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Chairperson

## COMMUNITY BOARD 10

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KARYN PETERSEN  
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### STATEMENT OF COMMUNITY DISTRICT NEEDS FISCAL YEAR 2014



Community Board 10 is located in Southwest Queens. Agencies often mistakenly refer to our area as being in southeastern Queens. As 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. New York City's only casino facility, the Resorts World New York Casino, which began operation in late 2011 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 reflects a 3.8% decrease in our Census 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 found in ACS data. We believe the ACS data from the 5-year and 3-year estimates provide a more accurate representation of our actual current population than the Census 2010 data provides.

PUMA 04113	ACS 05-09 (5 year estimate)	130,753
PUMA 04113	ACS 08-10 (3 year estimate)	130,486

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. That continues to be reflected in Census data as well as in the ACS data for our area. Data from the ACS 5-year estimates showed our population as being: 29% White; 22% Hispanic; 19% Asian; and 18% Black. Census 2010 data show our population as being: 26% White; 23% Hispanic; 18% Asian; and 17% Black. The most recent ACS 3 year estimates show our population as being 25% 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, but 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 at that time “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 since 2007.

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 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 2010 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 the ACS data.

Language data indicates 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. About 24% of our over age 60 population is between 60-64 years of age. About 67% of our over age 60 population is over age 65 and about 9% of our senior population is over age 85. About 12% 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 neighborhood within our Board.

About 23% of our Board’s population is under age 18 according to Census 2010. In 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.



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 that is within our Board as well as part of Ozone Park.

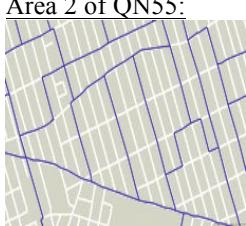
It encompasses 25 of the 36 census tracts located within our Board. In looking at the large area within NTA 55, (3.3 sq. miles) we would further break it down into three segments. One would be the 11 census tracts located north of Rockaway Blvd. and east of Lefferts Blvd. The second would be the 7 census tracts located east of the subway tracks (99-100 Sts.) north of Rockaway Blvd., and west of Lefferts Blvd. The third would be the 7 census tracts found in QN55 that are located south of Rockaway Blvd. and 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. There are about 7,000 households reported by the Census in this area. 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 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. About 23% of its 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 (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 segment of QN55 which is located south of Rockaway Blvd. 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 fence line, approximately 200 acres, was excluded in arriving at an estimate of population density for this area.). There are approximately 7,800 housing units in this area.



Neighborhood Tabulation Area QN56 encompasses the 7 census tracts within our Board area that are located east of the subway tracks (99-100 Sts.) and north of North Conduit Avenue which includes most of our Ozone Park community. Neighborhood Tabulation

Area QN57 encompasses the 4 census tracts located east 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 11 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. 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.

The majority of our residential structures are one and two family homes. According to the Furman Center *State of New York City's Housing and Neighborhoods 2011* publication, the homeownership rate in Community Board 10 ranks 5<sup>th</sup> highest of the city's 59 Community Boards and we also rank high in single family home ownership.

New construction took place throughout the Community Board and many existing homes were completely renovated in recent years. The poor economic climate during the last three years has apparently slowed the rate of new construction and renovations. The number of new residential building permits issued has shown a significant decline. According to Furman Center data, in 2010 our Board ranked among the Community Boards in the city with the lowest rates of new Certificates of Occupancy issued. Its 2011 data indicate our rank has gone from 50<sup>th</sup> to 26<sup>th</sup>. 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 high rate of residential foreclosures during recent years is still a concern. While the rate of foreclosure notices in our area has decreased somewhat, the number of lis pendens notices and actual completed foreclosures in our area is very concerning. Over the last decade there have been well over 3,000 lis pendens notices filed for homes in our area. We would estimate that at least half were on single-family homes. Within our Board area most of the lis pendens notices occurred within the census tracts located in Neighborhood Tabulation Area QN55. However, the other parts of the district have not been immune to this problem as there are numerous lis pendens notices that have been filed for properties in QN56 and QN57 as well.

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 the actual owners of such properties are 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, the quality of life and home values of residences in proximity to these properties declines. Some of the affected properties have now been vacant 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 these stores. Crossbay Blvd., Rockaway Blvd., Liberty Avenue, and Lefferts Blvd. are the major commercial strips. There is a small shopping center located in Lindenwood and some small commercial areas on some blocks in other areas as well. One new area of concern is that we are noticing a proliferation of pawn shop businesses. 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 built in established residential areas sufficient 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.

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 and more are planned. Limited information has been available as to the status and anticipated completion dates for these planned new schoolyard play spaces. There are also some ballfields, which service many of the South Queens baseball, soccer, cricket, and football teams.

## **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. In 2010, DFTA indicated that there were 21,245 residents over the age of 60 (16.5% of CB 10 population) then living within CB 10. About 35% of them were reported then to be over age 75. Almost 21% of our population age 60 or over is mobility or self-care impaired. The majority of those living in Community Board 10 over age 60 are White (61%); 15% are Hispanic; 12% are Asian; and 11% are Black. About 47% of our population over age 60 is reported to be foreign born. English is the primary language of over 70% of our over age 60 population. However, Spanish and Italian are the primary languages for 13% and 8.5%, respectively, among our over age 60 residents. (Data Source: NY City’s DFTA *Profile of Older New Yorkers*, Feb. 2010, pp32-36) Census 2010 reports we have almost 22,000 residents over age 60. We would estimate that the breakdown of that number would be similar to the DFTA reported data above. Another approximately 7,000 of our residents will reach age 60 over the next few years.

Until July 1, 2010 our growing senior population was served by three DFTA-funded centers located within Community Board 10. In FY12 our large senior population was served by only two centers, one of which was designed to serve a specific population with specific dietary and cultural programming preferences. At a time when services should have been expanding to meet the needs of our growing senior population, we saw services being diminished for our seniors. At the beginning of FY13 services were no longer provided by DFTA at the United Hindu Cultural Council Senior Center thereby further diminishing senior services in our Board. As of July 1, 2012, we had just one DFTA-funded senior center to serve our 22,000 seniors. Approximately 17% of our total over age 60 population resides in the geographical segment of the Board located south of Rockaway Blvd. and east of the racetrack in the area where the now closed Wakefield Center was located. The closed Wakefield Center that served our Board’s seniors should be reopened with strengthened services. Issues that caused the defunding of the United Hindu Cultural Council senior program should, if possible, be resolved so that service may once again be provided in that center.

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 continue to serve small geographic areas and be located within the neighborhoods familiar to our elderly populations. The practice of locally provided home delivery of hot meals to the frail, homebound elderly must continue to be available.

An additional senior center needs to be developed at the now under-construction Catholic Charities senior housing facility located in our area at the former Fineson Developmental Center. Geographically, the Catholic Charities site is located in that segment of the CB 10 area that has the largest concentration of older residents. About 35% of our over age 60 population reside in Neighborhood Tabulation Area QN57 where this senior housing facility is planned. Over 28% of those residing within QN57 are over age 60. Another 15% of our over age 60 population reside in QN56 in close proximity to the development site. Almost half of our over 60 population resides in NTA QN56 and QN57 together. The facility essentially sits on the border between those two NTAs and should have a program created that will provide more services to more of our seniors. Space is planned within the building to be available for development of such a use that would be able to serve those who will live in the facility as well as the non-resident senior community-at-large.

#### **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 (107,768 to 127,274) 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. 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.

Another issue of significant concern is the construction of new homes on lots where existing homes have been totally or partially demolished. Residents continue to report that oftentimes what is newly constructed purportedly as a two-family home is in reality a three or four family dwelling. Sufficient personnel are needed to insure adequate inspections during construction. Residents also continue to report that renovations said to be alterations are, in fact, demolitions followed by new construction. 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 and permits and that the actual construction 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.

From FY01-09, more than 20,000 Priority B complaints were made to the Buildings Department via contacts by residents to the agency directly, through 311, through elected officials, or through the Community Board. Approximately 2,700 similar complaints were made in FY10 and another 2,700 were made in FY11. The majority of Priority B complaints by residents of our area deal with illegal conversions or issues such as work without permits. Data regarding service requests made through the 311 system indicate that 1,775 service requests regarding "building/use" were made to 311 during FY11 and another 1,486 such requests were made to 311 during FY12.

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 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 continue as our residents continue to report very large gatherings occurring in small, enclosed spaces at 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 city dollars in our budget but by the monetary value the contribution of pro-bono service to the city our members provide.

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. 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.

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, LL47 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 level. 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 and dates. In order for us to utilize much of the information to better assist residents, addresses of complaint locations and dates, not information regarding the complainant, provided in a timely manner to Community Boards would be helpful. 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. The 311 system should also have operators dedicated to and specifically trained to deal with calls initiated by Community Boards. Community Board staff time is often unnecessarily consumed by having to repeat information during contacts with 311. Our staffs know which agency a complaint must be directed to and should be able to be connected with appropriate agency personnel without delay or difficulty.

## **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. The Queens Overall Economic Development Corp. and the city's Small Business Services agency is supporting a relatively new group on one of our local retail strips. SBS has provided it funding. QOEDC performed a retail market analysis aimed, in part, to "increase commercial activity by identifying and addressing business needs and concerns" on the Liberty Avenue retail strip. This strip is located within that part of our board that has the largest concentration of low-moderate income residents and the largest concentration of Asian and Hispanic residents, many of whom are foreign born. However, that retail strip spans more than one community both geographically and in terms of the ethnic and cultural communities in the area. There is a need to support this economic development effort further, however there is also a need to insure all stakeholders are involved and their views are incorporated as projects move forward.

Community Board 10 is the home of a new economic engine for our state. The *Resorts World Casino New York City* is now operational at Aqueduct Racetrack. All indications are that it is extremely successful. Since opening, well over \$100 million has 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. There is a need for the strengthening of services to our local business areas and groups on all of our commercial strips to assist them as there may be a lack of the necessary expertise for our local businesses to recognize possible opportunities and avail themselves of those opportunities.

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. John Adams High School must continue to serve our students. Community Board 10 does not support plans to close it.

## **EMERGENCY MANAGEMENT**

Following Hurricane Katrina's destruction to areas in the southern U.S., residents in our area became more concerned about hurricane preparedness here. As a result of our community's experience with Hurricane Irene in late August 2011, that concern 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 even from a storm that is not a "full-blown" hurricane when it hits New York.



This map indicates that a majority of the land within Community Board 10 lies within OEM designated evacuation zones. In our Needs Statement for FY13, we stated the following: *"As this is being written, we are in the midst of hurricane season. The designated evacuation reception center for our area is Aqueduct Racetrack. This is of concern to us as that site is currently a major construction site. There may be a need to reevaluate plans to use that location, certainly in the short term and possibly long-term. No information has been received from OEM regarding any possible changes to plans to use it at a reception center should a major hurricane hit this area this year during the time the site is under construction."*

Unfortunately, just weeks later, failure to address that need and communicate correct information contributed to confusion in our area in the run-up to Hurricane Irene. Although OEM did change the reception center to nearby John Adams High School, many residents reported to us that the OEM website and 311 directed them to Aqueduct.

Approximately 27,000 of our residents live within evacuation Zone B. Almost 40% of our Zone B residents are either senior citizens (over age 65) or children (under age 18). There are almost 900 persons over age 85, many who live alone, residing in our Zone B area and there are approximately 2,400 households that include someone over the age of 75 (about 25% of the households within Zone B). Close to 40% of all of Community Board 10 residents who are over age 65 live in areas designated as Zone B.

Approximately 45,000 more of our residents live in Zone C designated areas. About 34% of them are either children or are over age 65. Almost 600 are over age 85. In the event that any major coastal storm occurs here necessitating an evacuation of both those in Zone B and C, we could see approximately 57% of our residents from roughly 60% of our households having to evacuate. Such an evacuation would involve roughly half of our area's children and close to 70% of our elderly population.

Although OEM has engaged in efforts to educate people about hurricanes, we believe there is a need for a far greater effort. Such an evacuation has never been necessary in Community Board 10. Should such an eventuality occur, people must know what to do and what to expect. Much more detailed information is needed at the Community Board level regarding processes which will be utilized to effect such an evacuation. Much more detailed information is needed in regard to the plans for sheltering those residents who have not themselves adequately planned for an evacuation and/or identified their own place to shelter. There is a need for far better consultation between OEM and the Community Boards as we oftentimes have detailed local knowledge that other agencies may not possess which could be helpful in mitigating potential problems. 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 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 more information to our residents as to how damage may be mitigated by taking appropriate action before a storm arrives.

These pictures are a sample of the type of flooding that occurred in areas of Community Board 10 during Hurricane Irene. It should be noted that most were taken after the storm had passed and tidal flood water was receding.



157 Ave. & 94 St.



99 St. - 163-164 Ave.



Crossbay Blvd. & 164 Ave.



Coleman Sq. & 159 Rd.



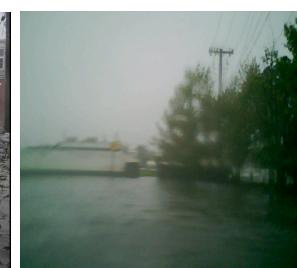
100 St. & 160 Ave.



102 St. & 160 Ave.



Howard Beach Subway/Airtrain Station



95 St. & 160 Ave.

The next 2 pictures were taken over 3 hours after the tidal flooding peaked and tide in Hawtree Basin had receded. Standing water remained (more than knee-deep) due to poor drainage on the street. This is typical of what occurred on a number of streets in the Hamilton Beach area.



In the hours and days before and following Hurricane Irene some needs became quite clear that should be addressed in order that our city better serve its residents. Some residents need assistance to adequately secure property and prevent damage. Prior to such a storm supplies of sandbags should be made available in the local area to residents. Elderly residents living alone may require physical assistance to secure property. All catch basins in areas subject to flooding must be kept clean on a far more regular basis and should be cleaned each year at the beginning of the hurricane season to insure they are fully functional should a storm occur. Pumping standing flood water from streets with poor drainage is necessary after a storm such as Hurricane Irene. Our police precinct must have small boats available to it and more vehicles readily available that are able to navigate some flooded areas better than the usual type of police car can. Well over a thousand homes in our Howard Beach/Hamilton Beach area were flooded by tide water creating a great deal of debris removed from private homes to await DOS collection service. In some areas of our community the immediate placement of temporary dumpsters would aid in cleanup after a storm and increased collection service by DOS on a temporary basis in affected areas would immensely assist residents as would a temporary suspension of recycling requirements. 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 whose owners shut off their power to prevent fire and electrocution.

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.

The rising water table is of major concern to the Howard Beach and Ozone Park areas of our district. That situation started after the Woodhaven Utilities and Industries Water Company take over by the City of New York. The City

has also taken over the Jamaica Water Company. There are the same concerns now in South Ozone Park and Richmond Hill. Without proper planning, we could one day be flooded out by ground water. Prior to any additional building on the large tract of Aqueduct Racetrack land, there is a need to carefully evaluate the impact in regard to potential exacerbation of ground water issues and regional drainage problems.

## **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.

Some data indicate that our district is among those with the highest rates of babies born weighing less than 5.5 pounds per 1,000 live births. This is of concern and may indicate a need to strengthen pre-natal services to women in our area.

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. These areas along our highways are among the first views many visitors to our city see when they arrive at neighboring JFK Airport. A beautification effort would serve our residents and would enhance the aesthetic presentation of our city to its visitors.

## **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. Barring that, there is no way for Community Board 10 residents to enter the system without hardships of transportation. Absent such a facility in the district, knowledgeable staff must be out-stationed at a reasonably accessible site.

## **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. A lack of after-school programs or affordable day-care appropriate for school age children have made our libraries de facto after-school day care centers. 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 each completed 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 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.

Forestry services are still lagging in the opinion of many of our residents. 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.

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. It is necessary to recognize that families with more than one child must be able to transport each of the children back and forth to their various destinations (school, after school and religious programs, pre-kindergarten programs, etc.) in a timely fashion. Therefore, travel time must of necessity be short in order to accommodate them.

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. A parcel of land or a building within that area of Community Board 10 should be developed as a recreational center to meet the needs of our youth. There is no pool located in southwest Queens. Our area abuts Jamaica Bay, but swimming is prohibited in it. 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.

There is a need for the creation of additional Green Streets areas. There is a need to create more playground areas to serve our youth especially since many of their schoolyard play spaces have been lost to transportable classroom space or modular additions to schools.

## **POLICE**

Statistics seem to indicate that our area is served by fewer officers than other areas in relationship to our resident population and number of visitors. Our police precinct continues to show an overall drop in crime long-term, but there is cause for concern as we have seen some increases in some types of crime in recent years. Although serious

crime continues to drop overall, the perception of many of our residents is that their quality of life is again deteriorating. There is a continuing need for additional manpower to be assigned to the 106th Precinct, especially on weekend nights, particularly during the warm weather months in order to adequately address the need to insure all 911 and 311 calls for service receive timely responses.

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 saw a decrease in noise complaints each year between FY09 and FY11. However, 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. Toward the end of FY11 and throughout FY12 (especially during the summer) our residents complained often of difficulty in making their complaints to 311. There appeared to be long wait times for calls to be answered by 311 and our residents began to once again 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 parts of our area require that enforcement of noise restrictions increase. 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, involved residential noise. Last year, our available officers were 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 all the hard work on the part of our officers, it still was nearly impossible for noise complaints to be responded to in a timely manner last summer.

Despite the strong, much appreciated, effort by our precinct to address the noise problem there is a need to better address it. 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 II47 reports indicate that in southern Queens zipcodes (all 114 and 116 zip codes) the two zip codes that have consistently recorded the highest number of noise complaints over a period of years are 11419 and 11420. All of 11420 and half of 11419 are 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 FY2012 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 FY12 in the adjacent 102nd Precinct are combined with those of our 106th Precinct for FY12, the total number (5,541) far exceeds that of the two Precincts within CB 12 (3,716). Between FY05-FY12, 26.5% of the noise service requests to 311 emanated from CB12 that is served by two precincts. During that same time period, 38.8% of the noise service requests to 311 emanated from CB9 (21.4%) and CB10 (17.4%). Clearly, there is a significant noise problem in the two precincts within PBQS located west of the VanWyck Expressway. PBQS resources need to supplement precinct level resources better to help our precinct's enforcement effort.

Our residents are appreciative of the effort made 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 their complaints must 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. Sufficient resources are needed to provide regular enforcement to avoid further negative impacts on nearby residential areas. Increased Operation MARCH activity is desirable to help eliminate problem conditions. Continued DUI enforcement is needed. More enforcement of cabaret regulations is needed as many bars are functioning as unlicensed cabarets.

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, presents 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 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 or throughout the year at locations that also have large numbers of visitors. Therefore, our residents are very concerned, and to some degree quite baffled, that our area's similar need for additional officers has not, as of yet, been sufficiently addressed.

The opening of the *Resorts World Casino New York City* at Aqueduct Racetrack has given rise to added concern about manpower levels in our precinct. 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 elected officials. At this point, neither the Board nor our community leaders 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."

Prior to the casino's opening, residents were fearful that they would see an increase in street crime and quality of life infractions. In a general sense, those fears have been proven unfounded. Although there has been some crime that is casino-related, residents' abstract fears did not become fact. However, crime has increased in our precinct in some categories and quality of life is impacted. The casino opened at the end of October 2011. During the first six months of calendar year 2012 major felony crime in our area increased by almost 8%. We believe it is imperative that further additional resources be assigned to the 106th Precinct immediately in order that this is a short-lived increase rather than a long-term trend and that long-term the casino is not a drain on our local resources.

Prior to its opening, projections were that more than 8 million people would visit the casino during the course of each year. Indications now, based on actual attendance figures since the casino opening, lead us to conclude that upwards of 10 million people a year will visit the casino. That volume of people requires a strengthening of the police presence here just as our beach areas, large parks, and other tourist attractions do.

Even if by some miracle no additional casino-related crime whatever materializes, that 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. There is a drain now on our precinct resources as it is responsible to respond to any call for NYPD service, crime-related or not, at the casino. The many thousands of additional people within our precinct daily create an overall additional demand for service outside of the casino as well. On any given weekend our population is essentially doubled when the casino attendees are added to our resident population. 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." There is a need for NYPD personnel to be permanently added to the 106<sup>th</sup> Precinct to better serve our community as well as to provide for the necessary manpower to station NYPD personnel at the casino daily to deal with on-site crime such as robberies. Casino security staff does not, as of yet, have peace officer status. The residents of our community regularly express to us their concern that the need for additional manpower is being ignored by NYPD officials above the precinct level. While the Board may not fully share that view, the Board does not believe that our concerns have been adequately responded to. 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 those parts of the city where other major entertainment and tourist venues are located.

## **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. If that were to become available many residents, in preference to using their own autos, would utilize public transportation more. Institution of express subway service for those commuting to Manhattan, 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. The company that operates casino at Aqueduct has indicated it would provide some financial support toward subway service improvements. There is a need to move forward on planning and implementing improved service to the casino. There has been little interest in ferry service expressed by our residents.

The takeover of the private bus lines serving the area by the MTA has generally been positive, but there is still some concern about insuring existing routes are not truncated or eliminated. Express bus service has been expanded, but the need for further improvements continues. As changes to routes are planned there is a need for more consultation in the areas affected. 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.

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 any outstanding issues preventing the casino-proposed station improvements must be resolved with MTA so that it may be fully utilized and the southbound platform can be constructed to serve casino patrons.

### **SANITATION**

When people are researching an area to live in, not only do they look at the condition of the streets but also as to how clean they are and how the empty lots are maintained. 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 faster traffic flow for the many vehicles coming to and from the casino each day as 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 by casino-related traffic. Traffic

mitigation actions not already contemplated may well be necessary as the casino becomes more established and new traffic impacts materialize. At present, we are beginning to see 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 for directional signage to the casino on the Van Wyck Expressway and the Belt Parkway. 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.

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. The practice of having a contractor provide for Traffic Enforcement Agents at construction projects, which impact major streets must continue. The city must continue to require all contractors doing work on roadways and bridges to incorporate traffic mitigation strategies into their projects.

Additional day-lighting signage is needed on many local streets to prevent accidents at intersections.

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.

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 construction delays and traffic congestion by using local streets that are not designated truck routes. Such signage should become standard practice.

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.

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

## **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 South Queens Boys and Girls Club, physically located in Community Board 9, provides services to both Community Board 9 and Community Board 10 youth. It continues to see its 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 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 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 our community. 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. We urge the city to assist in getting the NPS to improve conditions.

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 and Gateway. Virtually no one in our area would want any of the proposals put forth considered without a fully open public review of all 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.

*Elizabeth Braton*

Chairperson