

Litter enforcement and lot cleanup programs are crucial to maintaining clean and healthy neighborhoods. These programs not only reduce visible waste but also prevent pollution, curb rat infestations, protect wildlife, and limit the spread of disease. A stronger commitment to enforcement and regular cleanup will directly improve the quality of life across our community.

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

Agency	Priority	Title
DEP	1 / 3	Sewer & Drainage Map
DEP	2 / 3	Other capital budget request for DEP
DEP	3 / 3	Other capital budget request for DEP

EXPENSE BUDGET REQUESTS

Agency	Priority	Title
DSNY	1 / 1	Increase enforcement of illegal dumping laws

HOUSING, ECONOMIC DEVELOPMENT AND LAND USE

Staten Island Community Board 3

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

Land use and zoning

Applications before the Department of City Planning (DCP) and the Board of Standards and Appeals (BSA) continue to test the limits of Staten Island's zoning laws. Too often, special permits and waivers are granted that disregard the intent of zoning, undermining community planning and placing new burdens on already strained infrastructure. DCP and BSA must be held accountable for upholding zoning regulations rather than weakening them through piecemeal exceptions.

One critical issue is the continued permitting of private roads in new developments. These roads create long-term hardships for residents, particularly when Homeowner Associations fail. In such cases, maintenance costs are borne directly by homeowners, who may be required to spend tens of thousands of dollars to repave and maintain private streets. Yet there is no property tax relief for these residents — they pay the same taxes as those on City streets but receive no services for their roads or sewers. As these developments age, they become defunct, leaving homeowners with high tax bills and no meaningful City support for essential infrastructure. Staten Island should end this practice and require public, City-maintained roads for all new developments.

Another pressing concern is the proliferation of large-scale warehousing, storage, and truck parking facilities on the South Shore. City Planning continues to approve these projects without considering their cumulative effect on traffic, safety, and neighborhood character. Any application seeking waivers — particularly those tied to topography — should be required to undergo a comprehensive traffic study. Without such safeguards, the South Shore is being reshaped by piecemeal industrial development that overwhelms local roads and undermines the quality of life for residents.

By addressing these zoning and permitting challenges, the City can protect neighborhood character, ensure equitable development, and prevent Staten Island from becoming a dumping ground for projects other boroughs would not accept.

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

Needs for Land Use

Community Board 3 and its residents strongly oppose zoning resolutions or text amendments that promote increased density. The Special South Richmond Development District was established to protect the character and scale of our neighborhoods, and we will continue to oppose any effort to weaken it through height increases, special permits, or waivers.

Our community's needs are not for more density but for critical infrastructure — road improvements, sewer upgrades, street flooding mitigation, and modern transportation options. Staten Island is a unique borough with suburban characteristics, and applying a one-size-fits-all zoning approach based on the needs of other boroughs is misguided and harmful to our community.

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.

Staten Island Community Board 3

Most Important Issue Related to Transportation and Mobility

Roadway maintenance

Roadway maintenance on Staten Island's South Shore is undermined by the City's refusal to repave or reconstruct streets where it does not hold title or a Corporation Counsel Opinion (CCO). DOT Staten Island has repeatedly refused to include these City-used streets in any repaving projects, leaving entire neighborhoods with fragmented, misaligned, and dangerously deteriorated roadways.

As a result, many public-use streets are left in poor condition. Repeated requests for repaving are routinely denied, even when these roads serve thousands of residents daily. This approach is inequitable and unsustainable. Homeowners already pay full property taxes, yet they are left without the basic service of safe, well-maintained streets.

The City must take responsibility for these roads, secure title where necessary, and prioritize long-overdue reconstruction and paving projects. Staten Island's residents should not be forced to navigate crumbling infrastructure simply because of bureaucratic gaps in ownership records.

Community District Needs Related to Transportation and Mobility

Needs for Transit Services

The South Shore of Staten Island has a desperate need for additional mass transit alternatives. A fast ferry service, paired with an expanded park-and-ride facility, would provide critical relief to one of the longest average commute times in the country and help reduce daily traffic congestion.

Improved pedestrian infrastructure must also be part of this plan. Many residents walking to buses and trains are forced into the roadway because of missing or obstructed sidewalks. Safe and accessible walkways are a necessity for commuters and should be prioritized as part of any transportation improvement.

TRANSPORTATION AND MOBILITY

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

CAPITAL BUDGET REQUESTS

Agency	Priority	Title
DOT	1 / 1	Arthur Kill Widening Phase III
DOT	CS	Reconstruct streets

EXPENSE BUDGET REQUESTS

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

PARKS, CULTURAL AND OTHER COMMUNITY FACILITIES

Staten Island Community Board 3

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

Street tree and forestry services (including street tree maintenance)

We have repeatedly requested additional funding for street tree maintenance, yet the problem worsens each year. Current programs are insufficient to meet the needs of our neighborhoods, leaving residents with hazardous conditions and prolonged delays for even basic services.

The NYC Parks Department follows a block-pruning schedule on a 7-year cycle, meaning each street's trees are only pruned about once every seven years. In practice, Staten Island often experiences even longer delays due to underfunding and a limited number of crews. Outside of this cycle, tree care is only provided in cases of reported hazards or emergencies, resulting in routine maintenance being neglected.

The City must adopt a proactive strategy for storm-related downed tree removal, stump removal, and sidewalk repair caused by tree root damage. These issues cannot be left to years-long backlogs or reactive responses after complaints. A real-time, condition-based maintenance program is needed to provide corrective and preventive action before hazards escalate.

The lack of adequate tree maintenance not only creates dangerous environments for residents but also exposes the City to costly lawsuits when sidewalks, roadways, or private property are damaged.

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

Needs for Parks

Community Board 3 continues to receive frequent complaints regarding the condition and upkeep of Parks Department properties on the South Shore. The most common issues include:

- Tree maintenance — infrequent pruning and sidewalk damage caused by tree root lifts.
- Overgrowth — vegetation spilling onto sidewalks and pathways, creating unsafe and inaccessible conditions.
- Missing sidewalks — certain Parks-owned properties lack sidewalks altogether, forcing pedestrians into unsafe routes.

These recurring issues reflect a lack of consistent maintenance, creating daily hardships for residents who rely on these public spaces. Greater investment in Parks operations and basic infrastructure is necessary to ensure parks and playgrounds are safe, accessible, and welcoming to all Staten Islanders.

Needs for Community Boards

Community Boards are official City agencies, yet their non-mayoral status leaves them under-resourced, despite being the frontline of constituent services. Boards lack secure intranet access to City agency systems and are limited to the same public-facing websites as residents, slowing response times. Last year, we requested funding to address this and were told: "The agency does not support and cannot accommodate. Remove request." It is appalling that the City refuses to fund such a basic tool while piling on new mandates.

Since the COVID-19 pandemic, state law has allowed hybrid public meetings; however, boards were given no start-up funding for equipment, training, or staffing. Meanwhile, mandates continue to expand: digital outreach and transparency requirements, online ULURP and zoning reviews, ADA and language access compliance, and rising constituent caseloads.

To meet these demands, the City must provide dedicated funding for technology upgrades, reliable internet, staffing, and OTI support. Community Boards are the most direct connection between residents and government. They cannot fulfill this role effectively without the resources, staff, and equipment required to function as government offices.

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

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

EXPENSE BUDGET REQUESTS

Agency	Priority	Title
DPR	1 / 1	Street Tree Maintenance

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

New York Police Department (NYPD)

1 of 1	Provide a new NYPD facility, such as a new precinct house or sub-precinct Provide a new NYPD facility, such as a new precinct house or sub-precinct	NYPD
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The 123rd Precinct is over 100 years old and no longer meets the operational or community needs of Staten Island's South Shore. Since its construction, the population within its boundaries has quadrupled, yet the facility has never been expanded. The building is severely overcrowded, with no adequate parking, workspace, or areas for officer wellness. These conditions contribute to high turnover and hinder effective policing. A modern precinct is essential to support public safety and strengthen community trust. The closed Outerbridge Park & Ride site offers an ideal location for a new facility. The City should pursue an agreement with NYS DOT to repurpose this property, providing officers and the public with a safe, functional, and welcoming space that reflects the needs of today's growing community.

Department of Transportation (DOT)

1 of 1	Arthur Kill Widening Phase III Reconstruct streets	DOT
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Location: Arthur Kill Road - West Service Road & Main Street
HWR1140C -Fund the reconstruction and widening of Arthur Kill Road between West Service Road (WSE) and Main Street (Phase III). This project was previously removed following the FY23 OMB response that it could not be funded, but current conditions now make it more critical than ever. Ongoing, large-scale commercial and industrial development along Arthur Kill Road has dramatically increased traffic congestion, raised safety concerns, and accelerated roadway deterioration. This corridor serves as a key connector for manufacturing zones in Rossville, Charleston, and Richmond Valley, supporting both local commerce and regional freight movement. With the unprecedented volume of new construction and expanded commercial activity, the existing roadway infrastructure is no longer sufficient. Reconstructing and widening Arthur Kill Road is essential to maintaining safe traffic flow, supporting continued economic growth, and ensuring the area remains functional for residents, workers, and businesses.

CS	Reconstruct streets Reconstruct streets	DOT
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Location: Huguenot Avenue - Rathbun Avenue & Rathbun Avenue
Allocate funding for the reconstruction and widening of Huguenot Avenue between Rathbun Avenue and Drumgoole Road West. This primary north-south corridor connects the Korean War Veterans Parkway and the West Shore Expressway and is heavily used by MTA and school buses, commuters, and local traffic. It also serves as an important route to retail centers, schools, and houses of worship. Refer to: 503198309C

Department of Environmental Protection (DEP)

1 of 3	Sewer & Drainage Map Develop a capital project for specific street segments currently lacking sanitary sewers	DEP
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The first step in initiating any sewer project is to amend the Department of Environmental Protection's (DEP) drainage map. The following areas must be included: Kreischer Street, Androvette Street, Storer Avenue, Carlin Avenue, Winant Place, and several streets south of Hylan Boulevard between Chelsea Street and Sprague Avenue. The South Shore continues to experience worsening flooding due to insufficient stormwater management. Variations of existing stormwater practices, such as the Bluebelt program, have proven to be effective and cost-saving solutions. The utilization of existing ponds, natural streams, and wetlands must be incorporated into future designs. This area includes a mix of residential and thriving business properties, making proper stormwater planning essential to protect homes, support commerce, and reduce chronic flooding.

2 of 3 Other capital budget request for DEP**DEP**

Other capital budget request for DEP

A pump station is urgently needed in the Charleston/Richmond Valley area because of the existing topography and the required minimum sewer grades. As the South Shore continues to experience rapid commercial and residential growth, adequate sewer infrastructure is essential to support future development, protect existing investments, and prevent flooding. Refer to: 503199708C

3 of 3 Other capital budget request for DEP**DEP**

Other capital budget request for DEP

Request storm sewer/basin intersection of Albourne & Levenar Avenue. Intersection of Albourne and Lenevar Avenue do not have storm sewers or catch basins. Storm water ponds and floods at this location.

EXPENSE BUDGET REQUESTS

Department of Sanitation (DSNY)

1 of 1 Increase enforcement of illegal dumping laws**DSNY**

Increase enforcement of illegal dumping laws

Illegal dumping remains an ongoing challenge on Staten Island's South Shore and requires sustained, proactive enforcement. Increased funding is needed to expand the use of surveillance cameras in known dumping locations, a strategy that has proven effective in deterring repeat offenders and supporting successful enforcement actions. Consistent monitoring and stronger penalties will help protect our communities, preserve public spaces, and reduce the financial and environmental costs of illegal dumping.

Department for the Aging (DFTA)

1 of 1 Allocate funds for outreach services to homebound older adults and for programs that allow the elderly to age in place**DFTA**

Allocate funds for outreach services to homebound older adults and for programs that allow the elderly to age in place

The South Shore's growing senior population would greatly benefit from expanded programs and services that allow older adults to remain independent and engaged in their communities. Increased funding for senior centers is essential to support aging residents through meal and nutrition programs, health and wellness initiatives, counseling, and social and recreational activities. Programs that help older adults age safely in place, while staying connected to family, neighbors, and community life, are critical to maintaining quality of life and reducing isolation among Staten Island's seniors.

Department of Parks and Recreation (DPR)

1 of 1 Street Tree Maintenance**DPR**

Forestry services, including street tree maintenance

Despite repeated requests, funding for Street Tree Maintenance Programs remains insufficient, and conditions worsen each year. A proactive, real-time strategy is needed for storm-related downed tree removal, stump removal, and sidewalk repairs caused by root damage. Current maintenance practices are reactive and inadequate, creating hazardous conditions for residents and exposing the City to costly liability claims. Establishing a condition-based maintenance program would improve safety, reduce long-term costs, and ensure a more resilient urban environment.