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*Chairperson*

## COMMUNITY BOARD 10

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### STATEMENT OF COMMUNITY DISTRICT NEEDS FISCAL YEAR 2015



Community Board 10 is located in Southwest Queens. Agencies often mistakenly refer to our area as being in southeastern Queens. Since we share a geographical border with Brooklyn on the west, southwestern Queens would seem to be a more accurate geographic descriptor. The district is bounded by Van Wyck Expressway on the East; Liberty Avenue/103rd Avenue on the North; 165th Avenue and JFK International Airport on the South; and the Brooklyn/Queens Line on the West. Within the Board's boundaries are all of the Howard Beach communities located within Zip Code 11414; all of those communities located within Ozone Park Zip Code 11417; all of the South Ozone Park Zip Code 11420 communities; and approximately half of the Richmond Hill South Zip Code 11419.

We estimate that our residents live in each of the zipcodes as follows:

- About 36% of our population lives within South Ozone Park Zip Code 11420
- About 24% of our population lives within Ozone Park Zip Code 11417
- About 21% of our population lives within Howard Beach Zip Code 11414
- About 19% of our population lives within Richmond Hill Zip Code 11419

Community Board 10 encompasses approximately 4,000 acres and just over 6 square miles of the borough's land area. Our Board abuts JFK International Airport and Jamaica Bay. Approximately a third (2.1 sq. mi.) of Community Board 10's land area was inundated by Superstorm Sandy's tidal floodwaters. All of the affected residents and business owners within our Board's "Sandy" inundation zone have numerous needs and concerns. New York City's only casino facility, the Resorts World New York Casino, is located virtually in the center of our Board area which clearly shows in the above map. All of the communities located within our Board are in close proximity to this facility and their residents share similar concerns regarding current activity and potential future development plans.

According to the 2010 Census, Community Board 10 was home to 122,396 persons in April 2010, which reflected a 3.8% decrease in our population. We are concerned that the results of the 2010 Census do not seem to accurately reflect the actual number of people who reside within our Board area. The high rate of population growth (among the borough's highest during the decade from 1990-2000) has diminished in our area, however we believe our population did continue to grow, albeit at a smaller rate, during the decade from 2000-2010 despite what the 2010 Census reflects for our area. We believe our population was undercounted in Census 2010 by somewhere in the range of 10,000 people.

The 3 Neighborhood Tabulation Areas (QN55, QN56, QN57) shown in data derived from the 2010 Census by the Department of City Planning together essentially correspond geographically to PUMA 04113 used in ACS data. We believe the ACS data provide a more accurate representation of our actual current population than the Census 2010

data provides. PUMA 04113:

ACS 06-10 (5 year estimate) 126,729 ACS 09-11 (3 year estimate) 130,800 ACS 2011 (1 year estimate) 132,853

The population in Community Board 10 is diverse, but is more balanced, in terms of race, than are some other areas in Queens. No single group comprises a majority population in Community Board 10 as a whole. Census 2010 indicated our population as being 26% White; 23% Hispanic; 18% Asian; and 17% Black. That continues to be reflected in the ACS data for our area. The ACS 3 year estimates (2009-2011) show our population as being 24% White; 24% Hispanic; 20% Asian; and 16% Black. All data sets seem to indicate that somewhere within the range of 8-12% of our population consider themselves to be neither White, Black, Hispanic, nor Asian as they reported themselves in Census 2010 to be of “Some Other Race Alone.”

NYU Furman Center for Real Estate and Urban Policy’s publication, *State of New York City’s Housing and Neighborhoods 2007*, stated we were “the most racially diverse community district in the city,” and our area “witnessed the second greatest increase in percentage of immigrants of any district in the city” between 1990 and 2006. The Furman Center data presented in that annual publication again reported that Community Board 10 is the city’s most racially diverse district in each of its ensuing editions of this annual publication. (2008-2012)

Over the course of the last two decades our Hispanic and Asian populations have grown while our White and Black populations have declined. Our Hispanic population is diverse with no single country of ancestry being predominant within that segment of our population. The Asian population in Community Board 10 consists primarily of persons of Indian sub-continent ancestry including a large and growing group of Sikhs primarily from India’s Punjab region, a large group of persons of Asian Indian ancestry who migrated here from countries in South America and the Caribbean region, and a group of persons who emigrated here from Bangladesh. It is very likely that many of those who responded to the 2010 Census as being of “Some Other Race Alone” would add to the district’s overall Asian population if those persons are of Indian ancestry but consider themselves as being “Indo-Caribbean” rather than as being “Asian Indian.”

Census and ACS data continue to indicate that almost half of our population is foreign born. About 80% of our foreign born population entered the U.S. more than a decade ago with approximately half of our foreign born population having entered the U.S. before 1990. About 19% of our population are non-citizens of the U.S. according to ACS data. Language data indicate that about 2/3 of our population speak only English and about 20% of our population speak Spanish. A majority of those who report speaking languages other than English speak Spanish. Over 60% of those who speak languages other than English indicate they speak English well. About 3/4 of those who are foreign-born migrated to the U.S. from Latin America. That would include most of our foreign-born Hispanics and many of our non-Hispanic foreign-born whose native country is Guyana, which is located on the continent of South America.

In 2010, Census data indicated that approximately 22,000 (about 18%) of our residents were over the age of 60. ACS 09-11 data indicated approximately 23,800 of our residents were over age 60. This ACS data indicated about 28% of our over age 60 population is between 60-64 years of age. About 72% of our over age 60 population is over age 65 and about 9% of our senior population is over age 85. About 13% of our total population is within the over age 65 cohort of our population. Over the next few years we anticipate that our over age 60 population will continue to grow both in raw numbers and as a percent of our population. The largest concentration of persons over age 60 and over age 65 live in the Howard Beach/Lindenwood neighborhood within our Board. This fact is of concern as our Howard Beach/Lindenwood neighborhood with its large senior population was severely impacted by Superstorm Sandy.



About 23% of our Board’s population is under age 18 according to Census 2010. In about one fourth of the census tracts in our area the youth population comprises more than a quarter of the population for those tracts. About 26% of our population is under age 20 and about 40% is under age 30. The darker shaded areas in the map to the left have higher concentrations of children. There is concern that DHS chose to locate a shelter for homeless men in which numerous registered sex offenders have resided in close proximity to a school and in the census tract within our district that has the highest percentage of its population under age 18. (At the time of this writing, the

NYS Division of Criminal Justice Services registry indicates 21 registered sex offenders reside at the Skyway Men's Shelter.) There is a need to reestablish this shelter as one for homeless families as it was before.



This map depicts the 3 Neighborhood Tabulation Areas (NTAs) within Community Board 10 (QN55, QN56, QN57). For its purposes, City Planning has labeled QN55 as South Ozone Park. In actuality it encompasses not only South Ozone Park, but also the segment of Richmond Hill located within CB10 as well as part of our Ozone Park community.

In looking at the large area within NTA 55, (3.3 sq. miles) we would further break it down into three segments. One would be the 11 census tracts located north of Rockaway Blvd. east of Lefferts Blvd. The second would be the 9 census tracts located north of Rockaway Blvd. west of Lefferts Blvd. The third would be the 7 census tracts found in QN55 that are located south of Rockaway Blvd. east of the subway tracks.

Area 1 of QN55:

This area occupies about 15% of the Board's land mass (about 575 acres). About 24% of our total population lives in this segment of QN55 which is located north of Rockaway Blvd. and east of Lefferts Blvd. It includes parts of our Richmond Hill and parts of our South Ozone Park communities in its 11 census tracts. About 24% of this area's population is under age 18 and about 14% is over age 60. In this area, about a third of the population is Black, about 17% is Hispanic, about 22% is Asian and about

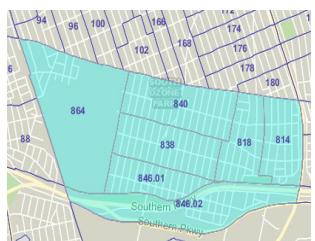
3% is White. We would estimate that many of those who reported themselves to be of "Some Other Race Alone" in Census 2010 would add to the Asian population in this area. We would estimate that about 60-65% of the residents in this area are foreign born. There are close to 9,000 housing units in this area with an average of about 50 people living per acre. There is very little open recreational space in this area.



Area 2 of QN55:

This area occupies about 8% of the Board's land mass (about 325 acres). About 17% of our total population lives in this segment of QN55 that is located north of Rockaway Blvd. and west of Lefferts Blvd. It includes part of Ozone Park, part of Richmond Hill, and part of South Ozone Park in its 9 census tracts (2 are partially within CB 9). About 23% of this segment's population is under age 18 and about 14% is over age 60. About 30% of the population is Asian, about 20% is Hispanic, about 15% is Black, and about 8% is White. In this area we would also estimate that

the Asian population is larger as some of those who reported themselves to the Census as being of "Some Other Race Alone" may be of Asian Indian ancestry. We would estimate that about 67% of the residents in this area are foreign born. There are about 6,400 housing units in this area with an average of about 70 people living per acre making this the most densely populated area of the Board as a whole. There is very little open recreation space in this area.



Area 3 of QN55:

This area occupies about 25% of the Board's land mass (about 980 acres). However, included within that acreage is the land mass occupied by the Resorts World New York Casino and Aqueduct Racetrack complex (about 180 acres), about 20 acres owned by the PANYNJ, and some unpopulated acreage that is essentially highway right of way. Except for the small area west of the Aqueduct land (the populated part of census tract 864) that is in Ozone Park, all of this segment is in South Ozone Park. About 20% of our total population lives in this 7 census tract segment of QN55 which is located south of Rockaway Blvd. and east of the subway tracks. About 24% of this area's population is also under age 18 with about 15% being over age 60. About 26% of the population is Black, about 26% is Hispanic, about 19% is Asian, and about 11% is White. In this area the Asian population is also probably somewhat higher. We would estimate about half of the population in the area is foreign born. The area south of Rockaway Blvd. is less densely populated than either segment of QN55 located to the north, with an average of about 35 people living per acre south of Rockaway Blvd. (The largely unpopulated land mass of the Resorts World Casino/Aqueduct Racetrack and the PANYNJ property within the casino/racetrack fenceline, approximately 200 acres, was excluded in arriving at this estimate of population density for this area.). There are approximately 7,800 housing units in this area.



Neighborhood Tabulation Area QN56 encompasses the 6 census tracts within our

Board area that are located west of the subway tracks. (99-100 Sts.) between North Conduit Avenue and Rockaway Boulevard, which includes most of our Ozone Park community. Neighborhood Tabulation Area QN57 encompasses the 4 census tracts located west of the railroad and south of North Conduit Avenue in which the Howard Beach community is located. Together, these two NTAs occupy about 52% of the Board's land mass (about 2,000 acres). Geographically, census tracts in this area are larger than those in other parts of the Board. Over 300 acres are located within the National Park Service's Gateway NRA. About 38% of our total population lives within these 10 census tracts. About 56% of the area's population is White, about 26% is Hispanic, about 11% is Asian, and about 3% is Black. About 21% of the population is under age 18 and about 23% is over age 60. About 29% of the population is foreign born. There are approximately 16,000 households in this area. This part of the Board area is the least densely populated with about 28 persons living per acre (Gateway acreage was excluded in calculating this estimate.). However, one census tract in the Lindenwood section of Howard Beach (62.01) is more densely populated (approximately 50 persons per acre) due to its housing stock being primarily apartment buildings.

### **Overview**

Ozone Park, Richmond Hill, South Ozone Park and a portion of Howard Beach started to attract small home construction during the latter half of the 19th Century and developed gradually. The majority of our residential structures are owner-occupied one and two family homes. About a third of the area's homes were constructed prior to 1939. Another spurt of development took place in the newer sections of Howard Beach during the 1950s and 1960s and to a lesser degree in South Ozone Park during those years. Homes and streets in many parts of our area were constructed below grade. A number of poor drainage areas are located within our Board.

In recent years, some new construction took place throughout the Community Board and many existing homes were completely renovated. The poor economic climate during the last few years has apparently slowed the rate of new construction and renovations. There are about 41,500 housing units in our area according to the 2010 Census. We believe the actual number of housing units (many statistically not evident as they are the result of illegal conversions not authorized by building permits) may be higher.

Although our housing stock is comprised primarily of 1-3 family homes, Community Board 10 has some cooperative and condominium low and hi-rise apartment buildings as well as some rental apartment buildings (all limited to six stories). Affordable rental apartments are minimal. Generally, housing stock has been well maintained over the years because of the high percentage of owner occupancy, but that seems to be changing. More of what were once just owner-occupied housing units now include rental units, many created by illegal conversions. There is concern that property maintenance has deteriorated on properties where there are absentee landlords. The rate of foreclosure starts and actual completed foreclosures in our area are of concern. NYU Furman Center for Real Estate and Urban Policy's publication, *State of New York City's Housing and Neighborhoods 2012* indicates our area experienced a decline in residential property values of more than 30% between 2007-2012. That publication also reports that we have the 5<sup>th</sup> highest homeownership rate in the city, but also are among the 3 lowest in housing price appreciation for 1 family buildings.

There are numerous indications of abandoned as well as vacant bank-owned properties in disrepair in NTA QN55. There are also some abandoned and bank-owned properties in other parts of the Board area as well. There is a continuing need for the city to develop an enforceable policy requiring owners of such properties to promptly secure them and provide for ongoing maintenance. Identifying who are the actual owners of such properties continues to be problematic and it is often difficult for our staff to do so in a timely manner. It is also difficult to contact these owners after they have been identified. As a result, quality of life and home values of residences in proximity to these properties decline. Some of the affected properties have now been vacant and unattended for a number of years, which is extremely distressing to neighboring property owners and residents.

Stores on the commercial strips in our area provide the amenities homeowners look for within convenient proximity of their homes. People who live in the Community Board area own many of the businesses. Crossbay Blvd., Rockaway Blvd., Liberty Avenue, and Lefferts Blvd. are the major commercial strips. There is also a small shopping center located in Lindenwood and some small commercial areas on some blocks in other areas as well. A continuing area of concern is a proliferation of pawn shop businesses in the area. Local residents have expressed that they would like to see such businesses removed from the use groups permitted on C2 zoned commercial strips.

The area is serviced by four public libraries and a wide assortment of houses of worship. There is concern that when new houses of worship are constructed in established residential areas sufficient off-street parking is not provided to minimize negative impacts. There is also concern when existing residential properties are converted to become houses of worship also not making provision for parking of vehicles. There is concern when religious institutions located on residential blocks utilize their outdoor space for activities that impact negatively on their neighbors. There is concern that some religious congregations functioning in former residential properties at times allow more people than is safe to be inside those buildings. There is a need to address these issues.

Many of our schools continue to be severely overcrowded. There are neighborhood parks and jointly operated playgrounds adjacent to some of our schools. Some new schoolyard play spaces have opened. There are also some playing fields, which service many of the South Queens baseball, soccer, cricket, and football teams.

### **SUPERSTORM SANDY**

About a third of Community Board 10's land area was inundated by Superstorm Sandy's floodwaters. Tree damage was extensive throughout all parts of Community Board 10. Electrical service was lost in most areas of the Board for days and for weeks within the sections of the Board that was flooded.



This map shows the extent of the surge area within the Board for "Sandy". Essentially, all of our "Old" Howard Beach, Ramblersville, and Hamilton Beach communities that are located east of Crossbay Blvd. (almost all of census tract 884) were severely flooded. Most streets there had water depths in excess of 6 feet and many homes were flooded by more than 6 feet of water. Damage to homes and property was extensive. Most of our "New" Howard Beach community, located west of Crossbay Blvd. (most of census tract 892) also was flooded by "Sandy." Damage to homes and property in that area was also extensive. We would estimate that about 80% of the homes in these 2 census tracts were damaged. To a lesser extent,

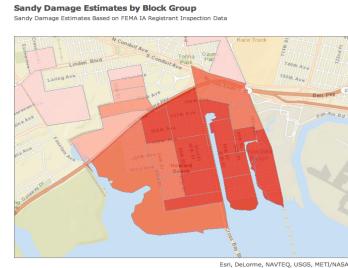
flooding also occurred within part of our Lindenwood community (most of census tract 62.02). However, numerous homes in that area were also damaged. The chart below was compiled using FEMA data based on IA registration and inspection data along with census and ACS data.

Census Tract	884	892	62.02	Total for CB 10 Flood Area
FEMA Registrants	2730	2447	847	6024
Total Damaged (any type)	2267	2137	492	4896
Registrants w/o Inspection	463	310	355	1128
Damaged w/o Flooding	16	40	21	77
Basement Flooded up to 2 Feet	70	115	98	283
Basement Flooded 2 Feet or More	1065	670	190	1925
First Floor Flooded up to 1 Foot	138	451	20	609
First Floor Flooded 1 to 4 Feet	518	757	116	1391
Living Space Flooded 4 Feet or More	460	104	47	611
Damaged Owners Single Family	1615	1767	192	3574
Damaged Owners Multifamily	0	2	15	17
Damaged Owners Missing Building Type	4	5	0	9
Damaged Renters Single Family	634	359	216	1209
Damaged Renters Multifamily	9	1	66	76
Damaged Renters Missing Building Type	3	2	2	7
Uninsured Owners with Damage	1046	1558	173	2777
Insured Owners with Damage	573	216	34	823
Total Housing Units	3020	2731	2307	8058
Seasonal Housing Units	41	29	23	93
Percent Non-Seasonal Damaged	76.1	78.3	21.5	61.5
<i>(Sandy Damage Estimates Based on FEMA IA Registrant Inspection Data)</i>				
Population	7337	7430	5520	20287
Households in homes owned with a mortgage	1181	1312	673	3166
Households in homes owned with no mortgage	643	1037	370	2050
Households in rental homes or units	975	283	1150	2408
Total Households	2799	2632	2193	7624
Persons over age 65	1326	1834	837	3997
Percent of Population over age 65	18.1	24.7	15.2	19.7
Persons over age 65 living alone (male)	85	78	75	238
Persons over age 65 living alone (female)	206	216	189	611
<i>(Household, Population, Age Data Based on 2010 Census)</i>				

**Approximations:**

Median Home Value % of National Avg.	341%	419%	242%	334%
Median Household Income % of National Avg.	133%	128%	111%	124%
Percent of Housing Units Owned				
with or without mortgage	65.2	89.2	47.6	68.4
Percent of Housing Units Rented	34.8	10.8	52.4	31.6
Percent of all Homes Owned that are mortgaged	64.7	55.9	64.5	60.7
Percent of all Homes Owned that are not mortgaged	35.3	44.1	35.5	39.3

(Approximations based on 2010 Census data & 2011 ACS)



The map to the left shows the census block groups within Community Board 10 where FEMA data indicates damage occurred. The greatest damage was sustained in the darker shaded block groups.

Along with extensive damage to thousands of homes, commercial areas were also severely impacted. The part of the Crossbay Blvd. commercial corridor located south of the Belt Parkway had virtually every business suffer extensive damage. The Coleman Square commercial area located in immediate proximity to the Howard Beach Subway/Airtrain Station was inundated by floodwaters that almost

reached the second story of some buildings. (These buildings are among the oldest structures in the area.) The Subway/Airtrain Station sustained damage.

All of the houses of worship located within Howard Beach were also damaged. The only city funded senior center serving Community Board 10 was displaced. Service to our already underserved senior population was disrupted. The largest concentration of people over age 60 within Community Board 10 is in our Howard Beach and Lindenwood areas. Hundreds of them are elderly women living alone. Most of the groups that serve youth in our flood zone utilize space in our houses of worship on a non-sectarian basis. All of those programs (day care, scouting, sports, etc.) were disrupted and negatively impacted. The building used by S.T.A.R.S. non-profit youth services program located in Coleman Square was severely damaged. Two of the three public elementary schools as well as the two parochial schools located in Howard Beach were damaged. Charles Park and Hamilton Beach Park sustained damage. The Howard Beach Library was damaged. The FDNY firehouse and DEP's pumping station in Howard Beach were damaged.

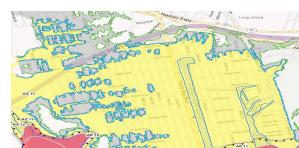
The physical damage to homes and businesses within our inundation area was extensive. There is a need to continue to assist our residents and business owners to do repairs. Our business owners need continued assistance to help them recover from the economic damage suffered. The economic damage to our residents is also huge. There is a need to assist them to recover from the negative economic impact. Many of the homes flooded during "Sandy" had never before been flooded by hurricanes or nor'easters.



The map on the left depicts the 2011 Hurricane Irene flooding impact area within Community Board 10. When compared to the map on the right depicting the "Irene" impacted area with the "Sandy" impacted area overlaid in blue, it is easy to see how much more of the area was impacted. Many longtime residents of the area have indicated that the flooding from "Irene" was "the worst there had ever been" in the area prior to "Sandy."



In our Sandy-impacted area in Howard Beach, FEMA information indicates that less than 15% of the households (whether required to or not) had flood insurance. Many homes that "Sandy" flooded were not insured by the NFIP because they were not located in what FEMA designated to be "high risk" areas. In the map to the left, areas not shaded pink are areas not previously designated as "high risk" where many homes were uninsured for flood damage. FEMA grants, although very welcome, were not sufficient to cover necessary repairs for most of our homeowners. The country's poor economic climate in recent years impacted negatively on our homeowners. Assuming even more debt through SBA loans, even at very favorable rates, is not an option at this time for many of our homeowners, especially our older homeowners.



Most of the housing stock in our inundated area was constructed pre-FIRM. The city's actions as the adoption and implementation of new flood maps proceeds are also of great concern to our residents. In the map on the left, areas shaded yellow depict the areas that now may be designated by FEMA as "high risk." There is a pressing need for clear, understandable information to be forthcoming as the process of adopting new maps moves forward.

The complex issue of flood mapping coupled with the potential ramifications of the Biggert-Waters Act passed by Congress in 2012 pose many costly choices for our homeowners. There is a need for the city to provide solutions for our homeowners, as many may well be forced from their homes by the economic pressures resulting from exorbitant insurance costs and/or the construction costs required to elevate homes or mitigate in other ways.

There is a need for the city to “fast-track” design and construction of infrastructure projects that will protect our Howard Beach community from “backdoor” flooding from Jamaica Bay and its tributaries in the future. Such flooding has long been an unaddressed problem in our Hamilton Beach and parts of our Howard Beach communities. The load to do mitigation must not be left just to individual property owners; the city **must** develop and build local neighborhood mitigation projects in a timely manner. The city **must** work toward insuring that any infrastructure projects constructed are recognized by FEMA as mitigation in a way that will prevent or offset at least some of the projected flood insurance premium increases facing our residents in future years.

Soil and debris were carried through our streets and much of whatever could fit through catch basin openings did so as floodwaters receded. There is a pressing need for every catch basin in our inundation zone to be cleaned. There is a need for these catch basins all to be cleaned prior to hurricane season every year on a regular basis. Much of our “Sandy” flooded area is located in neighborhoods where drainage is already poor during heavy rainstorms and far less serious coastal storms. There is a need to finally resolve these ongoing drainage issues. Many streets were constructed below grade and there are areas not yet served by storm sewers.

Tree damage was extensive throughout all Community Board 10 neighborhoods during Hurricane Irene and Superstorm Sandy.



This pin map generally displays “Sandy” street tree damage within Community Board 10. During the 2-week period following “Irene,” over 600 complaints of tree damage were entered into the 311 system. More than 200 were reporting instances of entire trees falling. During the 2-week period following “Sandy,” over 1,500 complaints regarding tree issues were entered into the 311 system. Over 450 of them were of entire trees down. No doubt, further instances of tree damage were reported following both storms more than 2 weeks after. Residents continue to report problems with damaged branches, dead and/or dying trees, and of stumps not yet removed. They continue to express the need for extensive pruning.

There is a need that future street trees planted must be of species that are more wind-tolerant. In our flood impacted areas future plantings of street trees should be of species both more wind and salt tolerant. Within our flood zone we have noted many areas where there seems to be some under-mining of street tree pit areas and some soil has washed away from city-owned curbside grass areas which are indicators of sub-surface damage that may result in future problems. There is a need to inspect and address all street tree conditions in our flood zone. Street tree pits should have greater soil volume in the future when trees are planted.

Our residents continue to report the need for additional street tree maintenance, especially for trees where branching structures appear to have been compromised or weakened by the manner in which they have been pruned over the years to minimize interference with overhead wires. There is a need for more regular arborist inspections of all street trees and for pruning to occur more regularly over a shorter time cycle.

Tree and shrubbery damage was also extensive on private properties throughout our flooded area. For the most part, the costs for removing damaged trees and shrubbery on private properties has not been covered by FEMA or insurance. Removing these damaged trees is costly for property owners. Replacing trees and shrubbery on properties will be costly for homeowners. Further drainage issues may arise as the presence of trees and shrubbery is diminished on properties where owners do not have the funds available to replace them. CDBG-DR grants should be made available for removal and replacement of trees and shrubbery to prevent exacerbation of area drainage problems.

In many instances, sewer backups exacerbated damage and contributed to health dangers faced by residents in homes flooded by “Sandy.” There is a need to explore this issue and better address conditions within the sewer system that caused it. There is a need to better educate homeowners as to how to prevent sewer backup in instances where the cause is not the city sewer system.

Our “Sandy” impacted residents understand that our city never experienced a storm like “Sandy” previously. They understand that the city’s emergency response system involving many agencies was severely overloaded. They are deeply appreciative of the service they received from personnel from many agencies in the days and weeks that followed. However, some needs became very apparent and better ways to address them must be found for the future.

One example is the need for far better education for our residents as to emergency preparedness and how to be able to shelter in place without assistance for many days. That education effort should also include better information regarding evacuations. With the implementation of the city’s revised evacuation zones many more of our residents now live in Zone 1 than were in the old Zone A. Many thousands more of our residents also reside in Zones 2 and 3. We anticipate that more people will evacuate in the future when necessary. However, once the immediate life-threatening danger has passed they will desire to return immediately to address their property damage promptly in order to prevent further damage from occurring.

During the first few days following “Sandy” communication within our flood zone essentially amounted to “word of mouth.” Absent electricity and with most homes having their electric and telephone service equipment underwater, information could not be received via TV or phone. Residents tended not to have battery operated radios on full-time as they were conserving batteries as much as possible. Thousands of vehicles were destroyed which left most residents unable to use car radios, charge cell phones, smart phones, tablets, or laptops. As a result of information being passed from person to person, there ended up being as much misinformation passed along, as there was correct information. There is a need to locate battery or solar powered charging stations in every city neighborhood for immediate activation and use in periods of extended power outages. There is a need to designate a location within each of the city’s communities, easily reached on foot, where accurate information could be posted. For example, even though our public schools were damaged, information from government authorities could have been posted on their doors, walls, or fences immediately following the storm. Virtually all NYC neighborhoods have neighborhood school buildings within walking distance of residents. When disasters occur that impact on communication as “Sandy” did, their doors, fences, or walls could be used as “neighborhood bulletin boards” for officially generated information until other modes of communication are functioning effectively.

There is a need for Community Boards to be utilized more fully during such emergencies by getting accurate information to us quickly. Community Board members throughout the city live in the neighborhoods we serve and are an “on the ground” resource that could be better utilized in emergency situations.

Another example of a need to be better addressed during future catastrophic tidal flooding events in Community Board 10 is distribution of needed material to residents. As indicated above, our houses of worship and schools were damaged and their indoor spaces could not be used immediately. Immediately after the storm, the generosity of our city’s people came into play. City agencies also began responding. Logistics were a problem. Food, clothing, blankets, and a myriad of other items began arriving by the carload and truckload. There was no place readily available to put them. Lack of communication as to where these items could be obtained slowed that needed help from getting to people. There is a need to designate a location, even if it is just a street that could be closed and tents quickly erected where initial relief operations could occur. That temporary initial location for our area needs to be set in advance, be within walking distance, and our people should be aware of that designated location.

The response of our police precinct to our residents’ needs was outstanding during the storm and in the days and weeks that followed. However, there is a need for our precinct to have more vehicles and boats that are able to navigate floodwaters at its disposal during future storms. The manner in which generator operated light stanchions were placed was outstanding and should be systematized to insure for even faster deployment in the future. The response of the Sanitation Department was also outstanding. Debris removal practices put into place following “Sandy” should become the model for disaster response in the future.

As we move into the future, there is a need for continued evaluation of procedures and for continued discussion both on the city-wide and at neighborhood levels to insure that we meet the needs of our people better the next time a weather event like Superstorm Sandy wreaks havoc on our city. “Sandy” is the guy/girl who came to us with issues and we’re stuck with coping with them. The bottom line for the Superstorm Sandy residential and commercial community within CB10 is simply that “Sandy” has come and gone, but for us our relationship with him/her is far from over. They need and expect mitigating infrastructure to be built and further financial assistance to be forthcoming.

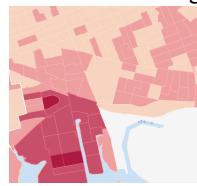
## **AGING**

Services to seniors in our area need to be increased significantly as the “baby boom” generation ages. We anticipate a continued increase in our elderly population in coming years. Census 2010 reports we have almost 22,000 residents over age 60. Another approximately 7,000 of our residents will reach age 60 over the next few years. There is only one city funded senior center located within Community Board 10 to serve that large and growing population of older residents. At a time when services should have been expanding to meet the needs of our growing senior population, we have experienced services being diminished for our seniors.

The number of meals served should not be the determining factor regarding a Senior Center’s performance. Many of our seniors attend and enjoy a center without the need for a meal being the driving force behind their desire to attend and participate in a center’s activities. Our Board has among the lowest poverty rates for persons over age 65. Our seniors, in general, may not all require a meal to meet their needs but they do require and need other services that senior centers provide.

Centers for seniors must serve small geographic areas and be located within the neighborhoods familiar to our elderly populations. There is a need to fully fund and re-open the Wakefield Senior Center to serve our growing senior population on South Ozone Park. There is also a need to develop a new center to replace the de-funded center that served many of our Indo-Caribbean seniors as that population is also growing. The practice of locally provided home delivery of hot meals to the frail, homebound elderly must continue to be available.

The senior center displaced by Superstorm Sandy (temporarily functioning at the St. Helen Parish Hall) will move to the soon to be opened Catholic Charities senior housing facility located in our area. Geographically, this site is located in that segment of the CB 10 area that has the largest concentration of older residents as this map shows.



About 35% of our over age 60 population reside in Neighborhood Tabulation Area QN57 where this senior housing facility is located. Over 28% of those people residing within QN57 are over age 60. QN57 is the area of our Board inundated by Superstorm Sandy. **It is imperative that this center be well funded by DFTA and that its funding be unthreatened in “bad” budget years and fully immune from any cuts until the community is fully recovered from “Sandy.”** There is a need for appropriate support personnel to be available daily to assist the thousands of neighborhood seniors now living in damaged homes and trying to cope with numerous social and economic issues.

Another 15% of our over age 60 population reside in QN56 in close proximity to the site. Almost half of our over 60 population reside in NTA QN56 and QN57 together. This Catholic Charities facility literally sits on the border between those two NTAs. There is a need for DFTA and other agencies to work closely with Catholic Charities to bring even more quality services to this facility to serve our growing senior population.

## **BUILDINGS DEPARTMENT/CODE ENFORCEMENT**

Illegal residential conversions continue to be problematic throughout the Community Board 10 area. Service delivery deteriorates as a result because the people living in illegal apartments often do not statistically exist. The significant population increase during the 1990s was clearly one indicator of this problem. School overcrowding is another indicator of the same problem. The levels of overcrowded housing units reported are also an indication of the problem. Many of our rental units were created by illegal conversions. It is essential that this very serious problem continue to be recognized as such and, more importantly, that it be better addressed. Illegal uses, whether commercial or residential, must not just be cited; they must not be allowed to continue.

In all parts of the district, building code and zoning violations are a main concern for residents. The majority of Priority B complaints made by residents of our area deal with illegal conversions, illegal uses, or issues such as work without permits. There is extreme dissatisfaction expressed among residents and a general perception exists that building code violations are not being adequately addressed. There must be personnel provided sufficient to insure adequate building inspections of all buildings on an ongoing basis. There is also a need for additional inspection and enforcement personnel to insure that all building alterations, both residential and commercial, are properly

permitted, constructed to code, and are actually being constructed in accordance with the approved plans.

There is a need to review and further alter the current practice of self-certification. It is imperative that the Buildings Department ensures that what is actually constructed is that which is indicated on the plans self-certified and on the permits issued and that the actual construction that follows is safe. When what is constructed is found not to be that which was permitted, the Buildings Department must order and make sure that the illegal construction is removed in a timely manner. Residents continue to report that even when violations are issued, the illegal conditions remain uncorrected.

There is a need for ongoing inspections and enforcement in bars and clubs. We are seeing a pattern of such establishments regularly exceeding the allowable occupancy numbers and at some we are seeing the unsafe usage of rooftop and outdoor areas. We appreciate the recent initiatives to insure compliance with regulations regarding tent structures as well as those regulations requiring temporary certificates of occupancy to be obtained for certain activities. There is a need for that enforcement to expand as our residents continue to report very large gatherings occurring in small, enclosed spaces on residential properties.

### **COMMUNITY BOARDS**

The City Charter mandates input from the Community Boards on many items as regards land use, community planning, service delivery, and budget. Members of Community Boards devote numerous hours of pro-bono service to the city. There is a need to permanently base-line the budgets of Community Boards so that the work of individual board offices and staff is not impeded and services to our residents are not diminished. There is a need in local communities for the services, outreach, and public discussion Community Boards provide. The necessary resources to provide those services are required for us to continue to do outreach, assessment, and planning with our residents.

There is a continued need to insure that Community Board budgets not be included when “across the board cuts” are initiated if the city budget is modified after a fiscal year commences. Across the board budget cuts, while perhaps fair in concept, in actuality impact on our ability to provide service more than they impact on larger agencies. Our budgets are small in relationship to other agencies and our work is carried out not only with the city dollars in our budget but by the monetary value the contribution of pro-bono service to the city our members provide. The value of that service should be factored in to offset cuts.

Community Board Chairpersons serve as agency heads as Community Boards are independent city agencies. Although unsalaried, Community Board Chairpersons perform numerous functions. One is that they must attend numerous meetings, both within and outside of their Board boundaries. Often they must take time away from their jobs to perform their Community Board related functions. Being able to get to where they have to be in a timely manner is imperative for many, especially for those whose jobs or Boards are located in areas of the city underserved by public transportation. Driving is often the best option available. In prior years, DOT has provided agency parking permits to both Community Board Chairpersons and District Managers to utilize when performing official business. That practice was arbitrarily altered and DOT has declined, without any real consultation with the Boards, to reissue permits to Community Board Chairpersons who need them in order to properly carry out their functions without the added cost of paying for parking or taking more time than necessary away from their jobs while performing pro bono service to the city. There is a need to reverse this arbitrary decision made by DOT and to provide agency business permits to both Community Board Chairpersons and District Managers who request them.

With the initiation of the 311 complaint system a need developed for a system to better coordinate its function with that of Community Boards. Problems arose because information was not shared with Community Boards on a timely or regular basis as to the type and number of complaints received by the 311 system along with what action was taken by the agency to which complaints were referred. That need was partially addressed by the response of DoITT to the requirements of Local Law 47. The initiation of a publicly available mapping system for 311 service requests has been a step in the right direction for easing some of the problems as has the availability of some 311 information through the city’s Open Data portal. The initiation of an online 311 reporting system for Local Law 47 data which provides a more user friendly mechanism for downloading and sorting data has also been useful. However, there is still a need for further improvement regarding the sharing of information. For example, noise continues to be our leading quality of life complaint, but the available 311 data via the Open Data portal does not provide information

on residential noise, the largest subset of our noise complaints, although it does provide information on other categories of noise.

More detailed information would be helpful. It is difficult for Community Boards to adequately assess community needs, identify trends exhibited by complaints, or prevent duplication of effort if complete and accurate information is not available to us in a timely manner. At present, 3147 information provided can only be evaluated from a geographical perspective to the zip code level in the data available to us online. It would be helpful if that data could also be accessible down to at least the census tract or census block group level. At times, 3147 data provided online through CityStat is not reliable as there seem to be glitches in time frames displayed. The service request mapping system allows us to get some idea of complaint locations at the block level, but doing so requires an inordinate amount of staff time zooming maps in and out and recording the locations, complaints, and dates. More detailed information is still required as to what action was taken by agencies regarding the complaints made to 311.

Historically, Community Boards have tracked long-standing problems and provided agencies with local knowledge related to such problems, many of which involve more than one agency. The current 311 system makes it difficult for Community Boards to do that type of follow-up on such complaints, even with the recent improvements.

### **ECONOMIC DEVELOPMENT**

Our local civic and business groups are working toward moving their local projects forward on our commercial strips. Security, regular street cleaning, daily household and basket collection, the need for additional parking, improved lighting, and infrastructure improvements are on their agendas. There is a need to further support the efforts of merchants on all of our commercial strips by increasing sanitation services and providing infrastructure improvements. They seek ways to attract additional businesses compatible to the abutting residential communities. Additional support from government would assist them in making more progress.

Community Board 10 is the home of a major economic engine for our state. The Resorts World Casino New York City is located at Aqueduct Racetrack. It is extremely successful. Since opening, millions of dollars have been generated there for NY State education and the state's racing industry. Further development at its location is expected in coming years. There is a need for the city to work with the casino operator and State officials, as well as our local groups in order to develop strategies to maximize the economic benefit from this major economic engine in the local surrounding area.

### **EDUCATION**

Over 20% of our population is under age 18. The influx of families with school age children continues, particularly in the northern and eastern parts of our area. The school buildings are overcrowded and parents see a diminished range of what is being offered to the students at the elementary school level. Parents are concerned with the quality of education and the safety factor as students move to the Middle Schools and the High Schools. The physical plants of many of our school buildings still need attention. Additional Headstart and/or Pre-Kindergarten services are needed. Most of the schools in our area have had their play areas diminished in recent years by the placement of transportable classrooms and/or modular additions. School enrollment projections indicate that many more school seats will be required. Sites for new school construction must be located and construction must be expedited to ensure adequate educational facilities for our children. Every child in our Community Board area must have a seat in his or her neighborhood school and each school must provide a full range of educational services.

### **EMERGENCY MANAGEMENT**

As a result of our community's experience with Hurricane Irene in late August 2011 and Superstorm Sandy in late October 2012, concern regarding emergency management is considerably heightened in Community Board 10. Our residents are now well aware that evacuations may be necessary in our city and that much destruction can occur.

A majority of the land within Community Board 10 lies within OEM designated evacuation zones. Approximately 20,000 of our residents live within evacuation Zone 1. Many of our Zone 1 residents are either senior citizens (over age 65) or children (under age 18). There are well over 500 persons over age 85, many who live alone, residing in our Zone 1 area and thousands of households that include someone over the age of 75. Many more of our residents live in Zone 2 designated areas. Overall, about 55% of our residents live in a designated hurricane evacuation zone.

There is a need for far better consultation between OEM and the Community Boards as we oftentimes have detailed local knowledge which could be helpful in mitigating potential problems when evacuations are needed. The mass movement of people, many of whom will utilize private vehicles, in the event of an evacuation presents many potential problems. While routes to evacuation reception centers are marked, there is little information available beyond that to our citizens to incorporate into their personal planning.

Despite OEM's efforts to educate people about evacuation zones and flooding, our experience with Hurricane Irene and Superstorm Sandy clearly indicated that many residents were totally unaware of what zone their homes were located in. Many residents were not prepared to secure their properties and many were unaware of what steps to take in order to secure their properties. There is a need to do far more education and provide far more information to our residents as to how damage may be lessened by taking appropriate action before a storm arrives. Some residents need assistance to adequately secure property and prevent damage. Prior to such storms supplies of sandbags should be made available in the local area to residents. Elderly residents living alone may require physical assistance to secure property. Personnel should be available to assist them. Pumping standing flood water from streets with poor drainage is necessary after a storm such as Hurricane Irene or Superstorm Sandy. Provision of some type of pumping service (even on a "pay for" basis) would aid residents to more quickly address flooded residences and provide for better public health since immediately removing flood water from inside a property will help prevent hazardous mold growth and allow for faster restoration of power to homes.

Also of concern to our residents is the city's response to their needs during coastal storms that are not catastrophic. There is a need for improved attention at such times. Virtually any significant "nor'easter" causes tidal flooding to occur in some areas within Community Board 10 exacerbating stormwater flooding conditions at times of high tide. In particular, homes in the Hamilton Beach and Ramblersville areas of Howard Beach are often severely impacted by such storms. Some homes in some other parts of "Old" Howard Beach are impacted as well by such storms. In recent years there has been new construction of homes in the Lindenwood section of Howard Beach bordering the Spring Creek Park addition area. Some of those homes are also vulnerable to tidal flooding from less than catastrophic storms. Many of the streets in the Howard Beach area east of Crossbay Blvd. become impassable during times of high tide when such storms occur. Such storms often entirely cut off vehicular access to Ramblersville and Hamilton Beach. Residents of that area have expressed a desire for an additional means of vehicular access and egress to be provided.

### **ENVIRONMENTAL PROTECTION**

We are in need of ongoing routine maintenance of catch basins, all connections to the sewers, and the sewers themselves. Since we are a poor drainage district, we hope that a process has been established to insure that sufficient new basins are being installed as street reconstruction projects move forward to assure proper run-off and that construction waste is being properly disposed of to prevent clogging of existing catch basins. There are still areas of the Community Board area not served by storm sewers.

### **HEALTH**

We are experiencing an escalation of rat infestation in lots and in the streets of all areas of the district. It is almost impossible to keep ticks, mosquitoes and rats under control if there is little enforcement of rules requiring that owners maintain their unimproved lots or land with an unoccupied structure upon it. We would hope that some way could be devised to penalize owners of such properties who cannot show that they have contracted for the necessary service on at least a semi-annual basis. Due to increased residential foreclosures resulting in more vacant homes, it is imperative that a mechanism be developed for the city to regularly provide rat abatement and removal of debris from such locations and to bill the current owners of record for those services. Mosquito control services need to be increased, particularly in our "Sandy" neighborhoods.

Nurse services should be increased in all schools, both public and private, because of the escalation of contagious diseases and their expertise in the recognition and prevention of problems. There is no hospital facility located within Community Board 10. The closest hospital to us has assumed a greater workload due to the closures of other Queens hospitals.

## **HIGHWAYS**

Many streets in sections of the Board area not designated for capital improvement are deteriorated to the point where filling of potholes will no longer suffice. Where streets have had wear and tear or strip paving for years, high crowns are a major problem. The time span between milling and resurfacing is sometimes much too long, thereby creating hazardous driving conditions. One week between milling and resurfacing should be the maximum allowable.

Weed growth on grassy areas that obstruct vision when entering or exiting a major artery continues to be problematic. Such areas along the Belt Parkway, the Nassau Expressway, and North and South Conduit Avenues should be charted and be cut on a more regular basis throughout the growing season. Beautification efforts to improve the appearance of these grassy areas are needed, as well as desired.

There is a need to evaluate all roadways within our "Sandy" area to determine if sub-surface damage occurred.

## **HUMAN RESOURCES ADMINISTRATION**

There continues to be a need for a staffed HRA office to serve as a single point of entry for our district. There is also a need for a multi-service center to provide senior activities and affordable day care. There are more than 7,000 children in the area under the age of 5. Many live in single-parent households. In homes where there are two parents both are, in most instances, working. More than 20,000 residents are older than 60 served by only 1 senior center. A single point of entry unit could be established in such a building.

## **LIBRARIES**

Full library services, year round, with expanded programs geared for pre-school, early childhood, and other elementary school/middle school age youth are needed as more than half of our under age 18 population is younger than age 15. Our communities are having an influx of families with young children who have need of such services. Our severe school overcrowding has placed limitations on library services in our schools, which makes it more imperative for public library service to increase in order to serve the needs of our children. Saturday, Sunday, and expanded evening services are needed and desired in order to accommodate adults whose work hours preclude their being able to visit our libraries on weekdays. The QBPL system is among the nation's most utilized library systems and requires a better share of available library funding.

## **PARKS**

Many capital dollars have been expended in our district for reconstruction of parks. A maintenance person should be assigned to be on-site at each facility on a daily basis. While we do not have a regional park in our district, our ballfields are fully utilized by teams from many parts of Queens. Our smaller parks provide the only recreational sites for the residents of our district because public transportation is not readily available to regional parks. Therefore, if these park sites cannot be properly maintained by our mobile crews with appropriate equipment, our residents are disadvantaged.

An ever increasing number of families are moving into our communities with young children. We would like to see summer day camp services expanded. We have had a large enthusiastic audience for those cultural/recreational events that have taken place in our parks in prior years. However, there is a need for better communication by DPR to the local community when such events are planned in order to appropriately address potential negative community impacts events may create. There is a need for more year-round recreational programs for people of all ages in our district and more summer programs to serve our youth.

Complaints of damaged, dead, and overgrown trees continue as do root damage to sidewalk complaints. Dead tree removal, stump removal, and pruning continue to be problems. Sidewalk hazards continue to exist in many areas as a result of uncontrolled tree root growth which must be better addressed. There is a need for the creation of additional Green Streets areas.

For several years our budget requests included site identification for a Department of Parks recreation center. Our population cannot avail themselves of many programs and activities in existing centers because of the distance between program sites and our community. There is a need for a place for recreation and cultural programs to take place. Community Board 10 has a lower percentage of our housing units located within a quarter mile of a park

larger than a quarter acre than do most other Community Boards. There is a significant need for increased services to youth. In that portion of our Board north of Rockaway Blvd. and east of 100 Street, there are only two parks (DeMuttis and Judge). One is located at the very western end of that segment of the Board and the other is located near the eastern end. In between is that area of our Board with the largest concentration of children and the least amount of play space within the most densely populated area of our Board. There is no pool located in southwest Queens. Our area abuts Jamaica Bay, but swimming is prohibited at the park areas on its shoreline in our Board area. Barges converted to pools have been utilized in other areas of the city abutting the waterfront and could be utilized in our area to provide a pool for our residents.

## **POLICE**

Our police precinct continues to show an overall drop in crime long-term, but there is cause for concern due to crime increases in some categories now. Although our serious crime rate per 1,000 residents dropped by about 12% between 2000 and 2011, we see cause for concern. We experienced a large growth in population between 1990-2000 but no significant increase in police manpower in our precinct during those years. In 2000 and 2006, Community Board 10 had the 4<sup>th</sup> highest serious crime rate per 1,000 residents among the 14 Queens Boards. In 2011, we had the 2<sup>nd</sup> highest rate. The perception of many of our residents is that their quality of life is deteriorating. There is a continuing, as yet unaddressed, need for additional manpower to be assigned to the 106th Precinct. Our rate of resident population growth has slowed in recent years, but since 2011, our ambient population has significantly increased.

Ongoing requests are made for more police visibility in the form of foot patrols as well as quality of life/conditions cars. Our community complains that quality of life complaints often receive no response in the form of an officer appearing at the scene in a timely manner.

The leading quality of life complaint in our Board area continues to be noise. Between FY04 and FY08 noise complaints from our residents increased each year. Thanks to a major effort by our precinct personnel, we experienced decreases in noise complaints each year between FY09 and FY11. In FY12 we again experienced an increase in noise complaints (more than 600 more complaints) despite the much-appreciated best efforts of our precinct personnel. In FY13 we again experienced a decrease in total noise complaints, but only by a little over 100 complaints.

Our residents continue to complain of difficulty in making their noise complaints to 311. Long wait times for calls to be answered by 311 seem to occur often. Our residents continue to complain of non-timely responses to their calls. While we fully understand and concur that 911 calls take priority, there is a need to improve response time to noise complaints.

Each year during the warm weather months noise complaints resulting from large and disorderly parties held at residences in our area require that enforcement of noise restrictions increase during those months. This places a burden on our precinct personnel that often results in less than timely responses due to the sheer number of complaints. The overwhelming majority of the noise complaints each year, especially in the summer, involve residential noise. Our available officers are stretched very thin in terms of their ability to respond to all the noise complaints as well as to perform all the many other functions they must perform in order to maintain the public safety.

Despite the strong, much appreciated, effort by our precinct to address the noise problem there is a need to better address it. It is a long-standing problem. Over the 9 year period from FY05-FY13, an average of almost 3,000 complaints per year of noise have been reported to 311. An average of over 2,200 of those complaints occurred yearly (FY05-12) during the months of April-September. We believe additional resources must be provided during the warm weather months in order that the needed noise enforcement continues without negatively impacting on the precinct's ability to effectively address all the other crime and quality of life concerns it must respond to.

Statistics from Il47 reports indicate that in southern Queens zipcodes (all 114 and 116 zip codes), one zip code (11419) has consistently recorded the highest number of noise complaints over a period of years during warm weather months. Half of zip code 11419 is located within our precinct. The other half of 11419 is located in the

adjacent 102nd Precinct, which serves Community Board 9. Community Board 12 had the highest number of noise complaints of the 6 Boards located within PBQS during FY2013 (4,191) as it has consistently over a period of years. However, two police precincts serve CB12. For a fairer comparison (2 Pcts. : 2 Pcts.), if the number of noise complaints during FY13 in the adjacent 102nd Precinct (3,248) are combined with those of our 106th Precinct (2,435), the total number (5,683) far exceeds that of the two Precincts within CB 12 (4,191). Between FY05-FY13, 26% of the noise service requests to 311 within PBQS emanated from CB12 that is served by two precincts. During that same time period, 36% of the noise service requests within PBQS to 311 emanated from CB9 and CB10. Clearly, there is a significant noise problem in the two precincts within PBQS located west of the VanWyck Expressway that needs to be far better addressed. PBQS resources need to supplement precinct level resources to better help our precinct's enforcement effort.

Our residents are appreciative of the effort by our precinct staff to alleviate the problem of excessive noise, but are still very much concerned that there is more that could be done and less danger would be posed for our officers who have to respond to locations where there are large numbers of intoxicated persons if the necessary manpower were available. Our residents have the right to be able to enjoy their homes without disturbance from inordinate noise and for their complaints to receive a timely response. They also have the right to a precinct with sufficient manpower to provide all the other necessary services as well.

Indications are that there are fewer cars on patrol, higher response times, and more backlogs in responding to calls for service. Available data should reflect backlog numbers and the number of incidences when dispatchers assign to patrol cars multiple locations to respond to at the same time so that Community Boards can adequately assess the effects they are having on service delivery.

There is an ongoing problem with unruly bars and clubs, many functioning as cabarets without the necessary license. Sufficient resources are needed to provide regular enforcement to prevent violent crime and further negative impacts on nearby residential areas. Increased Operation MARCH activity is desirable to help eliminate problem conditions. Continued DUI enforcement is needed.

More traffic enforcement agents should be hired by the NYPD and assigned to specific intersections as needed and allowed to perform moving violation enforcement. Speed infractions and stop sign violations often seem not to be a top priority and there is little enforcement on residential side streets. Lack of enforcement has resulted in many people no longer driving safely, resulting in preventable accidents.

Our proximity to JFK Airport and its critical infrastructure, as well as the fact that most passengers and much of the trucking moving cargo in and out of the airport pass through our area, present some overall security concerns we believe must be better addressed. Given our proximity to JFK Airport, the presence of the Buckeye Pipeline in our community, the presence of AirTrain, the presence of the Resorts World Casino, the many acres in our community of essentially unpatrolled shoreline beneath existing flight paths along with the heightened sensitivity of our residents to security issues, it is imperative that police manpower levels in our precinct be increased to insure enough visibility so that people perceive that they are safe.

Our residents are well aware that our airport neighbor is critical to our nation's international and interstate commerce. They are well aware that it is a prime terror target. Their expressed perception is that the areas surrounding JFK get less policing than those near other such targets in other parts of our city. We believe the shoreline area within our Board, which is all directly below JFK flight paths, should be visually or electronically monitored at all times. There is a large tract of undeveloped federally-owned land, essentially minimally patrolled by National Park Police, located along our shore west of Crossbay Blvd. Terrorist activity could easily occur at any time in that area. We believe a permanent Sky Tower observation post should be created to provide for the visual monitoring of the essentially unpatrolled shoreline land areas within our area and we view this to be a critical need. Our police officers need to be able to respond rapidly to those areas. For that reason we believe it is also critical that the 106th Precinct have at least two four wheel drive vehicles assigned and actually present within the confines of the precinct at all times.

We agree that there is a need in our city to assign additional officers to beaches and regional parks during the

summer months because they see increased visitors. We agree that there is a similar need anywhere in our city at other times of the year and/or throughout the year at locations that also have large numbers of visitors. Therefore, our residents are very concerned, and to a great extent quite baffled, that our area's similar need for additional officers has not, as of yet, been sufficiently addressed by the NYPD.

The Resorts World Casino New York City located at Aqueduct Racetrack has brought 10 million visitors a year to our area. Our residents and community leaders have consistently expressed their concerns to Community Board 10 as well as to their elected officials. The Board has expressed these concerns to the Police Department as have our elected officials. At this point, neither the Board nor our community residents believe our concerns have been sufficiently addressed by the few officers that have been added to our precinct's permanent staffing or by the assigning of temporary "details." Those 10 million visitors have added to the workload for our precinct. That volume of additional people, which has very significantly increased our ambient population, requires a strengthening of the police presence here just as large ambient populations do in our city's central business district, beach areas, large parks, and other tourist attractions.

Prior to the casino's opening, residents were fearful that they would see an increase in street crime and quality of life infractions. Those fears have generally been proven unfounded. Although there has been some crime that is casino-related, for the most part it occurs on-site not in the community. However, crime has increased in our precinct in some categories and quality of life is impacted. We believe some of that increase is related to an insufficient number of patrol officers assigned here on a permanent basis. At this point, casino security personnel do not have peace officer status. Whether for crime or for more mundane policing functions, our precinct personnel must respond to calls for service at the casino. This results in less manpower patrolling our streets to prevent crime and respond to neighborhood calls for service.

The number of additional people being in and moving in, out, and through our precinct area demands that additional resources be assigned on a permanent basis here. Without additional resources there will continue to be a negative impact on response times, we will see more backlogs, and our residents will suffer the consequences. We believe a significant increase in manpower, both police officers and traffic agents, for the 106<sup>th</sup> Precinct is a critical need. The casino is here and further development is planned. The people it attracts are here and that number will continue to grow. More officers need to be here, permanently as well. Our community does not accept that the most effective way to deal with this matter is to just to assign "details" or to have the casino participate in the NYPD's paid detail program. Assigned details and paid details should supplement an additional permanent assignment of personnel to the 106<sup>th</sup> Pct. The casino is a permanent facility attracting many thousands of visitors every day of the year. The Board fully concurs with our residents' view that they are as much entitled to the necessary police resources as are those who reside in other parts of the city where daily ambient populations are high or where other major entertainment and tourist venues are located. We fully concur with their view that their calls for additional police resources have been ignored by the NYPD above the precinct level.

## **PUBLIC TRANSPORTATION**

The perception among residents that they lack safe, reliable subway and surface transportation within this Board area is one reason a high percentage of our residents utilize their automobiles to commute. Data indicates that more than 50% of our residents commute by automobile. Over 60% of our residents live more than a half mile from a subway entrance. Journey to work data indicates that about 40% of our residents work in Queens. This fact also contributes to residents using their cars. The majority of our residents do not work in Manhattan. The Department of City Planning's June 2010 *Peripheral Travel Study* indicated that more people who live in Southwest Queens commute within Southwest Queens or neighboring study areas than to places further from home. This results in more vehicles per family, parking problems, street cleaning problems, etc. Express bus service to Manhattan, although improved is still inadequate as is express service to locations within Queens or Brooklyn. The community would like to see more reliable surface transit that more directly and more quickly delivers them to their destinations in other parts of Queens and safe, reliable subway service. According to the Furman Center for Real Estate and Urban Policy's publication, *State of New York City's Housing and Neighborhoods 2012*, our Community Board has the 5<sup>th</sup> highest mean travel time to work in the city. Institution of express subway service for those commuting to Manhattan such as a "Super A" train providing service similar to the former "Train to the Plane," is desired by many and is seen as feasible by them since the AirTrain connection to the "A" line is operational and now the Resorts

World Casino is operational. There is a need to move forward on planning and implementing improved subway service to the casino. There has been little interest in ferry service expressed by our residents.

Further improvements are needed for the Liberty Avenue “el” infrastructure and the subway stations that do serve our area. There are eight subway stations on the “A” line that serve our residents. Six of them are “el” stations, none of which is easily accessible for any person for whom climbing flights of stairs is difficult. Only the more recently constructed Howard Beach/JFK Airtrain station is handicapped accessible at present. However, the elevators and escalators there were out of service for months following Superstorm Sandy. Elevators or escalators are both much needed and strongly desired to provide unimpeded access to the “el” stations in our area. An elevator planned for the Lefferts Blvd. station is a welcome improvement, but there is still a need to make additional stations accessible. The Aqueduct Station at North Conduit Avenue requires major renovation. At the neighboring Aqueduct Racetrack Station, the southbound platform needs to be constructed to serve casino patrons.

#### **SANITATION**

Lot cleaning has deteriorated because of cutbacks. There is an increase of complaints about overgrown dirty lots, some with structures on them, which harbor ticks, mosquitoes and rats. Street cleaning on commercial strips at specific times on a regular basis is an essential service. This service must be provided often enough to make a difference. The Rockaway Blvd., Coleman Square, Liberty Avenue, Lefferts Blvd., and Crossbay Blvd. retail strips are in dire need of regular sweeping. There is a need for expanded basket pickup in all areas and particularly along Liberty Avenue.

Alternate side of the street parking would create many problems and should not be utilized in our area. Street cleaning services on a regular basis for metered arteries, no parking streets and access routes, etc. is necessary on an ongoing basis.

Wherever there are apartments above the stores on commercial strips there is a need for daily household collection and daily basket collection. Tenant garbage is often placed at the curb other than on collection days. Bags are ripped open and attract vermin, mice and rats. Daily household and basket collection is especially needed on Liberty Avenue and Rockaway Blvd.

#### **SCHOOLS MUST CONTINUE TO HAVE YEAR-ROUND 4-12 PICK UP BECAUSE THEY ARE OPEN AND IN USE WITH FOOD PROGRAMS.**

The Sanitation garage at 130th Street and 150th Avenue in South Ozone Park continues to house the manpower and vehicles for more than our one district. It also stores many vehicles other than collection trucks on the outside. There is a need for our Sanitation garage to house only our district’s sanitation vehicles.

#### **TRAFFIC**

The signal system on Cross Bay Boulevard from 103rd Avenue to 165th Avenue is often out of sync causing heavy traffic backup for both northbound and southbound vehicles. There is a need to improve the signal system north of Community Board 10 on Woodhaven Blvd. Residents complain that congestion, both southbound and northbound, is increasing. At this point, not all recommendations for improvements resulting from the Woodhaven Blvd. Congested Corridors Study have been publicly reviewed or finalized.

The intersection of Cross Bay Boulevard, Rockaway Boulevard and Liberty Avenue continues to be problematic. DOT’s implementation of some changes to address this complex set of intersections are still of concern to many local residents. There is a need to continue to review conditions in this vicinity to determine if residents’ concerns may be addressed without compromising the gains in traffic safety made.

Traffic calming changes implemented on the Rockaway Blvd. corridor also are problematic to many local residents. Those changes must be carefully re-evaluated in light of the casino’s presence at Aqueduct Racetrack as it fronts on Rockaway Blvd. The casino’s presence has added to traffic levels on Rockaway Blvd., Linden Blvd., and surrounding streets. While traffic calming is a desirable goal, so is the goal of better traffic flow for the many vehicles coming to and from the casino each day. We now find more of our local residents are avoiding Rockaway

Blvd. and moving through the area more on the side streets so as not to be delayed. There is a need to evaluate traffic conditions on Linden Blvd. between the VanWyck Expressway and Rockaway Blvd. to determine if additional traffic controls are necessary due to casino-related traffic. There is a need to ban privately owned busses bringing patrons to the casino on that stretch of Linden Blvd. There is a need for better directional signage to the casino to be placed on the Van Wyck Expressway and the Belt Parkway so that more vehicles use those routes rather than local streets. The community expects there to be ongoing communication between DOT and the casino operator to address and minimize any and all negative traffic impacts on the surrounding residential community.

The Liberty Avenue Congested Corridor Study is now underway. Liberty Avenue traverses the full east/west distance of our area through a number of differing neighborhoods with differing viewpoints as to what is needed. There is concern that since Liberty Avenue is a retail strip, the surrounding residential community's views may not be fully considered or incorporated into the recommendations developed.

Residents continue to make requests for additional stop signs, traffic signals, and one way street conversions. Many of the requests are predicated by the residents' view that they will effectively control speed on local streets. There is a need to develop effective strategies to deal with excessive speed on local streets beyond just the installation of speed bumps or humps. Surveys and studies are regularly requested because of dangerous conditions that exist. Since "Stop" signs are not considered to be speed control devices, requests by residents for their installation are often denied. An effective means to address these issues must be developed. Federal traffic warrants are cited when requests for traffic control signs and devices are requested and denied. Warrants appropriate to residents' concerns may be necessary. Increased speed limit signage is necessary throughout the community.

Requests from individuals for such things as speed bumps and humps which tend to impact an entire block should not be acted upon by DOT unless accompanied by a petition or some other indication that others on the block concur with the request.

Parking regulations require clear posting and evenhanded consistent enforcement in all parts of the area. No intervention from a single business person or community special interest entity should result in changes to parking regulations in a community. All stakeholders' views must be considered before any adjusting of regulations. All proposed changes to parking regulations should be reviewed by the Community Board before implementation.

Infrastructure contracts should have stricter inspection and enforcement of safety controls during daytime operation and night visibility of barricades and signs to assure vehicular and pedestrian safety. Additional day-lighting signage is needed on many local streets to prevent accidents at intersections.

Although it is not the general practice to post "No Truck" signage, we feel that this is necessary to prevent trucks from trying to bypass traffic congestion by using local streets that are not designated truck routes. Such signage should become standard practice.

#### **TRANSPORTATION/CONSTRUCTION**

Infrastructure improvement is needed. As projects are planned and move through the process, we find that there is still a lack of ongoing communication and consultation among agencies, utilities, outside consultants, etc. before and during the construction process. This impedes planned improvements moving forward as expeditiously as possible. For example, when the project boundaries are determined, and dollars approved for scope and schematics, each street should be checked for map/title/dedication status and the necessary process initiated so that when construction does take place streets are not eliminated because that process has not taken place.

Experience has shown that where sections of an area designated for capital improvement have problems in drainage or grade, which create design difficulties, those streets are left for last and delayed year after year. Agency policy should be established to address the problematic section first and then proceed with the remainder of the project. Contracts in residential areas do not include enough nighttime precautions to permit drivers to see barricades, depressions, etc. often resulting in accidents or damage to vehicles.

## **YOUTH**

The youth population of Community Board 10 Queens represents approximately 23% of the total district population. Funding and site resources for youth programming needs are limited. Currently, the New York City Department of Education and the Department of Youth and Community Development provide limited after school and evening programs to youth in the Board area. Some programming exists in local religious institutions.

The “Beacon” school for Community School District 27 in our Board area is located in the South Ozone Park community at M.S. 226. This needed youth service and community resource provides an opportunity to offer a menu of diversified services to meet the many needs of this community. There is a need to insure the community is fully aware of activities offered and is involved in planning for those activities. There is a need for expanded services in the Beacon program and better communication to the community-at-large as to the services available.

Additional space and programs are needed for youth particularly in those areas of South Ozone Park and Richmond Hill with larger youth populations than that of our board area as a whole. There is a need for expansion of existing teen programs and new programs for teens are needed. The Boys and Girls Club of Metro Queens (formerly the South Queens Boys and Girls Club), while physically located in Community Board 9, provides services to both Community Board 9 and Community Board 10 youth. It continues to see its programmatic funding diminished which results in less service for an already highly underserved youth population. Funding to it must increase.

A local review process must be utilized for determining where in our community available youth dollars are spent. Local groups such as the Community Board can often pinpoint better the program needs of the community. Programs in local communities are providing the front-line youth service programs available to all children in all communities throughout the city. They must be supported and the community’s recommendations respected by city officials and the agencies that serve youth.

Among the needs in our area are expanded year round recreation and leisure time activities. There is a growing need for latchkey type programs; educational and career choice counseling; youth employment; programs addressing the high school dropout rate; substance abuse prevention counseling; support programs to help resolve personal and family problems and the need for expansion of appropriate education and prevention programs addressing health needs of the youth population.

In years past Community Boards had the services of full time Youth Coordinators who assisted in planning for youth services specific to a board area. Restoration of that position is needed and desired.

All school building day and evening programs should be able to operate without opening fees and space costs. Public buildings should be available for public use without fees.

There should be an increase in special programming offered at the four libraries serving Community Board 10 to provide cultural arts, remedial assistance and counseling programs on a regular basis. Our libraries are currently serving as community resource alternative youth program sites. Staffing hours and programming must be increased to utilize this resource in new and nontraditional ways.

## **JFK AIRPORT, RESORTS WORLD NEW YORK CASINO/AQUEDUCT RACETRACK, GATEWAY NATIONAL RECREATIONAL AREA**

Although none of these facilities are city operated, they are located in our area. The airport is on city owned land, the casino/racetrack site is state owned, and Gateway is a federal facility. Any actions involving any of these facilities are of significant concern to our residents.

A 2011 report, *Upgrading to World Class: The Future of the Regions Airports* released by the Regional Plan Association offering proposals to address airport congestion through new runway construction at JFK raised considerable concern in our area. The proposals put forth in that report would impact on Jamaica Bay. Virtually no one in our area would want any of the proposals put forth considered without a fully open public review of all of the possible ramifications that could affect Jamaica Bay and the many thousands of people who live under existing flight paths or new flight paths any new runway construction would create.

A large tract of land, more than 20 acres, owned by the PANYNJ within the existing fenceline of Aqueduct Racetrack is part of the airport leasehold. The Community Board should be consulted regarding any change from its current use as an airport-related parking area to any other use. This is especially important to us as any proposal to further expand the Resorts World Casino complex may seek to utilize this land.

There is a need for the development of a funding source and the establishment of a residential soundproofing program for our areas impacted by noise from flights to and from JFK Airport.

Since the completion of the PANYNJ's AirTrain an unintended consequence has become prevalent in the neighborhoods closest to its Lefferts Blvd. station and its Howard Beach station. In the 50 years that the airport was our neighbor prior to the completion of AirTrain, airport and/or airline employees did not park their personal vehicles on local streets when going to work. They utilized on-airport parking facilities. Now, many airport employees, especially those of the federal TSA, are essentially commuting by car to the airport perimeter, parking their vehicles on local streets and then boarding AirTrain. AirTrain was intended to encourage people to take public transportation to the airport. It was not intended to be a means to avoid on-airport parking fees. A workable residential parking program needs to be developed by the city in the two areas impacted. Suggestions to impose parking regulations that would prevent such parking by airport employees have been met with opposition from residents as such restrictions would also prevent them from parking on their local streets absent some type of residential parking program.

There is potential that Resorts World Casino patrons may create a similar parking condition in our area's residential neighborhoods abutting it if its patrons also try to avoid parking fees if such fees are implemented. (At present, parking, other than valet, is free at the casino.) This potential problem adds to our desire that the city develop and implement a workable residential parking program within our district.

Our community is supportive of the current casino development. However, Community Board 10 is very concerned about additional future development on the Resorts World/Aqueduct site. Our residents desire that the city, wherever possible, work with State officials to insure that there continues to be appropriate consultation with the surrounding community regarding any future development. Aqueduct is located virtually in the middle of Community Board 10. It is surrounded by low-density residential development. There is cause for great concern among our residents and they fully expect that their views regarding any potential future development be sought and respected. Should any other uses beyond a VLT facility/horse racing track be considered for this land, community consultation and review must be an integral part of the processes used to determine that future use.

Parts of the Gateway National Recreation Area are located within Community Board 10. Frank M. Charles Park, Hamilton Beach Park, and the Spring Creek area running alongside 165 Avenue west of Crossbay Blvd. and north along the Brooklyn border were formerly city parkland. Hamilton Beach and Charles Parks are in a state of continuing disrepair. The Spring Creek area has been essentially left with no development by Gateway.

Recently, the city entered into a partnership with the NPS which has resulted in the creation of Greater Jamaica Bay-Rockaway Parks. Our community desires that major improvements be made in Hamilton Beach Park and Charles Park so that neighborhood residents have quality neighborhood parks to use. We urge that DPR engage in consultation with the Board as this partnership moves forward regarding any plans for Hamilton Beach Park, Charles Park, the areas along 165<sup>th</sup> Avenue west of Crossbay Blvd., and the areas along the Brooklyn/Queens border.

*Elizabeth Braton*

Chairperson