

COMMUNITY BOARD 10

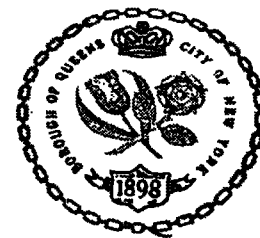
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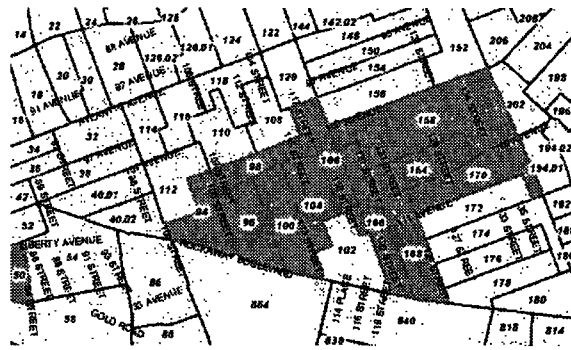
STATEMENT OF COMMUNITY DISTRICT NEEDS **FISCAL YEAR 2009**

The area served by Community Board 10 is located in Southwest Queens. The district is bounded by Liberty Avenue/103rd Avenue on the North, Van Wyck Expressway on the East, 165th Avenue and JFK International Airport on the South and the Brooklyn/Queens Line on the West. All of the Howard Beach Zip Code 11414 area; all of the Ozone Park Zip Code 11417 area; all of the South Ozone Park Zip Code 11420 area; and approximately half of the Richmond Hill South Zip Code 11419 area are within Community Board 10's boundaries. Community Board 10 encompasses 6.25 square miles and has 6.9% of the 2441 miles of Queens streets.

According to the year 2000 Census, Community Board 10 is home to 127,274 persons. The population increased by approximately 15% in the years between 1990-2000. That increase in population was among the largest in Queens during that decade. Data from the U.S. Census Bureau's 2005 American Community Survey for our area indicates that the Community Board 10 population may well be closer to 135,000.

The population is diverse, but is more balanced, in terms of race/ethnicity, than some other areas in Queens. No single group comprises a majority population in Community Board 10 as a whole. The 2000 Census reported that the population was 34% White, 17% Black, 21% Hispanic, 13% Asian, 10% of two or more races, and 6% of other races. The effort by the U.S. Census Bureau and New York City to insure a more accurate count in 2000 accounts for some of the population increase, but certainly not all. We will likely see another significant population increase reported after the 2010 Census. The Asian population in Community Board 10 is primarily of Indian ancestry. It is very likely that many of those who responded to the Census as being of "other races" or of two or more races would add to the district's Asian population. We believe a more accurate estimation of that part of our population would be approximately 28%. The 2005 American Community Survey reported the White population as approximately 35%, the Black population as approximately 19%, the Hispanic population as approximately 19%, and the Asian population as approximately 21%.

In 2000, about 40% of the population was reported by the Census as being foreign born with approximately the same percentage of the population indicating a limited proficiency in the English language. The 2005 ACS reported that approximately 46% were foreign born. The map below indicates the census tracts within Community Board 10 where a majority of the population in the tract is foreign born.



In 2000, Census data indicated that approximately 15,000 residents in about 11,000 of our homes were over the age of 65. ACS data for 2005 reports that approximately 10% of the population is elderly. The largest concentration of persons over age 65 are in the Howard Beach area. About a quarter of our population is under age 18 with 4 of our census tract areas showing more than 30% of their populations as under age 18. Three of those are located in South Ozone Park and one is in Ozone Park.

Dividing the overall geographic area of Community Board 10 into segments gives a clearer understanding of the community's demographics. For the purposes of this Needs Statement, we have divided the Board into three geographic zones.

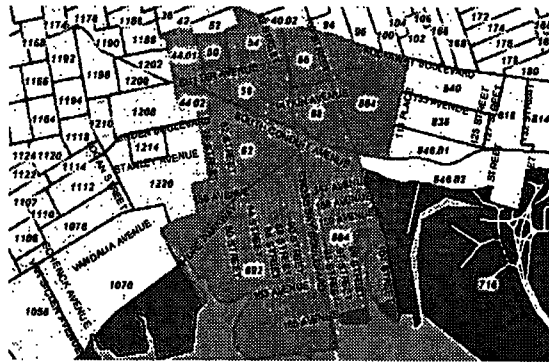
The area in the map that follows is the northern segment of the board. It is bounded by 103rd Avenue on the north, Van Wyck Expressway on the east, Rockaway Blvd. on the south, and Crossbay Blvd. on the west. (A small part of the area extends just west of Crossbay Blvd.) It is comprised of 18 census tracts. The northern portions of tracts 112 and 106, which jut out on the map, are part of Community Board 9. The area includes the Richmond Hill South community as well as parts of Ozone Park and parts of South Ozone Park.



Approximately 44% of the Board's population resides in this area. The majority (approximately 55%) of the residents throughout this area are foreign born. Eleven of these 18 tracts each have a majority immigrant population. There is no single group, though, that comprises a majority population within this geographic area according to census data. Approximately 21% of the population is Hispanic, approximately 24% is Black, and probably 45% is Asian, predominantly of Indo-Caribbean backgrounds. Both the Asian and Hispanic populations in this area will likely show increases after the 2010 Census. This area saw the largest growth in population between 1990-2000.

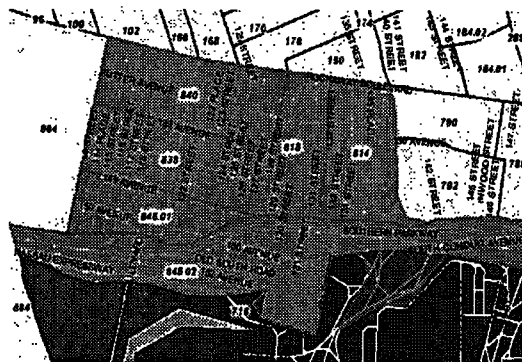
Between 1990 and 2000, the population of two census tracts in this area increased by more than 40% and five others each showed a population increase of more than 30%. Half of the tracts in this area have more than 20% overcrowded housing units. Eleven of the tracts showed higher percentages of renter-occupied housing units in 2000 than in 1990. The population, overall, in this area reflects the least number of elderly (approximately 8%) within Community Board 10. About 27% of the population is under age 18, higher than the Board area as a whole.

The next map depicts the western segment of Community Board 10. It depicts the area that is South of Rockaway Blvd. between the Brooklyn county line and Aqueduct Racetrack. There are 11 census tracts in this area. (Most of census tract 864 is the landmass of Aqueduct Racetrack. A part the tract in its northwest section is outside the racetrack and is populated) The area shown below includes all of Howard Beach and most of Ozone Park.



Approximately 39% of the Board's population resides in the area shown above. The majority population in this area (68%) is White. About 18% of the population is Hispanic and about 12% is Asian. The population within this area increased less dramatically than the northern segment of the Board did between 1990-2000. Two census tracts increased by approximately 30% and two other tracts increased by 27-29%. Only one tract (50) show a rate of overcrowded housing units over 20%. Most of the tracts in this area show an increase in the number of renter occupied housing units over 1990. This area has the Board's highest concentration of residents over age 65 and the smallest concentration of those under age 18.

The next map depicts the eastern segment of Community Board 10 that is located south of Rockaway Blvd to the east of Aqueduct Racetrack. There are six census tracts within this area, all of which are in South Ozone Park.



About 17% of the Board's population resides in this area. About 40% of the residents in this area are foreign born. One census tract (840) showed an increase in population from 1990-2000 of 41%. One other tract saw an increase of 37%. The population is approximately 17% White, 30% Black, 25% Hispanic, and 28% Asian.

Only one census tract shows that more than 20% of the housing units are overcrowded. Renter occupied housing units have increased in most of the tracts since 1990. Approximately 10% of the population is over age 65 and about 27% is under age 18.

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. Parts of the Howard Beach area are below grade because (1) structures were built before legal grade was established or (2) builders chose to build to established grade. There are grade issues in parts of Ozone Park and South Ozone Park as well. When sewer construction and street reconstruction projects move forward, there are many grade problems to carefully resolve in order to mitigate, as much as possible, adverse conditions for both residential and commercial communities.

New construction is occurring throughout the Community Board and many existing homes are being completely renovated. Over the last decade housing units within the area have increased by approximately 15%. It is imperative that delivery of city services keeps pace to meet the needs of these new residents, many of whom are immigrants.

Residential structures are mainly (54%) one and two family homes with some cooperative low and hi-rise apartments (limited to six stories), low and hi-rise condominium apartments (also 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 owner-occupied housing units are now rental units. There is concern that property maintenance may deteriorate especially on properties where there are absentee landlords.

Stores on the commercial strips 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.

The area is adequately serviced by 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 impacts. There is also concern when residential properties are converted to become houses of worship.

Schools are severely overcrowded. There are neighborhood parks and jointly operated

playgrounds adjacent to many of the schools. There are also some ballfields, which service many of the South Queens baseball, soccer, and football teams. There is a need to develop fields for additional sports activities, such as cricket, played by many new residents.

BUILDINGS DEPARTMENT/CODE ENFORCEMENT

Illegal residential conversions continue to escalate to an alarming degree throughout the Community Board 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) is clearly one indicator of this problem. School overcrowding is another indicator of the same problem. The levels of overcrowded housing units reported are also indicators of the problem. 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 issues 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 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 recent spurt in 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 is 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 also a need to review and further alter the current practice of self-certification. It is imperative that the Buildings Department ensure 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. Residents continue to report that even when violations are issued, the illegal conditions remain uncorrected.

There is also a need to better communicate the safety issues that the city's Building Code seeks to address. Given the high rate of immigration in Queens, many of the dangerous occupancies and some of the "do-it-yourself" dangerous construction by owners may well be not intended to skirt the rules, but may well just reflect the acceptable practices common in their home countries. A better effort may be needed to educate those newly arrived as to the necessity in New York City for some of the rules and codes that exist.

To some extent, it is our view that much of the current push to rezone areas in Queens is driven by the failure to appropriately enforce and gain compliance with existing building code requirements. New housing is needed. However, that need should not be met by destroying the

character of existing communities lacking the necessary infrastructure to accommodate all of its one family housing units becoming two, and in many cases, three and four family units.

COMMUNITY BOARDS

The City Charter mandates input from the Community Boards on many items as regards land use, community planning and related professional skills. This requires a degree of knowledge on an ongoing basis that most Boards do not have. Department of City Planning and Borough Hall staffs are not always available for ongoing dialogue. While the Charter states that Community Boards may have the services of a planner, there is no provision to pay for these services. Community Boards are the entity with the most knowledge of the areas served and the ability to afford such professional staff without reducing other staff would enhance land use decisions.

Each Community Board must of necessity acquire the language and operation of each Mayoral Agency. Community Boards very often deal with more than one agency at the same time regarding community issues and capital projects. Ongoing dialogue could move each capital project through faster thereby decreasing residential inconvenience. Ongoing dialogue could also save money by preventing delays due to lack of proper knowledge about a construction site. It would also be useful for the engineer in charge of a particular project to review the plans, page by page, with a knowledgeable person at the Community Board office to clarify what is being proposed and, where necessary, go to the proposed site to review each situation.

Community Boards are "treading water" in regard to operating expenses, and service contracts. Telephone use costs and postage are ever increasing which leaves little room for essential upgrading and expansion of our computer system to today's standard. It is essential that Community Boards have the necessary technology and training to maximize use of that technology in order to communicate more effectively with other city agencies.

Individual Community Board offices are mainly in locations isolated from other government offices. When equipment is out of order it is not possible for Community Boards to utilize a fellow governmental office located upstairs, downstairs or the building next door. Our ability to operate effectively ceases when equipment is not functioning properly. Removal of service contracts, telephone and postage costs from the Community Board budget would assist in fulfilling our charter mandated functions.

With the initiation of the 311 complaint system a need has developed for a system to better coordinate its function with that of Community Boards. Information needs to be shared with Community Boards on a timely and 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 has been partially addressed by the response of DoITT to the requirements of Local Law 47. However, while useful, those reports are not sufficient. 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 information is not available to us in a timely fashion. At present, information provided can only be evaluated from a geographical perspective to the Zip Code level. In order for us to utilize much of the information to better assist residents, addresses of complaint locations would

be helpful. 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. With the institution of the 311 system it is difficult for Community Boards to do that type of follow-up on such complaints. 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 development corporations and business groups are making strides in 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. They seek ways to attract additional businesses compatible to the abutting residential communities. Additional support from government would assist them in making more progress.

EDUCATION

A quarter of our population is under age 18. The influx of families with school age children continues, particularly in the northern and eastern parts of the area. Our youth population continues to increase. 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 School. It remains to be seen if the recent addition of more K-8 schools lessens those concerns. Parents continue to express dissatisfaction with the high school application process. Many are seeking to relocate for better educational opportunities and safety inside and outside the school buildings. 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. It is not uncommon in our district for families with young school children to have two or three children in two or three different schools as a result of no seat being available in their neighborhood school. 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. Residents in our community do not desire to see any school zoning changes that cross county lines. Queens students must be provided with school seats in Queens schools.

EMERGENCY MANAGEMENT

The destruction wreaked in the southern part of our country by Hurricane Katrina and the questions raised by the response to that disaster have heightened concern among our residents about hurricane preparedness. There is significant concern among our residents as to the

adequacy of plans for such an occurrence, however unlikely, in our area. A category 2 coastal storm in this region could result in an evacuation of people living in what OEM has designated as Zone B areas of the city. A category 3 storm could result in an evacuation of those who live within designated Zone C areas.

Approximately 30,000 of our residents live within Zone B. Almost 40% of those residents are either senior citizens or children. Roughly 40% of all of Community Board 10 residents over age 65 live in areas designated as Zone B. Approximately 40,000 more of our population lives in Zone C designated areas. In the event that any major coastal storm occurs here causing an evacuation of both those in Zone B and C, we could see more than half 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 more than two thirds of our elderly population.

Although OEM has engaged in efforts to educate people, 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. There is a need for better consultation between OEM and the Community Boards as we oftentimes have local knowledge that other agencies may not possess which could be helpful in mitigating potential problems. There is a need for realistic testing of current plans and drills that stress systems before the actuality of a hurricane to reveal problems that can then be addressed.

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. The designated evacuation reception center for our area is Aqueduct Racetrack. This is of concern to us and there may be a need to reevaluate that location. Although OEM hurricane zone maps indicate Aqueduct as being outside of "a worst-case" scenario zone, the map below promulgated by SEMO indicates it could be impacted by a severe storm.



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. In particular, homes in the Hamilton Beach and Ramblersville areas of Howard Beach are impacted by such storms, as well as some homes in some other parts of "Old" Howard Beach. 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.

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 reconstructions 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 and continues to worsen. The City has also now taken over the Jamaica Water Company. There are the same concerns now for South Ozone Park and Richmond Hill. Without proper planning, we could one day be flooded out by ground water. Recent speculation as to a change in use at Aqueduct Racetrack raises concern. Prior to any additional building on that large tract of land, there is a need to evaluate the impact in regard to potential exacerbation of ground water issues.

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 no way to mandate 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 a semi-annual basis. City-owned property should be handled the same way by Pest Control. 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.

HIGHWAYS

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. We are rapidly reaching the point where it is dangerous for vehicles to navigate our district. Where streets have had wear and tear or strip paving for years, high crowns are a major problem. Milling machine services are necessary. Where a grid of streets is identified for milling and in-house/contract resurfacing, all streets should be checked to ascertain that each street has been dedicated in order to assure that no street is eliminated because that process has not been done prior to approval. Further, the time span between milling and resurfacing is much too long, thereby creating hazardous driving conditions. One week between milling and resurfacing should be the maximum allowable. Ongoing consultation between Department of Environmental Protection and Department of

Transportation, Street and Arterial Maintenance Division, as well as the Department of Design & Construction is necessary during street reconstruction projects to assure that existing drainage is not disrupted.

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 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 9,000 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. About 15,000 residents are older than 65. 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 and early childhood youth are needed. We find that 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.

PARKS

Many capital dollars have been expended in our district for reconstruction of parks. However, if there is not to be a maintenance person assigned to each completed facility on a daily basis, then it seems to us that these dollars are being wasted. 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 find that during the summer, there is nothing readily accessible for the 4 to 6 years old age group and we would like to see a summer day camp installed. Some schools have programs in

their buildings for youngsters from 6 years of age on up. Our pre-school children are under served.

We have had a large enthusiastic audience for those cultural events that have taken place in our parks in prior years. We look forward to more in the coming years as well as recreational year round and summer programs.

Forestry services are still lagging. Data provided by DoITT in response to Local Law 47 for FY2006 and FY2007 indicate that 96% of the calls to 311 from our area for the Parks Department were forestry related. In FY2007, approximately 60% of those requests for service involved damaged or dead trees. Tree removal, stump removal, and pruning still continue to be problems. Falling limbs or dead trees downed by storms injure pedestrians, damage homes and vehicles, and obstruct traffic signs. Sidewalk hazards exist in many areas as a result of uncontrolled tree root growth.

For several years our budget requests have 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.

At the FY 1995 budget consultations, when this subject arose, the then Commissioner Oliver Spellman suggested a collaborative effort spearheaded by Borough President Claire Shulman, the Parks Department, Department of Real Property, and other agencies regarding property in Broad Channel, which could accommodate both Board 14 and Board 10. The development at that property appears to be moving in a different direction. Community Board 10 has not been included in the discussion as it has moved forward. It is unclear at this point in time if, or how, our youth will be served at the location. To date there is no forward movement for a recreation center to serve our area and the need for a place for Pre-Kindergarten, recreation and cultural programs continues.

A plan needs to be implemented by the Parks Department to control an extremely hazardous condition at Southern Fields, a portion of which was recently refurbished as a soccer field. Automobiles continue to illegally enter and exit from a heavily trafficked arterial roadway onto a sidewalk and grass area outside the fence where they are then illegally parked. Appropriate planting and signage, along with increased enforcement is desired and necessary as the situation is a future tragedy in the making.

The complete restoration of the ballfield at Judge Park has been requested by community youth. The Community Board fully supports that much-needed request. Now that the soccer field at Southern Fields and the Lefferts Playground project have been completed the restoration or a renovation of the ballfield which sits between those two areas is both desired and needed. 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 space has

been lost to transportable classroom space or modular additions to schools.

POLICE

While citywide statistics indicate that we receive our fair share of manpower and equipment based on the percentage of crime in our district, ongoing complaints from residents continue to indicate that they disagree. Statistics seem to indicate that our area is served by less officers in relationship to our population than other areas. Our police precinct continues to show an overall drop in crime, but there have been spikes periodically in robberies, burglaries, and larcenies that seem to indicate that trend may be reversing. Although serious crime continues to drop overall, the perception of many of our residents is that their quality of life is again deteriorating. Ongoing requests are made for more police visibility in the form of foot patrols as well as quality of life/conditions cars. There is a particular need for additional manpower, especially on weekend nights, during the warm weather months.

Community policing has the interest of our residents and their support. The community states there are too few "beat" officers and their assignment areas are too large for them to be readily accessible to the residents of their posts. Those officers that do provide community policing are often pulled from their beat areas to serve on various task forces and details elsewhere, both in and out of the precinct. 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.

Each year during the warm weather months noise complaints resulting from large and disorderly parties being held at residences in parts of our area require that enforcement of noise restrictions increase. One indication of the level of concern among our residents is that the noise issue was the primary topic at precinct Community Council meetings as early in the year as January. Another is the fact that this issue is a main topic discussed at some area civic association meetings throughout the year.

In FY2006 there were more than 3,200 noise complaints made through the 311 system that were referred to the Police Department. In FY2007 there were over 3,500 noise complaints received by the 311 system. The overwhelming majority (70%) were regarding residential noise. Every Monday throughout the warm weather months our office receives numerous calls from residents complaining about the weekend's noise. From May 1, 2005 – Sept. 30, 2005 there were more than 2,100 noise complaints made to 311. From May 1, 2006 – Sept. 30, 2006 there were more than 2,400 such complaints to 311. As the warm weather arrived this year, there were more than 470 such complaints during the month of May 2007 and more than 500 were made in June 2007. The level of complaints for May and June 2007 reflect an increase over 2006 levels for the same months despite a strong, much appreciated, effort by our precinct to address the problem. Manpower levels at the police precinct **must be increased, especially on weekend nights**, to address this growing problem as well as other quality of life concerns. Our residents have the right to be able to enjoy their homes without disturbance from inordinate noise. It remains to be seen what effect the newly implemented Noise Code will have overall, but indications, at this point, are that noise in our community continues to be a major quality of life issue.

The people who reside in Community Board 10 deserve to be served with the same number of

officers from Operation Impact that have been assigned to precincts adjacent to it in recent years. When precincts surrounding Community Board 10's 106 Precinct are flooded with additional officers (e.g. 103 Pct., 102 Pct., 75 Pct.) our residents and neighborhoods are negatively impacted.

While we agree that beaches, regional parks, etc. need additional manpower during the summer, the number of officers each precinct had years ago to help meet those needs no longer exists. Therefore, in the summer months when we need more officers we have fewer. Indications are that there are fewer cars on patrol, higher response times, and more backlogs in responding to calls for service. Available Compstat data should reflect backlog numbers so that Community Boards can adequately assess the effects they are having on service delivery.

Graffiti continues to be a problem on both public and private property throughout the area and incidents seem to be increasing. Improper use of motorcycles and ATV's is a major problem in this Board area. People have expressed total frustration regarding this matter.

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.

We find that three wheel scooters have proved to be very effective and look forward to more of them being allocated to our precinct (106th). Bicycle Patrols have been effective in the past. Community residents are concerned that reduced manpower levels will affect their continuance. This is particularly upsetting since it was the community, which raised the necessary funds to purchase more than 20 bicycles for the precinct's use and the community would like to see them fully utilized.

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 precinct should be staffed to a level that allows for every "beat" to be covered daily along with full radio car coverage in each patrol sector. 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 it get less policing than those near other such targets in other parts of our city.

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. We believe the security of our city could be enhanced if a camera observation system, perhaps similar to that which exists in London, was installed along the roadways, both highways and local streets, in our community leading to and from the airport. Installing such a system in this area could serve as a model to determine how effective such systems could be in other areas of the city. In addition to assisting in the counter terrorism effort of our city, such a camera network

could prove to aid in reducing crime in our community and could serve to offset the lack of available manpower.

PUBLIC TRANSPORTATION

The lack of safe, reliable subway and surface transportation within this Board area has resulted in residents utilizing their automobiles. When subway service is utilized, residents drive to north Queens to take the "E" or "F" to Manhattan. However, this results in more vehicles per family, parking problems, street cleaning problems, etc. Express bus service, although improved since the takeover of the private bus companies, is still inadequate. The community would like to see more reliable surface transit and safe, reliable subway service. If that were to become available the residents, in preference to using their own autos, would utilize it. Institution of express subway service, 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 now that the AirTrain connection to the A line is operational.

The takeover of the private bus lines serving the area by the MTA has generally been positive, but there is still concern about insuring existing routes are not truncated or eliminated. Express bus service has been expanded somewhat, but the need for further improvements continues. Further improvements are needed for the Liberty Avenue "el" infrastructure.

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.

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. Rockaway Blvd., Coleman Square, Liberty Avenue, and Crossbay Blvd. are in dire need of regular sweeping. There is a need for expanded basket pickup on Liberty Avenue.

Alternate side of the street parking would create many problems and cannot 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.

On Liberty Avenue and Rockaway Boulevard, wherever there are apartments above the stores, there is a need for daily household collection and daily basket collection since it is impossible to legally provide storage for tenant garbage, which is often placed at the curb other than on collection days. Bags are ripped open and attract vermin, mice and rats.

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. Little effort is expended to correct the overcrowding at Bergen

Landing. Complaints continue to come in from local residents regarding the storage of numerous rusted, inoperable vehicles.

Lot cleaning has totally deteriorated because of cutbacks and we are back to square one with a great increase of complaints about overgrown dirty lots which harbor ticks, mosquitoes and rats.

Dumping has increased on any open space, large or small, since the closing of the Fountain Avenue Landfill. When not removed promptly, more garbage, furniture, etc. is quickly added and another dumpsite is born.

TRAFFIC

Street sign replacement takes a very long time. Missing name signs are of particular frustration when mail persons or emergency vehicles encounter difficulty. Missing one-way signs constitute a danger. Restrictive signage is often illegible.

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 investigate the signal system north of Board 10 on Woodhaven Blvd. Residents complain that congestion, both southbound and northbound, is increasing.

The intersection of Cross Bay Boulevard, Rockaway Boulevard and Liberty Avenue needs a study to determine how to change the traffic patterns there for the better. This intersection has many accidents and nothing tried to date has been successful.

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. Enforcement for speed and stop sign violations must also increase.

Traffic enforcement agents should be hired and assigned to specific intersections as needed for moving violation enforcement. To date, Police Department personnel do not consider this to be a top priority and there is little enforcement on residential side streets. However, we find that because of lack of enforcement people are no longer driving safely, resulting in accidents.

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 become standard to all such projects. The city must continue to require all contractors doing work on roadways and bridges to incorporate traffic mitigation strategies into their projects.

An escalating problem is the number of SUVs, vans and trucks being parked at corners, which means that anyone seeking to cross must move well into the street to see whether there are oncoming vehicles. Where there are no traffic signals, a distance from the corner at all

intersections should be marked with signage as restricted, at least for anything large enough in height to prevent safe visibility, to provide better safety for pedestrians trying to cross a street and drivers approaching an intersection.

Surveys and studies are regularly requested because of dangerous conditions that exist. These take too long to complete and, very often they get lost where there is a change in personnel and the new people never see the paperwork. Therefore, many items take much longer than they should to review permitting dangerous conditions to continue. 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 truck routes. We are pleased that this issue is addressed in the city's recently released truck study. Such signage should become standard practice.

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

TRANSIT AUTHORITY/M.T.A.

South Queens needs express service like the JFK Express to get people into and out of the Manhattan area within a reasonable time frame. With the completion of the AirTrain connection to the Howard Beach MTA station, restoration of such a service would be advantageous. North-South Queens traffic at rush hour negates express surface transit from being effective, necessitating more people using their cars. South Queens continues to be without sufficient safe, reliable express service. There is a need for new bus routes within Queens as it is often far easier for our residents to get to other boroughs using public transportation than it is to get to other parts of our borough.

TRANSPORTATION/CONSTRUCTION

For the past 20 years we have experienced ongoing infrastructure improvement. 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 to permit the improvement to go 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.

Currently, as part of a capital project contract, most contractors are permitted to work on more

than one job. However, very often, the time lapse during which no work takes place can be many weeks and the traffic backing up becomes frustrating which leads to accidents. Incentive/disincentive clauses must become standard to all project contracts to insure timely completion.

We find that the smaller business operations on commercial streets are not getting the customer and delivery access they should be getting whenever construction takes 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 older residential areas, which are not well lit, do not include enough nighttime precautions to permit drivers to see barricades, depressions, etc. resulting in accidents.

Over time we find that each completed highway reconstruction project generates more owner complaints than prior projects produced. We therefore request that a quality of work clause be integrated into each contract and that quality control on the site be such that infractions would initiate work stoppage and immediate correction.

YOUTH

The youth population of Community Board 10 Queens represents approximately 25% 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 the Board area. Some programming exists in local religious institutions. However, the Board area is not eligible for Community Development funds and has few community based organizations eligible to apply for the funds that do exist.

The one bright spot in our youth service program needs is the siting of a "Beacon" school for Community School District 27 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. This program has recently had a change in provider. There is a need to insure the community is fully aware of activities offered and is involved in planning for those activities.

The South Ozone Park Youth Community Center serves approximately 600 teens in Community Board 10 but has had problems keeping its facility. Additional space is needed for youth programs particularly in those areas of South Ozone Park and Richmonds Hill with large youth populations. There is a need for expansion of existing teen programs and new programs for teens are needed. Funding is desperately needed to continue to offer teen programming at John Adams High School. The South Queens Boys and Girls Club 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.

A local review process must be utilized for determining where available youth dollars are spent. Local groups such as the Community Board and school groups 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 and the growing threat of AIDS to 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 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.

Increased attention should be paid to program evaluation, and structured training and technical assistance programs for youth services agencies stressing program improvement and enhancing administrative capabilities.

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.

There is a need for continued emphasis on comprehensive education initiatives addressing the issue of AIDS and increased programming addressing teen pregnancy and other health related issues.

There is a need for the expansion of both State and City funds for drug prevention programs in schools and in communities in order to combat drug and alcohol abuse citywide.

JFK AIRPORT AND AQUEDUCT RACETRACK

Although neither of these facilities are city operated, they are located in our area. The airport is on city owned land. Actions involving both are of concern to our residents. A large tract of land, more than 20 acres, owned by the PANYNJ within the existing fence line 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.

The PANYNJ agreed to provide the city with 20 million dollars over a five year period to be

devoted to capital projects in Queens when the airports' lease was renegotiated. There is a need to insure that the people living near the airports who suffer many of the negative effects of the airports' presence see a benefit from what this money is expended on.

The franchise agreement between NYRA and New York State is soon to expire (12/31/07). In 2006, the State, through an RFP process, sought a new operator for the racetrack. As yet, no decision has been made regarding a new racing franchisee. Legislation enacted a few years ago at the State level allows for the construction of a video lottery terminal gambling facility at the racetrack to function in conjunction with horseracing there. In the Spring of 2007, the entity which was to construct and operate the VLT facility at Aqueduct withdrew. **Community Board 10 is very concerned about the future of Aqueduct and desires that the city, wherever possible, work with State officials to insure that there is appropriate consultation with the surrounding community regarding any future development on Aqueduct Racetrack land.** Its size, inappropriate zoning, and its location virtually in the middle of our community are cause for great concern among our residents. Community Board 10 concurs with residents' views that they desire to see the facility remain with horse racing as its primary use. Should other uses be considered for this land, community consultation and review must be an integral part of whatever processes will be used to determine its future to insure there are no deleterious effects on the surrounding residential communities.

Elizabeth Braton
Chairperson