



Bronx Community Board 9

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STATEMENT OF COMMUNITY DISTRICT NEEDS FY2015/2016

In devising its annual District Needs Statement, Bronx Community Board 9, has taken an opportunity to articulate its FY2016 capital and expense funding requests on the basis of concrete and objective data. The process of devising this statement has included meetings with local service chiefs, qualitative surveying of community stakeholders, and a desk-study of mayoral agency reporting on future initiatives impacting the district. Our goal is to highlight--with the highest degree of accuracy--areas for near-term funding that might assuage pressing municipal service needs vocalized by our constituency.

1. Background: Landscape

Bronx Community Board 9 encompasses neighborhoods south of East Tremont Avenue, from the Bronx River on the west, to Westchester Creek on the east, and a shoreline along the East River to the southern-most edge of the peninsula, serving Bronx River, Castle Hill, Clason Point, Parkchester, Park Stratton, Soundview, Bruckner, Unionport, & Zerega. In total the district covers 4.1 square miles in which 184, 729 people reside.

Inland, the community consists of a range of residential building types and commercial uses. Single-family detached and 1-2 family row houses are common throughout the district (1 in 5 of all lots). Clustered within a southwest pocket are 9 large NYC Public Housing Authority complexes. The neighborhood to the north of the Bruckner Expressway consists of a mixture of housing types ranging from single family detached homes to a 129 acre Parkchester community built in 1941. Near the waterfront one will find mostly framed and masonry homes built prior to 1960. It, too, has evolved to include a mixture of low rise, single-family units and patches of publicly financed towers.

The district's major streets running north and south are: White Plains Road, Bronx River, Rosedale, Soundview, Castle Hill and Zerega avenues. Major avenues cutting east and west include: Randall, Lafayette, Story and East Tremont avenues. The district's highways consist of: the Bronx River Parkway, the Bruckner Expressway, and the Cross Bronx Expressway.

2. Background: Demographics

Population Density

As has been the case for the Bronx overall, there has been a discernable population growth in the community of late. Already a fairly dense district in 1990, by 2013, it saw a 20% increase in its population size.¹ In fact, at 184,729 residents this district maintains a 22% greater population density than that of the Bronx overall.²

Race & Ethnicity

With respect to ethnic identification, 57.4 % of the community district identifies as Hispanic or Latino (or 106,008 out of 184, 729 residents). Specifically, 28% identify as Puerto Rican, 22% as Other Hispanic, and 7% as Mexican.

¹ 155, 970 people lived in CB9 in 1990. See "Bronx Community District 9." *Community Portal*. NYC-Department of City Planner, 1 Jan. 2014. Web. 1 Jan. 2015. <http://www.nyc.gov/html/dcp/pdf/neigh_info/profile/bx09_profile.pdf>.

² There are 33,461 residents per square mil in the Bronx (1,418, 783 residents for 42.4 total miles), within CB9 exclusively there are 45, 056 residents per square mile. See "Borough of the Bronx." *Community Portal*. NYC-Department of City Planner, 1 Jan. 2014. Web. 1 Jan. 2015. <http://www.nyc.gov/html/dcp/pdf/neigh_info/profile/bxboro_profile.pdf>.

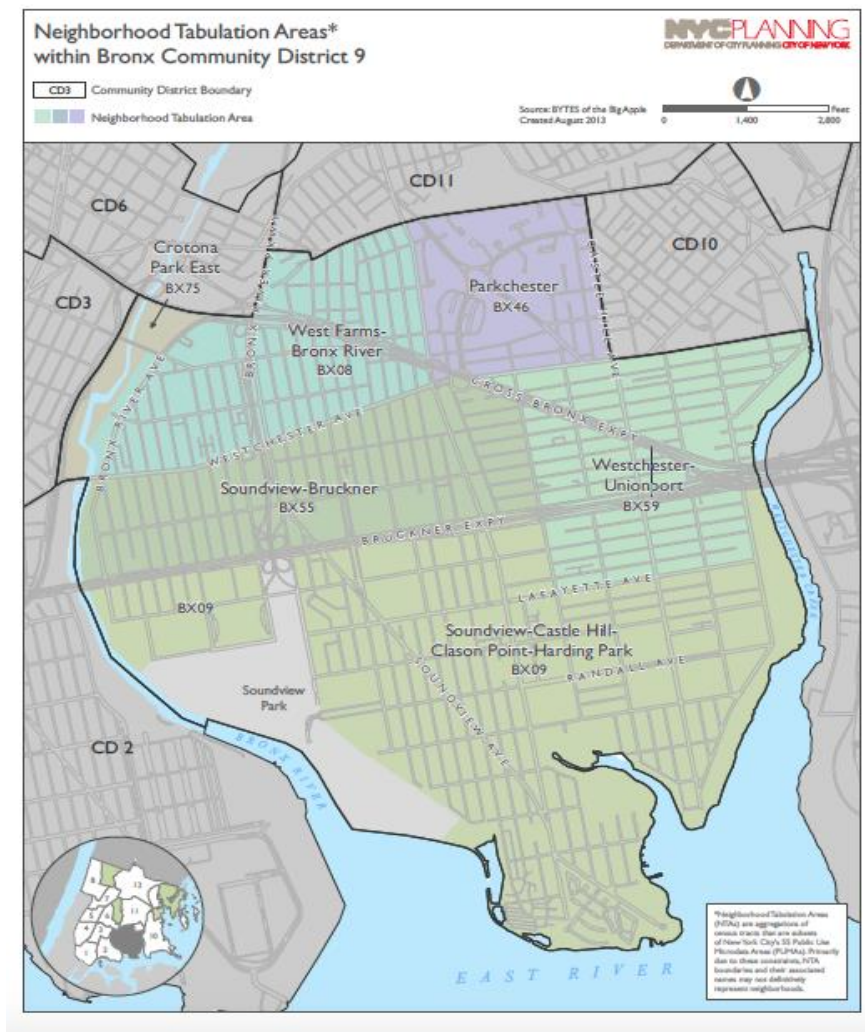
When inventorying self-described racial identities: nearly 24.6% of CB9 residents self-describe as *White*, 36% as *Black or African American*, 25.8% as *Some Other Race*, and 7.5% as *Asian* (two percent *Asian Indian* and 3 percent *Other Asian*).³

Household & Family Composition

There are about 65,913 households in CB9—66.3% of these are *family* households, of which 1 in 3 are female-headed with no-husband present, 1 in 4 are married-couples, and 1 in 10 are male-headed with no-wife. The average household size is 2.88 (slightly over NYC's 2.67).⁴

Educational Attainment

With respect to educational attainment, roughly 70% of the Community District's population 25 years or older had obtained a high school diploma or advanced education (not too far off from the NYC metric of 80% of its residents with HS or more education).⁵



³ "DP05 Demographic and Housing Characteristics' ACS 1 Yr Estimates for NYC-Bronx Community District 9 –Castle Hill, Clason Point & Parkchester PUMA" *American Fact-finder- American Community Survey*. US Census Bureau, 1 Jan. 2014. Web. 1 Jan. 2015.

⁴ <<http://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>>

⁴ "S1101 Households and Families' ACS 1 Yr Estimates for NYC- Bronx Community District 9—Castle Hill, Clason Point & Parkchester PUMA" *American Fact-finder- American Community Survey*. US Census Bureau, 1 Jan. 2014. Web. 1 Jan. 2015.

⁵ "S1501 Educational Attainment' ACS 1 Yr Estimates for NYC- Bronx Community District 9—Castle Hill, Clason Point & Parkchester PUMA" *American Fact-finder- American Community Survey*. US Census Bureau, 1 Jan. 2014. Web. 1 Jan. 2015.

Income

The district's median household income for 2013 was \$36,990. Our income distribution is illustrated as follows:

| Income Bracket | Percent of Population Pool |
|-------------------------------------|-----------------------------------|
| <i>Less than 10,000</i> | 15.00% |
| <i>\$10,000 - \$14,999</i> | 11.70% |
| <i>\$15,000 - \$24,999</i> | 13.40% |
| <i>\$25,000 - \$34,999</i> | 12.50% |
| <i>\$35,000 - \$49,000</i> | 13.20% |
| <i>\$50,000 - \$74,999</i> | 14.60% |
| <i>\$75,000 - \$99,999</i> | 8.40% |
| <i>\$100,000 - \$149,999</i> | 8.00% |
| <i>\$150,000 - \$199,999</i> | 2.20% |
| <i>\$200,000 or more</i> | 1.00% |
| Total | 100.00% |

Poverty & Public Assistance Use

Although there is a near equal spread across income brackets, still in 2013 1 in 3 CB9 residents lived in poverty; 40% of those were younger than 18 years of age, 30% between 18 and 64 years of age, and 25% over 65 years old. Relatedly, about 40% of the district's families received public assistance income that year⁶.

Disability Status

Curiously, Community District 9 has a disproportionately higher share of disabled individuals, than present in the greater NYC pool. According to the Census' 2013 Selected Social Characteristics for CD9 16.4% of the population between 18 and 64 years of age, was categorized as disabled in CD9, while only 7.6% were reported disabled city-wide.⁷

Age Distribution: Discernable Growth in Working Age

If the trend line remains as it has been for the last few years, the district will see a continued growth of its working age population, and a reduction in its senior and youth groups. (Since 2007 the proportion of residents under 18 and those over 65 have diminished in proportion with respect to the change in the size of the population between 65 and 18).⁸ This growth in working age individuals could suggest an expansion of human capital. However, if about 1 in 5 working adults continue to claim disability in future years, the full potential of this resource will be eclipsed.

⁶ (though nearly equal to the share of NYC families that received public assistance that year)

⁷ Out of about 189,822 in the sample, 34,834 were estimated to claim a disability. See: DP02 "Selected Social Characteristics in the United States" ACS 1 Yr Estimates for NYC- Bronx Community District 9—Castle Hill, Clason Point & Parkchester PUMA and for New York city" *American Fact-finder- American Community Survey*. US Census Bureau, 1 Jan. 2014. Web. 1 Jan. 2015.

. This discrepancy narrows some when looking at disability among the youth, with 7.1% disabled in CD9 versus 3.5% for all NYC.

⁸ Between the Census-ACS 3 yr estimates for 2007 -2009 and 2010-2012, the *proportion of residents younger than 19, decreased by 6%*, with the proportion of residents older than 60 decreasing by 18% (15.4% to 12.7% of the population).

3. Land Use, Zoning & Economic Development: Department of City Planning, NYC-Economic Development Corporation, Bronx Overall Economic Development Corporation

Given the unprecedented scale of public and private development Community District 9 will see in the next few years—the construction of a new Metro North Railroad station by Parkchester, new ferry service by Clason Point, and construction of NYS's largest television and film studio by the old Lorens lamp part manufacturing plant in the Soundview-Bruckner neighborhood—it is important for the district to seek a means by which to preserve the character of neighborhoods benefiting from new investment.

The impending construction of a MNR line in Parkchester will present both opportunities and challenges for the balanced development of Parkchester. Given the presence of a highly dense set of high-rises, the addition of a transportation option linking the neighborhood to Connecticut and Manhattan may have the unintended effect of driving gentrification to the area, or the rush of housing construction to attract new, more affluent residents, which will lead to a competition in city as well as consumer services.⁹ *Thus Community Board 9 recommends that the Department of City Planning, Economic Development Corporation and the Department of Transportation prepare to mitigate gentrification as a secondary effect of the MNR station's introduction to the neighborhood.*

Although readily welcome by many vocal residents (captured in a May 2014 Community Board 9 open meeting on possible Southeast Bronx Ferry service), commuter ferry in Clason Point linking residents to commercial districts in Manhattan, is expected to overwhelm this quite single-family home neighborhood during peak travel times. In particular, there is a concern commuting to the ferry will strain existing street-side parking options. *Thus, the Board implores the*

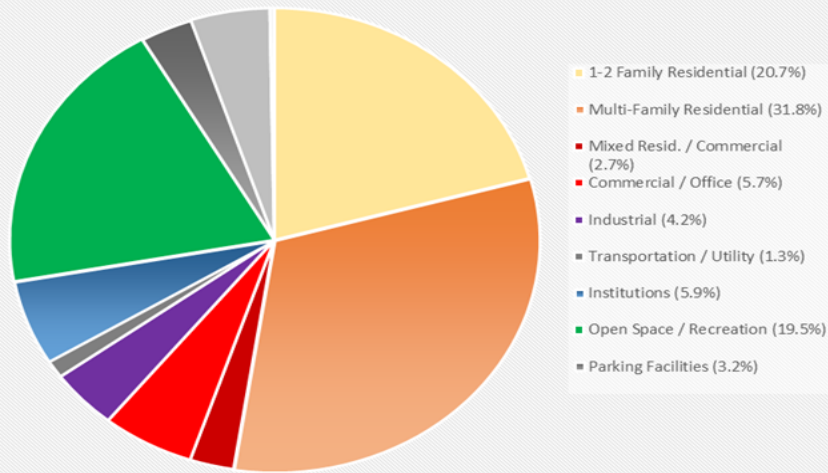
*Department of Transportation and NYC Economic Development Corporation to work hand-in-glove in designing an affordable vertical parking structure as a complement to the commuter ferry station.*¹⁰

Finally, York Studios' purchase of the Lorens property is a welcomed economic catalyst for the Soundview neighborhood. Thus, the Board hopes to partner with the Department of City Planning on an effort to draw in additional amenities to multiply the initial job creation of this purchase of presently vacant property. *In particular the Community Board is interested in collaborating with NYC-EDC and BOEDC on an initiative to draw-in new consumer banking options proximate to the new York film studio, as well the incentivization of a rise of a secondary arts and entertainment industry (i.e. smaller lighting, sound, design subcontracting business) in this light manufacturing (M1-3/4) zone.*

⁹Cordero-Guzman, Dr. Hector. "Economic Development." Latino Leadership Institute Public Policy Courses. New York, New York. 17 Jan. 2015. Lecture. & Vargas-Ramos, Dr. Carlos. "Housing." Latino Leadership Institute Public Policy Courses. New York, New York. 31 Jan. 2015. Lecture.

¹⁰ Vertical parking stations are slated to be constructed in Westchester County as a method to "assist commuters coming-in [to those communities] on the LIRR", see Cuomo, Mario. "State of the State." State of the State Address. New York, Albany. 21 Jan. 2015. Speech.

Land Use In Community Board 9 (As of 2011)



4. Housing Preservation and Development

As mentioned in the discussion on Parkchester's need to contain unintended and unsustainable surges in housing demand, the Community Board is intent on accommodating future development that enhances rather than replaces the character existing community. Thus, the Board takes on an anti-gentrification position when considering the area's future housing needs. We recognize that undoubtedly new housing construction may be necessary, but maintain new affordable housing construction should first be concentrated in areas that are currently well-served by public transit and retail spaces, so that traffic strain may be minimized and the value of improved transit service may be optimized. *To this end, the Community Board will explore the viability of introducing additional Inclusionary Housing Designated Areas across the district.*¹¹

- Establish a Neighborhood Preservation Program (N.P.P.) within our Board.
- Reinstate the Code Enforcement Committee of the general board
- Refund the Participation Loan Program and Article 8A Loan Program.
- Allocate new funds for Section 8 assistance.
- Identify and develop vacant city owned parcels through NYC Housing Partnership, Housing Preservation and Development, Small Homeowners Program.
- Construction of affordable housing for Seniors.

5. Department of Transportation & MTA

NYC-DOT Road Repairs

White Plains Road between Seward and Soundview avenues necessitates yet another resurfacing by the NYC-Department of Transportation. Due in part to their underlying swampland terrain, these roads depreciate quickly (about 5 years after a resurfacing of these streets there are reports of new sinkholes).¹² The Community Board therefore requests that the NYC-DOT research improved material and/or repaving methods to preserve the surface quality along White Plains Road.

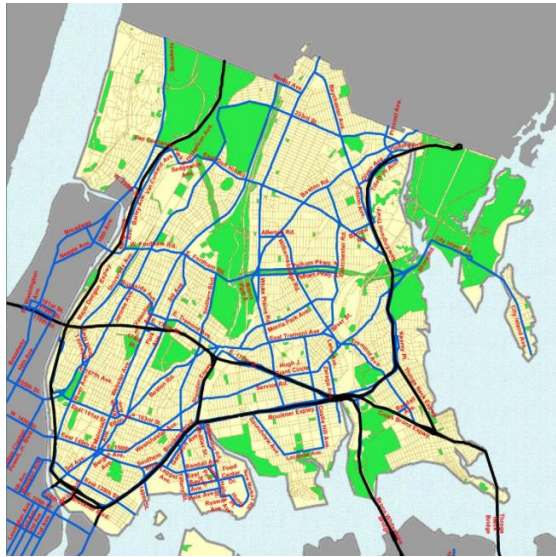
NYS-DOT Cross Bronx/Bruckner/Bronx River Highways: Exploring Congestion Mitigation & Air Quality Improvement Measures

It has long been believed that traffic congestion in District 9 and other portions of the South Bronx contribute to poor respiratory health in the borough.¹³ Thus, in efforts to ensure the district's fair share of public highways, the Community Board requests that the NYS and NYC Department of Transportation explore equity issues surrounding the notably high concentration of *thorough fares* for commercial trucking as well as *local trucking routes* within the jurisdiction. By NYS law commercial trucks are only to travel along thorough fares if not originating or terminating a delivery within a jurisdiction. Similarly, local truck routes are designated streets for trucks to travel either terminating or originating a delivery. Although of the 5 boroughs Queens County seems to have the most truck thorough fares jutting through it, Community District 9 in the Bronx has boundaries that encapsulate nearly 3 separate thorough fares (Cross Bronx, Bruckner, and Sheridan expressways). This design, thus lends itself to the overexposure of truck exhaust throughout densely populated residential areas. Although there are public benefits in having designated local and thorough truck routes in a community—reduced transaction costs for the replenishment of commercial as well as industrial inventories—the benefit of marginally lower priced commodities does not outweigh the cost of poor air quality. Thus Community Board 9 requests that the NYC Department of Transportation partner with the NYS Department of Transportation to conduct a *Truck Route Network Study* (similar to Brooklyn Community Board 7's 2010 20th Street Truck Route Study) leading to roadway improvements that could be funded by US Department of Transportation's Congestion and Air Quality Control Program.

¹¹ As a part of Manhattan Community Board 9's completion of a 197a Community Plan, a 125th Street Special District was modified to "create opportunities for...affordable housing" in concert with its "arts bonus" (that requires the inclusion of arts uses for developments over a certain threshold, and incentives for creation of nonprofit visual/performing arts spaces). See: Burden, FAICP, DCP Director, Amanda. "Ch 6: Special Purpose Districts." *Zoning Handbook*. 2011 ed. New York: NYC-Department of City Planning, 2011. 159. Print.76.

¹² Bronx Community Board 9. *197a Planning Subcommittee: January Meeting*. 25 January 2015. Print.

¹³ See Maantay, Julianna. "Asthma and Air Pollution in the Bronx: Methodological and Data Considerations in Using GIS for Environmental Justice and Health Research." *Health & Place* 13 (2007): 32-56. Print.



MTA-Subway service

The Parkchester station is not easily accessible and space surrounding the station is not optimized. That is, there are no designated taxi stops and bus stops that allow for station to be considered fully multi-modal. In addition, the community has been waiting for the allocation of funds and blueprints for the inclusion of an elevator to make this centric transit point compliant with the American Disabilities Act.

MTA-Bus Service

Much of Community Board #9 is a two fare zone; however, bus service is extremely inadequate. Consequently, bus routes, such as the Bx5, the Bx39, Bx36, and Bx22 are under-served. In light of the utility of bus service, the Community Board appreciates planning to introduce Bus Rapid Transit throughout district 9. However, the Board requests the Department of City Planning and Metropolitan Transit Authority are diligent in communicating rational motivating selection of stops in the select-bus-service route.

Yet the Board would like to highlight its concern that mass transit options throughout district 9 have been centered on transporting residents to and from the Southeast Bronx, into Manhattan--without adequate regard for the need to commute *intra*-borough. Travel times for less than 10 miles west are as much as times for transit roughly 20 miles south into Manhattan's Central Business District or Downtown Brooklyn. The result is that our residents find it increasingly difficult to travel to shopping districts, service agencies, clinics, schools, or employment centers throughout the borough. The Regional Planning Association has already concluded a need to improve MTA bus service in the outer-

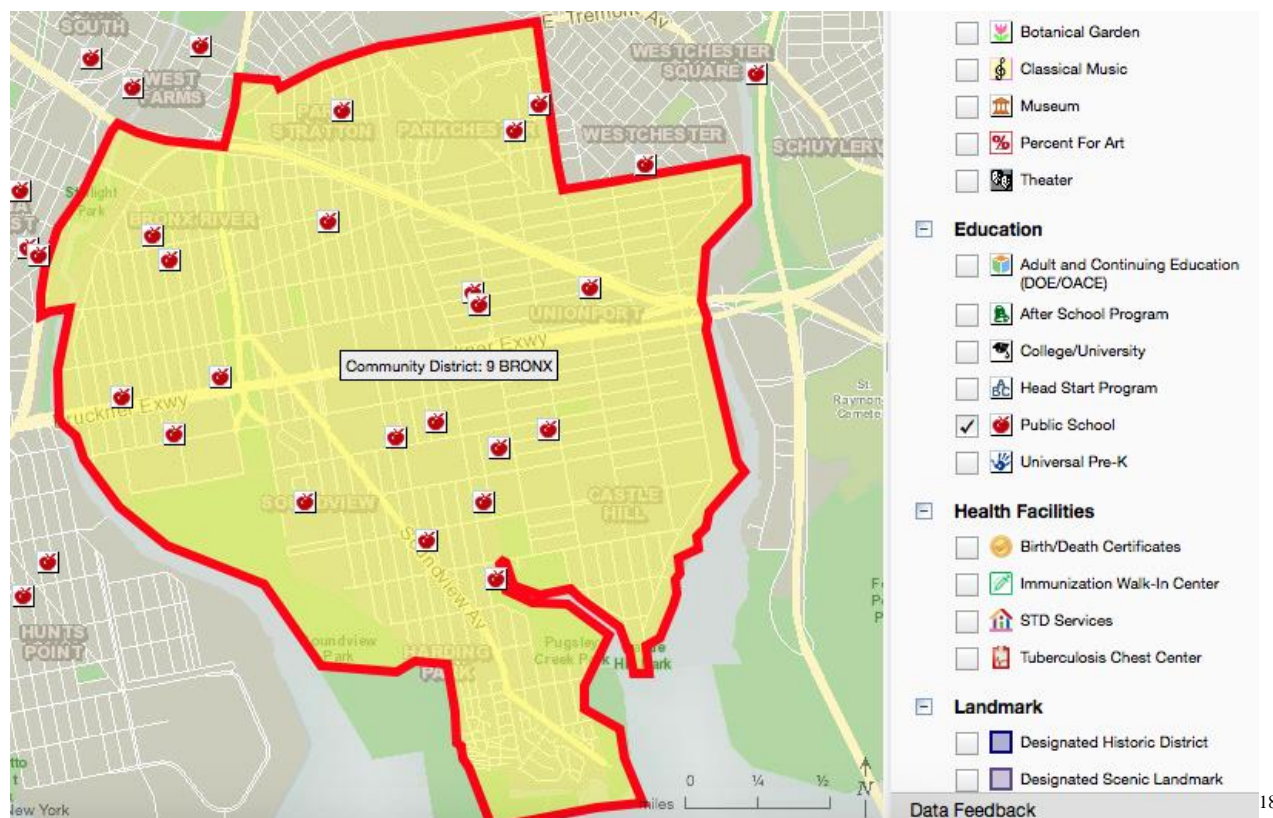
boroughs, in order to ensure sustained economic growth in these counties.¹⁴ The lack of timely intra-borough mass transit options is especially problematic given NYC’s outer-boroughs are poised for substantial economic growth (i.e. 774 thousand jobs over the last twenty years) and especially cumbersome to Community Board 9’s employed workforce as nearly half of residents commute throughout the Bronx for work.¹⁵ The continued inefficiency in the mass transit network within the Bronx can result in eclipsing a full economic resurgence of the county—an expressed objective of the Bronx Borough President’s Office as detailed in the Bronx Borough Boards Budget Priorities for FY 2016.¹⁶

NYC-DOT Expanding a Healthy Bike Path Network

To alleviate the pressure on the MTA during the short-run, the community board recommends a greater emphasis in improving the network for bicycle travel. Such measures would have the joint outcomes of reducing transaction costs for safe intra-borough travel while also reducing the elevated local carbon footprint.

6. Department of Education

With the rapid growth in population, it is no surprise that the overcrowding of public school buildings has become one of the greatest service challenges District 9 reports. In reviewing data on the supply of Department of Education (DOE) sites in surrounding Bronx Community Boards there is an indisputable disparity in the allocation of DOE school buildings across jurisdictions. Community Board 9, has 45,545 youth, that depend on roughly 21 Dept. of Education buildings. Just west of 9 is Community Board 3 with 23 school buildings for its 24, 682 youth.¹⁷



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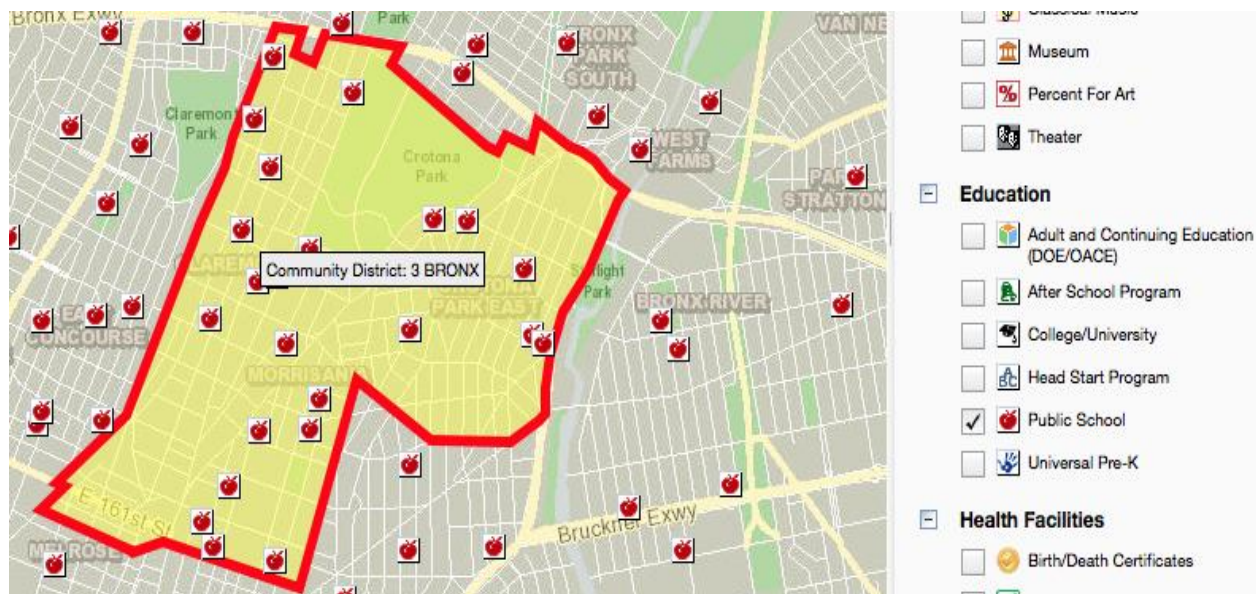
¹⁴ Library.RPA.Org. Regional Planning Association, 1 Feb. 2015. Web. 1 Mar. 2015. <<http://library.rpa.org/pdf/RPA-Overlooked-Boroughs.pdf>>.

¹⁵ 2013 ACS-1 Yr Est on Commuting Characteristics by sex (S081) for Castle Hill, Clason Point & Parkchester Public Use Microdata Area (PUMA) 3709.

¹⁶ Pg. 26 “Assessment of Impact” of Mayor’s Proposed Budget for NYC DOT.

¹⁷ “Community District 9: Bronx NYCityMap.” DoITT. City of New York. Web. 1 Jan. 2015.

<http://maps.nyc.gov/doitt/nycitymap/?searchType=FeatureSearch&featureTypeName=CITY_COUNCIL_DISTRICT&featureName=18>.



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With a significant amount of residential development in the pipeline, investment in new classroom space will become increasingly vital to ensure the quality of public education in CB9 does not erode precipitously with the borough's impending population boom.

Toward this end, Community Board 9 requests that the School Construction Authority set aside the funding and complete the construction of the 235 seats and 495 seats in school districts 8 and 11, respectively, which the SCA notes in its 2015-2019 Capital Plan Amendment they have not yet constructed although these seats were initially funded and allocated for construction in 2013 due to the overcapacity within these two districts.²⁰

7. Department of Youth & Community Development

Additionally, after school programs are an important service to the youth of Community District 9 as roughly 1 in 3 families live below the federal poverty level.²¹ These are families that given a lack of discretionary income find it arduous to supply private enrichment activities for their children. Given this demographic reality, Community Board 9 reiterates the Bronx Borough Board's support for Mayor DeBlasio's FY2016 Budget Priorities which includes providing universal afterschool programs to all NYC's public middle school students, and summer programming for public afterschool programs.²²

8. Department for the Aging

As our older population grows (between 2007 and 2013 there was an increase of about 10 thousand more seniors in the district, totaling to 36,649 residents over the age of 60²³), so does the rising size and proportion of minority elderly who are low income women, living alone, in poor health, or with some limitation or inability in major activity. Consequently this demographic change indicates a future increase in demand for community-based in-home supportive social services, including home delivered meals and homecare. The Community Board requests its aging population be adequately serviced by the Mayor and City Council's discretionary funding allocations to the Department for the Aging.

9. Department of Parks and Recreation

¹⁹ "Community District 3: Bronx NYCMap." *DoITT*. City of New York. Web. 1 Jan. 2015.

<http://maps.nyc.gov/doitt/nycitymap/?searchType=FeatureSearch&featureTypeName=CITY_COUNCIL_DISTRICT&featureName=18>.

²⁰ See "2015-2019 Proposed Five Year Capital Plan Amendment." *Capital Plan Management Reports & Data*. NYC-School Construction Authority, 1 Nov. 2014. Web. 10 Mar. 2015. <http://www.nycsca.org/Community/CapitalPlanManagementReportsData/CapPlan/11052014_15_19_CapitalPlan.pdf>. and "MAP: How Overcrowded Is Youth Child's School District?" *New York*. DNA Info, 10 Mar. 2015. Web. 10 Mar. 2015. <<http://www.dnainfo.com/new-york/20150310/woodside/map-how-overcrowded-is-your-childs-school-district>>.

²¹ Versus 1 in 5 families city-wide. See ACS's 2013 Economic Characteristics for NYC.

²² Diaz, Ruben. *Budget Priorities for Fiscal Year 2016*. Rep. Bronx: Office of Bronx Borough President, 2015. Print.

²³ "DP05 Demographic and Housing Characteristics' ACS 1 Yr Estimates for NYC-Bronx Community District 9—Castle Hill, Clason Point & Parkchester PUMA" *American Fact-finder- American Community Survey*. US Census Bureau, 1 Jan. 2014. Web. 1 Jan. 2015. <<http://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>>

In addition, Community Board #9 is seriously deficient in neighborhood park acres (at .33 green acres per 100,000 residents below the American Planning Association's recommendation of a 1:100,000 ratio). Soundview, Clasons Point, Pugsley Creek and Castle Hill Parks form our waterfront corridor, providing excellent opportunities for expanded green recreational spaces.

There are also numerous playgrounds and recreational facilities which need physical improvements. Along with the improvements of these parks and playgrounds there is a need for personnel and equipment to properly maintain them. Namely, in light of recent account of two adolescents drowning in Starlight Creek June of 2014, there is a resounding call by community residents that the Department of Parks & Recreation allocate mechanisms—namely Park Enforcement Police—to patrol waterfront parks after dark and ensure the safety of district youth.

10. Bronx District Attorneys Office, New York Police Department and Department of Corrections

Lastly, for a community with strong cultural, civic, and governmental institutions, it is preoccupying to the Community Board there continues to exist an out-of-character elevated level of crime. In just the last year alone CBS NYC has reported one a drug trafficking operation out of private daycare facility, a rape, three burglaries, and two shootings in the district. This spate of crimes can and will be reduced in the coming years. Thus, the Community Board requests the assistance of the Office of the Bronx District Attorney, the NYPD, the Department of Corrections, and other city agency that may be able to devise a nuanced crime prevention program, in striving to reconstitute the safety and civility of this district.

11. Conclusion: Long-Term Planning

As of September of this year Bronx Community Board 9 (Bx-CB9), has initiated its first 197(a) Community-based Plan. A key component of completing this participatory project entails aggregating ideas for future growth held by stakeholders in the community. Toward this end, Bx-CB9 is intent on conducting "Community Development Envisioning Workshops" with residents, merchants and elected officials willing to voice their needs for local urban planning. The Community Board hopes to continue its close collaboration with the Bronx Office of the Department of City Planning, to conduct these community consultations; and perhaps count on even closer interaction with a dedicated city planner to provide technical guidance that results in an expedited 197aPlan submission.

William Rivera
Chairperson