



COMMUNITY BOARD 10

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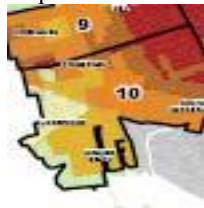
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STATEMENT OF COMMUNITY DISTRICT NEEDS FISCAL YEAR 2012

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. Community Board 10 encompasses 6.25 square miles and has 6.9% of the 2441 miles of Queens streets.

According to the 2000 Census, Community Board 10 is home to 127,274 persons. That population reflects an approximately 15% increase which took place during the years between 1990-2000. That increase in population was among the largest in Queens during that decade and the actual increase may well be have been greater due to undercounting which may have occurred during the 2000 Census. The map below indicates a less than 50% response rate to the 2000 Census in some areas of Community Board 10.



40.0 to 45.9
Less than 40.0

Source: U.S. Census Bureau
Population Division - New York City Department of City Planning

Despite strong attempts, particularly by our immigrant population leadership, to increase census participation, much of our board area had a less than 50% mail-in response rate in 2010. The map below depicts those Census tracts with a less than 50% mail-in response (as of 4/27/10) according to data released by the Census Bureau. Indications are that there may be a significant undercount of our population when Census 2010 is complete.



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 Census Bureau's 2006-2008 ACS demographic estimates indicate Community Board 10's population to be 135,324 and the 2008 ACS estimate is 140,123. The 2006-08 ACS estimates are that our population is approximately 28% White; 17% Black; 23% Hispanic; and 19% Asian. It should be noted that about 11% of our population reports to be "of some other race."

The population in Community Board 10 is diverse, but is more balanced, in terms of race/ethnicity, than are some other areas in Queens. According to the NYU Furman Center for Real Estate and Urban Policy publication, *State of New York City's Housing and Neighborhoods 2007*, we are “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. In its *State of New York City's Housing and Neighborhoods 2008* and *2009* publications, the Furman Center data again reports that Community Board 10 is the city’s most racially diverse district.

The ACS estimates in recent years indicate we will likely see another significant population increase when the 2010 Census is completed. Both our Hispanic and Asian populations are growing. (The Asian population in Community Board 10 consists primarily of persons of Indian sub-continent ancestry including many who migrated here from countries in South America and the Caribbean region. It is very likely that many of those who responded to the 2000 Census as being of “other races” would add to the district’s Asian population. We believe a more accurate estimation of that part of our population would be approximately 28-32%.)

In 2000, about 40% of our 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 2006-2008 ACS data reported that approximately 46% were foreign-born with 33% speaking a language other than English. According to ACS data for 2006-2008, approximately 55% of those in our area speaking a language other than English, speak Spanish. Those estimates indicate that Spanish is spoken by about 18% of our residents. About 76% of those who are foreign-born migrated from Latin America according to ACS data. 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. ACS data for 2006-2008 estimates 80% of our foreign-born residents entered prior to 2000. The map below indicates the census tracts within Community Board 10 where a majority of the population in each tract is foreign-born, as reflected by the 2000 Census data.



Given the continuing growth in the Queens’ foreign-born population, it is reasonable to assume Community Board 10’s foreign-born population has also grown since 2000 and that both our Asian and Hispanic populations will show increases when the 2010 Census is completed.

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 2006-2008 report that approximately 12% of our population is over age 65. DFTA data in its Feb. 2010 *Profile of Older New Yorkers* publication indicate 16.5% of our population is over age 60 and that 47% of the 21,245 persons over age 60 are foreign-born.

The largest concentration of persons over age 65 lives in the Howard Beach neighborhood. 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 being under age 18 in 2000. Three of those are located in South Ozone Park and one is in Ozone Park. Some data indicate that a higher percentage of our households include children under age 18 than many other Community Board areas do.

A better understanding of Community Board 10’s demographics is provided by looking at smaller segments of the Board’s overall geography. For the purposes of this needs statement we have divided the board into four geographic segments.

The area described below is the segment located north of Rockaway Blvd. and east of Lefferts Blvd. It includes part of South Ozone Park and part of Richmond Hill. Ten census tracts are found within this segment. The 2000 Census reported that about a quarter of our population resides within this area and about 21% of our households are located here. Census 2000 also reported a majority of those living within this segment to be foreign born with about a quarter of those living in this area reporting they speak a language other than English. About 8% of the population was reported to be over age 65 and about 27% under age 18 in Census 2000. The population was reported to be 4% White; 38% Black; 15% Asian; 20% Hispanic; 8% other; and 15% of two or more races. (It should be noted that a large portion of our Asian population is of Indian ancestry with many who migrated to the U.S. from the Caribbean region. Many consider themselves to be Indo-Caribbean. Some of these residents may have reported themselves to

be of “some other race” in Census 2000. A better estimate of the Asian population in this segment of Community Board 10 may be 38-40%). This area has a lesser concentration of people over age 65 and a greater concentration of people under age 18 than Community Board 10 as a whole. There is only one park located within this segment of our board and this segment of the district is the most densely populated. Half of the census tracts in this area are Community Development Block Grant eligible and about 53% of the residents were determined to be of low-moderate income in 2007. Given the recent economic downturn, that number has more than likely increased.

The segment of the board described below is located north of Rockaway Blvd.; west of Lefferts Blvd.; and east of the railroad (99/100 St.). It includes part of Richmond Hill and part of Ozone Park. About 20% of the Census 2000 population and 18% of our households were reported to be within this segment. This segment includes 9 census tracts. The majority of the population was reported to be foreign born by the 2000 Census with about 8% being over age 65 and about 26% being under age 18. Census 2000 reported the population within this segment to be 16% White; 8% Black; 25% Asian; 23% Hispanic; 11% other; and 23% of two or more races. (A better estimate of this segment’s Asian population would be about 45-55%). About a third of the people in this area reported speaking a language other than English in 2000. Seven of the census tracts in this area are Community Development Block Grant eligible and about 55% of the residents were determined to be of low-moderate income in 2007. Given the recent economic downturn, that number has more than likely increased in this area as well. This area also has a lesser concentration of people over age 65 and a greater concentration of people under age 18 than Community Board 10 as a whole. There is also only one park located within this segment of our board and this segment of the district is also more densely populated than the next two segments of the board area.

The segment of the board described below is located east of the railroad (99/100 St.). It includes part of South Ozone Park and a small part (Census tract 864, most of which is part of Aqueduct Racetrack’s land mass) of Ozone Park. About 20% of the Census 2000 population and 18% of our households were reported to be within this segment. This segment includes 7 census tracts. About 41% of the population was reported to be foreign born by the 2000 Census with about 10% being over age 65 and about 27% being under age 18. Census 2000 reported the population within this segment to be 19% White; 27% Black; 11% Asian; 26% Hispanic; 7% other; and 11% of two or more races. (A better estimate of this segment’s Asian population would be about 30-35%). About 35% of the people in this area reported speaking a language other than English in 2000. This area also has a lesser concentration of people over age 65 and a greater concentration of people under age 18 than Community Board 10 as a whole. None of the census tracts in this area are Community Development Block Grant eligible and about 44% of the residents were determined to be of low-moderate income in 2007. Given the recent economic downturn, that number has more than likely increased in this area. This area is less densely populated than the two segments previously described.

The segment of the board described below is located west of the railroad and south of Rockaway Blvd. It includes parts of Ozone Park and all of Howard Beach. About 35% of the Census 2000 population and 43% of our households were reported to be within this segment. (This segment includes the Lindenwood neighborhood where there are a far greater number of apartment/condominium/cooperative buildings than in other parts of the district.) This segment includes 7 census tracts. About 21% of the population was reported to be foreign born by the 2000 Census with about 17% being over age 65 and about 21% being under age 18. Census 2000 reported the population within this segment to be 70% White; 2% Black; 6% Asian; 18% Hispanic; 1% other; and 3% of two or more races. About 31% of the people in this area reported speaking a language other than English in 2000. This area has a greater concentration of people over age 65 and a lesser concentration of people under age 18 than Community Board 10 as a whole. Two of the census tracts in this area are Community Development Block Grant eligible and about 42% of the residents were determined to be of low-moderate income in 2007. Given the recent economic downturn, that number has more than likely increased. This area is less densely populated (aside from Lindenwood) than the three segments previously described.

Overview

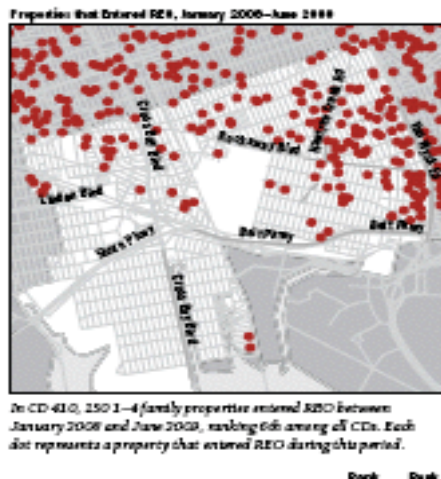
Ozone Park, Richmond Hill, South Ozone Park and a portion of Howard Beach started to attract small home construction during the latter half of the 19th Century and developed gradually. About a third of the area’s homes were constructed prior to 1939. Another spurt of development took place in the newer 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.

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 2009* publication, the homeownership rate in Community Board 10 is 65.1%, ranking 5th out of the city's 59 Community Boards. It should be noted that the Furman Center report for 2007 showed that the homeownership rate was almost 4% higher which is cause for concern.

New construction took place throughout the Community Board and many existing homes were completely renovated in recent years. The current economic climate has slowed the rate of new construction and renovations. The number of new residential building permits issued has shown a significant decline. Over the last decade housing units within the Community Board area have increased by approximately 15%. We believe the number of housing units (many statistically not evident as they are the result of illegal conversions not authorized by building permits) may be higher.

Community Board 10 has some cooperative and condominium low and hi-rise apartments (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. In 1970, about 69% of our housing units were owner-occupied. There is concern that property maintenance may deteriorate especially on properties where there are absentee landlords. The high rate of residential foreclosures during recent years is of concern. Some data indicate that the notice of foreclosure rate per 1,000 1-4 family properties was over 36% in our area in 2009, up from 27% in 2008. According to foreclosure data found in Furman Center publications, Community Board 10 ranked 28th out of the city's 59 Community Boards for notices of foreclosure per 1000 one –four family properties in the year 2000. In 2009, the Furman Center reports we rank 15th. There are indications of abandoned as well as vacant bank-owned properties in disrepair in our area. (Graphic below from: *State of New York's Housing and Neighborhoods 2009*)



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. There is a small shopping center located in Lindenwood and a small commercial area in the Coleman Square area.

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.

Many of our schools are severely overcrowded. There are neighborhood parks and jointly operated playgrounds adjacent to some of the schools. New schoolyard play spaces are planned. There is concern that appropriate inclusion of community residents beyond the school community is lacking in the planning stages as these new schoolyard play spaces move forward. 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, and football teams. At present, a cricket field desired by community residents is under construction.

AGING

Services to seniors need to be increased as the “baby boom” generation ages. We anticipate a continued increase in our elderly population in coming years. DFTA has indicated that there are 21,245 residents over the age of 60 (16.5% of CB 10 population) living within CB 10. About 35% of them are reported to be over age 75. Almost 21% of our population age 60 or over are 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)

Until July 1, 2010 our growing senior population was served by three DFTA funded centers located within Community Board 10. Now that population is served by just two centers, one of which is designed to serve a specific population with specific dietary and cultural programming preferences. At a time when services should be expanding to meet the needs of our growing senior population, we find services being diminished.

The number of meals served should not be the determining factor regarding a Senior Center’s performance. Many of our seniors attend and enjoy our centers without the need for a meal being the driving force behind their desire to attend and participate in each center’s activities. 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 elderly must continue to be available. An additional senior center needs to be developed at the planned Catholic Charities senior housing facility to be located in our area at the former Fineson Developmental Center. Geographically, the Fineson site is located in that segment of the CB 10 area with the largest concentration of older residents. Additionally, the closed Wakefield Center that served our area should be reopened with strengthened services to attract more participants.

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) 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 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 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 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 in a timely manner. Residents continue to report that even when violations are issued, the illegal conditions remain uncorrected.

During FY2001-FY2009 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. The majority of those complaints dealt with illegal conversions or issues such as work without permits.

There is a need to better communicate the safety issues that the city's Building Code seeks to address. Given the high rate of immigration into Queens from other countries, many of the dangerous occupancies and some of the "do-it-yourself" dangerous construction by owners may not be intended to skirt the rules, but may well just reflect the acceptable practices common in their home countries. A better effort is needed to educate those newly arrived as to the necessity in New York City for the rules and codes that exist and the obligation of a property owner to comply with those codes. The Dept. of Buildings has begun to address this through its campaign to distribute flyers and information about the dangers of illegal conversions. There is a need for this campaign to continue and expand.

To some extent, it is our view that much of the push to downzone residential areas in Queens has been driven by the failure to appropriately enforce and gain compliance with existing building code and zoning requirements. New housing is needed. However, that need should not be met by destroying the character of existing communities, which lack the necessary infrastructure to accommodate all of their 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, service delivery, and budget. Members of Community Boards devote numerous hours of pro-bono service to the city. There is a need to 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.

Community Boards have been "treading water" in regard to operating expenses and service contracts. Now we are in danger of "drowning." Telephone use costs, postage, equipment service contracts, and other costs are ever increasing. The number of people we serve is increasing. Our share of the city budget resources has diminished over time. The Independent Budget Office indicates that in 1980 the Community Board share of the budget was 0.026%, in 1990 it was 0.032%, in 2000 it was 0.025%. Today's share is less than 0.020%. 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 as they are for us to continue to do outreach, assessment, and planning with our residents.

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 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, not always timely, and at times have not been accurate. 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 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, not information regarding the complainant, 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 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. They seek ways to attract additional businesses compatible to the abutting residential communities. Additional support from government would assist them in making more progress. Recently, the Queens Overall Development Corp. and the city's Small Business Services agency have gotten involved to support a new group on one of our local retail strips. SBS has provided a small grant to it. QOEDC has performed a much appreciated 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 who are foreign born. It spans more than one community. There is a need to support this effort further and to insure all stakeholders are involved and their views incorporated. There is also a need to further support the efforts of merchants on all of our commercial strips by increasing sanitation services and providing infrastructure improvements.

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 Schools. The physical plants of many of our school buildings still need attention. Additional Headstart and/or Pre-Kindergarten services are needed. Most of the schools in our area have had their play areas diminished in recent years by the placement of transportable classrooms and/or modular additions. School enrollment projections indicate that many more school seats will be required. Sites for new school construction must be located and construction must be expedited to ensure adequate educational facilities for our children. Every child in our Community Board area must have a seat in his or her neighborhood school and each school must provide a full range of educational services.

EMERGENCY MANAGEMENT

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

The designated evacuation reception center for our area is Aqueduct Racetrack. This is of concern to us as there may be a need to reevaluate plans to use that location. The planned development of a video lottery terminal gambling facility at Aqueduct Racetrack may render it not suitable for use as an evacuation center, especially during the construction time period. There is a need to review this.

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 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. 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 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 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. Due to increased residential foreclosures resulting in more vacant homes, it is imperative that a mechanism be developed for the city to provide rat abatement and removal of debris from such locations and bill the current owners of record.

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 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

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. 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.

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. More than 20,000 residents are older than 60. 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. 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.

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 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 FY2010 continue to indicate that over 90% of the calls to 311 from our area for the Parks Department were forestry-related. In FY2009, approximately 45% of those requests for forestry service involved damaged or dead trees which was an improvement over that of FY2007 and FY2008. During FY2010, complaints of damaged, dead, and overgrown trees increased as did the number of root damage to sidewalks complaints. Dead and damaged trees, along with 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. There is no pool located in southwest Queens. 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.

As our population grows the need for a place for recreation and cultural programs also grows. The Furman Center *State of New York City's Housing and Neighborhoods 2009* again reports Community Board 10 to have the lowest percentage of housing units located within a quarter mile of a park larger than a quarter acre of the city's 59 Community Boards. That same report for 2008 indicated Community Board 10 to be among the five Community Boards with the highest percentages of households with children under age 18 in the city. 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 (DeMuttiis and Judge). One is located at the 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. 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 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 increases in some categories since FY2003 that give rise to concern. 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 has stated there have been too few "beat" officers in the past and that their assignment areas were too large for them to be readily accessible to the residents of their posts. Those officers that did provide community policing have been reassigned to other duties in the precinct and the Community Policing Unit seems to be no longer functioning. 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. In FY2005 there were more than 3,000 noise complaints made through the 311 system that were referred to our police precinct. That number increased steadily each year through FY2008 when there were over 3,800 noise complaints. The overwhelming majority of them involved residential noise most occurring during the warm weather months. Due to a much appreciated concerted effort by the 106th Precinct to address the noise problem, the number of complaints decreased

to about 3,500 during FY09 and again decreased during FY10 to about 2,500.

Despite this strong, much appreciated, effort by our precinct to address the problem 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 LL47 reports indicate that in FY2009, 36% and in FY10, 30% of the noise complaints from southern Queens zipcodes (all 114 and 116 zip codes) emanated from just two zip codes that recorded the highest number of complaints. Of those two zip codes, all of one and half of the other are located within our precinct. Most of the noise complaints in the zip code half located in CB 10 emanated from that half that is in CB 10.

Although there has been marked improvement, unreasonable noise remains the most complained about quality of life issue in our area. Manpower levels at the police precinct **must be increased, especially on weekend nights**, to address this continuing problem as well as other crime and quality of life concerns. 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.

This year we have seen an increase in the number of complaints from residents about wait times for a response from a 311 operator, especially on weekend nights when many noise conditions occur. There is a need to insure that calls to 311 are answered promptly so that residents do not "give up" and hang up, thus not reporting their complaints resulting in an inaccurate measure of the problem.

The current economic climate has given rise to another growing quality of life problem. We are seeing more over-the-road tractor trailer trucks and other commercial vehicles parked on our local streets. Enforcement efforts must increase. Resources must be provided to bolster precinct level efforts. There is concern in our area about the number of derelict vehicles reported. As our area abuts JFK Airport, this concern reflects the view among our residents that such vehicles, as do the trucks, pose a potentially serious security issue. Our residents are particularly conscious of the "see something, say something" philosophy. There is a need for complaints of derelict vehicles to be responded to quickly.

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 106th 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.

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.

We find that three wheel scooters have proved to be very effective and look forward to more of them being allocated to our 106th Precinct. Bicycle patrols have been effective in the past. Community residents are concerned that reduced manpower levels and discontinuance of community policing have affected their continued utilization. This is particularly upsetting since it was the community that raised the necessary funds to purchase more than 20 bicycles for the precinct's use. 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. We believe a permanent Sky Tower observation post should be created to provide for monitoring of the essentially unpatrolled shoreline land areas within our area and we view this to be a critical need. 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. The presence of the large tract of undeveloped federally-owned land along our shore west of Crossbay Blvd. essentially minimally patrolled by National Park Police where terrorist activity could easily occur at any time also requires our police officers be able to respond rapidly to that area. 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.

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 was to be installed along all the roadways, both highways and local streets, in our community leading to and from the airport. 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.

The planned construction of a racino at Aqueduct Racetrack has given rise to added concern about manpower levels in our precinct. Residents are fearful that they will see an increase in street crime, prostitution, and quality of life infractions. We believe it is imperative that sufficient resources be assigned to the 106th Precinct immediately upon the start of construction in order that residents may be assured that additional crime will not get a “toehold”. Further, we believe it imperative that manpower levels be increased so that enforcement is proactive rather than reactive. Our residents desire and expect that increases in crime potentially related to the racino’s presence virtually in the center of our community be prevented rather than responded to after the fact.

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. Census 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* indicates 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 since the takeover of the private bus companies, 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 deliver 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. 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. 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 accessible. An elevator is both much needed and strongly desired to provide unimpeded access to the “el”. The Aqueduct Station at North Conduit requires major renovation. If the Aqueduct racino moves forward switching issues at the Aqueduct Racetrack Station must be resolved so that it may be fully utilized.

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 totally deteriorated because of cutbacks and we are back to square one with a great 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.

On commercial strips, wherever there are apartments above the stores, 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. Complaints continue to come in from local residents regarding the storage of numerous rusted, inoperable vehicles. There is a need for our Sanitation garage to house only our district’s sanitation vehicles.

Dumping has increased on any open space, large or small. 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 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 was included in that 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. DOT's plan to address this complex intersection is problematic to many local residents and it remains to be seen if the proposed changes are successful.

Traffic calming proposals for the Rockaway Blvd. corridor also are problematic to many local residents. Those proposals must be carefully evaluated in light of the potential major development at Aqueduct Racetrack which fronts on Rockaway Blvd. to insure that they will be effective if implemented. Further traffic mitigation actions may well be necessary and the community expects there be ongoing communication between DOT and the developer to address and minimize potential negative impacts for 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 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. Enforcement for speed and stop sign violations must increase.

Traffic enforcement agents should be hired by the NYPD and assigned to specific intersections as needed for moving violation enforcement. To date, Police Department personnel seem not consider speed infractions and stop sign violations 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.

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.

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 restrictive signage, 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. 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.

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 AirTrain connection to the Howard Beach MTA station, restoration of such a service would be advantageous. South Queens continues to be without sufficient safe, reliable express bus service. There is a need for new bus routes, at least some to be express routes, **within** Queens as it is often far easier for our residents to get to other boroughs using public transportation than it is for them to get to other parts of our borough.

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.

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, much of 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 “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. Funding is desperately needed to continue to offer teen programming at John Adams High School. 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 and the growing threat of AIDS and STDs 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 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.

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.

JFK AIRPORT, 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 and the racetrack is state owned. Actions involving both 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.

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 was expended on. Unfortunately, although the funds spent have been expended on worthy projects, most local residents in the neighborhoods near the airport do not perceive that they derived any benefit. 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. The soon to be developed senior housing project planned by Catholic Charities for the State owned former Fineson building requested funding from the PANYNJ for needed soundproofing. Although the building is located in a airport-noise impacted community that request was denied. The project serves a public purpose and the expense to appropriately soundproof it should not be required to come from Catholic Charities or non-airport related public funding sources being sought to complete the project.

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. 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 boarding AirTrain. AirTrain was intended to encourage people to take public transportation to the airport not as 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.

The franchise agreement between NYRA and New York State expired on 12/31/07. In 2006, the State sought a new operator for the racetrack. A “new” NYRA entity is now the racing franchisee. Legislation was enacted at the State level to allow for the construction of a video lottery terminal gambling facility at the racetrack to function in conjunction with horseracing there. It is anticipated that the State will soon select an operator for the VLT facility. Although there are numerous concerns, overall the community is supportive of the planned VLT facility.

Ideas continue to be expressed about future use of this property should the VLT project fail to move forward and NYRA seek to discontinue horseracing there. **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 continues to be 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 and they fully expect that their views regarding any potential development be sought and respected. Community Board 10 concurs with residents’ views that they desire to see the facility remain with horse racing as its primary use and VLT gambling as an ancillary use. Should any other uses 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. At present, the National Park Service is rewriting Gateway’s General Management Plan. The first General Management Plan for Gateway was completed in 1979. Very little of what appeared in it has been accomplished in the ensuing 30 years for the sections of Gateway NRA located within Community Board 10.

It is our understanding that the following language is to be found in the deed documents filed at the time of the city’s conveyance of this parkland to the federal government: *“that any proposed master plan or revision of a master plan...shall be subject to review and comment...by the Mayor of the City of New York ... prior to adoption.”* Should this be applicable to the current revision of the Gateway General Management Plan now underway there is a distinct need for the city to carefully review it and help to insure that this former city parkland is developed in a manner which serves the residents of our area better.

Elizabeth Braton

Chairperson