



MANHATTAN COMMUNITY BOARD SIX

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DISTRICT NEEDS STATEMENT FOR FISCAL YEAR 2013

Community District 6 encompasses the East Side of Manhattan from 14th to 59th Streets, from the East River to Lexington Avenue and farther west in some areas to include all of Gramercy Park and all of Murray Hill. Additional well-known neighborhoods lie within the Board boundaries: Sutton Place, Beekman Place, Turtle Bay, Tudor City, Kips Bay, Rosehill, Phipps Houses, East Midtown Plaza, Stuyvesant Square, Waterside, Peter Cooper Village and Stuyvesant Town. The District is a mixture of residential and commercial use with offices located in Citicorp Center, the Chrysler building and other major structures; with retail shops lining the avenues. Community District 6 is home to the United Nations as well as hundreds of missions and diplomatic residences. There are several major hospitals in the District, used by all New Yorkers, including Beth Israel, VA Medical Center, Bellevue Hospital, NYU Langone Medical Center and NYU Hospital for Joint Diseases. Numerous substance abuses; mental health, and other ambulatory care clinics as well as some facilities of the New York Eye and Ear Hospital are located in the District. The District includes Baruch College, including the Zicklin School of Business and its graduate business school facilities, the School of Visual Arts, Brookdale Campus of Hunter College, the NYU School of Medicine, the NYU College of Dentistry and the Beren Campus of Yeshiva University, including Stern College and other facilities.

The assessed value of commercial and residential properties, the daily influx of workers, and tourists who shop and visit the District all contribute significantly to New York's economic base.

There are five Business Improvement Districts (BIDs) within the District or at our border: The Grand Central Partnership, 34th Street Partnership, East Midtown Association, Union Square Partnership and the Flatiron/23rd Street Partnership. We applaud these BIDs for continuing to improve the quality of life within the District. We encourage the City to continue to endorse new BIDs.

For some, the District is defined by the commercial energy of East Midtown and the sedate apartments on Sutton Place, the brownstones of Murray Hill and the charm of Gramercy Park, but in reality, the District is primarily a middle-income community that also has significant numbers of low-income residents and a large elderly population living on fixed incomes.

The most recent information indicates that the 30th Street Shelter has 14% of the sheltered male beds in the City (850 beds). The shelter at 215-225 East 45th Street has beds for one hundred and thirty women and ten churches and

synagogues in the District have opened their doors as private shelters. However, homelessness continues to be a major concern for the area.

To address the needs of this vibrant and diverse community, the Board has grouped our issues into four broad categories of major concern: 1) services for the vulnerable, 2) a healthy and safe environment, 3) a livable City for all, and 4) continuing the commitment to District needs.

SERVICES FOR THE MOST VULNERABLE

Services for the Elderly

The Department of City Planning Community Profile shows that there are three senior centers in the District. This level of service is clearly inadequate since, according to the 2010 Census, 15.6% of the District population is age 65 or older. In CB6 there were 22,293 persons age 65 and over, a growth of almost 10% over the 2000 census, and of these, 10,179, or over 45% were 75 and older. The Community Board capital budget requests for additional senior centers and adult daycare services dating from a decade ago continue to go unmet.

It is vital that senior centers are modernized and have the funds to provide services not just for the frail but also for supportive programs for those who are not frail. Computer labs with Internet access provide a wide range of opportunities so today's more active senior may participate in healthy activities, keep informed of programs for seniors, and expand their skill set. With the closing of the Centers for Medicare and Medicaid Services only walk-in center in New York City a few years ago, seniors lost a valuable opportunity for in-person assistance in obtaining and managing their benefits. Now seniors are increasingly expected to navigate the Internet to participate in prescription drug plans and manage their Medicare and Medicaid benefits but without the adequate facilities or tools to do so. Education on how to manage benefits online should lead to improved quality of life as well as greater use of the federal programs and less reliance on City funds. Over the last few years, the Board has included a Lifelong Learning Center in the Board's budget requests to accomplish just this. The Board would like to see this type of center placed midway in the District so that the entire District may have easy access to such a facility.

We are pleased by DFTA's efforts to introduce "innovative senior centers." However, none of the Centers are located in Community District 6. The Lenox Hill Neighborhood House, located in District 8, is one of the Centers and operates the Senior Center at St. Peter's Church in our District. However, it is not clear that the more than 3,000 members of the Center at St. Peter's Church have sufficient access to the programming available through Lenox Hill.

We recognize that budget concerns may restrain new possibilities for senior centers in the next year. And, we were pleased to see that the 2013 budget did not have a drastic negative impact on senior centers in our District. However, we were alarmed that one of our major senior centers was threatened with closure under the preliminary FY 2012 budget and will be vigilant to protect our senior centers. Eliminating centers would not be acceptable even in the hardest financial times.

Services for the Disabled

Community District 6 has within its boundaries and in close proximity to it, numerous hospitals as well as specialty institutions for the hearing and visually impaired. In addition, over 15% of the District population is age of 65 or over and many of these residents are limited in mobility. Because of these factors, many persons with decreased mobility or disabilities travel through the District and have informed the Board that at times they face perilous, congested Midtown traffic conditions. Improvements must be made in traffic patterns, signage, enforcement, bus loading/unloading areas and pedestrian signaling devices to improve safety. The reduction in public transportation options significantly hampers the movement of those who have reduced mobility to and from their treatment and social centers. Restoration and expansion of transportation for those of reduced mobility is critical for these residents of the community.

Youth and Education

School overcrowding and insufficient afterschool and support services for children continue to be a problem in Community District 6. In Sept 2011, PS116 remained at 120% capacity. The Committee's ability to address overcrowding is hampered by the lack of adequate communication about proposed educational plans and resource allocation. For example, community-initiated petitions, and resolutions passed by CB6, CEC and city, state, and federal legislators to address overcrowding in PS116 by incubating the proposed PS281 were denied without clear explanation. Nonetheless, the Board looks forward to more productive relationships with all stakeholders in the school arena.

We are pleased that work has begun on PS281 for the anticipated opening in Sept 2013. However, the City did not provide for sufficient community input on the type of school or the design of the facility. Ongoing issues for PS 281 include the impact on child safety, student performance, and child health due to new traffic patterns, construction in the adjacent site, the lack of sunlight in the schoolyard, and the potential degradation from overuse of St. Vartan's Park directly across the street.

Community Board 6 continues to hold a strong position that the Police Academy located on East 20th Street be considered a school space once the Police Academy is relocated. To date, we have not been included in discussions of the future of this location. The Board reminds the City that the Charter requires the City to consult with the Board on the disposition of this property. Due to the shortage of currently available public school space, the Board also passed a resolution that private charter schools not be placed in current public space. In addition, CB6 supports the establishment and continuation of a capital fund, similar to the funding provisions negotiated for the Solow site, to address the increased collateral needs, such as new schools, created by new residential developments in New York City.

There are insufficient afterschool and other support services for students and other children in Community District 6. The Board will continue to assess this issue in the coming year.

Homeless Services

East Midtown is one of the nicest areas in the City with one of the lowest crime rates. Consequently, homeless people have little fear of being robbed of their few possessions as they sleep on the streets or in our parks. This community has demonstrated great compassion for the homeless in its midst, and is aware of the enormous demands for service needed by this population. Community input and involvement in DHS' determination of the location of 9,000 units under the New York/New York III program is essential to implementation of this objective. In this regard, Community Board 6 applauds the Human Resources Administration (HRA) in proposing the contracting of Kenmore Housing Development Funding Corporation to operate 20 units of permanent supportive housing for eligible homeless adults who are referred by HRA.

The 30th Street Homeless Men's Shelter, which occupies the former Bellevue Psychiatric Building, is operating at capacity. DHS is decentralizing its intake system from a one-center system to a two-center system. DHS hopes to open an intake facility in the two boroughs with the highest concentration of street homeless individuals, Brooklyn and Manhattan. The Request for Proposal (RFP) for redevelopment of this site was temporarily shelved. As a result, Community Board 6 is working to create a community-based redevelopment that meets the guidelines of its 197-a Plan.

A HEALTHY AND SAFE COMMUNITY

Health Facilities

There are several major hospitals in the District, used by all New Yorkers, including Beth Israel Medical Center, VA Medical Center, Bellevue Hospital, NYU Langone Medical Center, and the NYU Hospital for Joint Diseases. Numerous substance abuse, mental health, and other ambulatory care clinics as well as some facilities of the New York Eye and Ear Hospital are located in the District. We look forward to continued cooperation with these medical facilities as they expand and modernize their operations in the District. Several constituencies within our District would welcome a requirement that all hospitals have Community Advisory Boards to improve communications.

For decades, Community Board 6 has been advocating for a strategic plan to determine Bellevue Hospital's immediate and future health care and land use needs, especially prior to any disposition of property. No such study has ever been conveyed to the Board. The Community Board supports the essential mission of Bellevue as the City's premier public hospital. We will continue to support updated facilities and improved services at Bellevue.

The Community Board has taken note of the lack of high quality skilled nursing facilities in Manhattan and especially within Community District 6. Also, the number of hospice beds is woefully inadequate. The NYC Department of City

Planning projects that Manhattan's elderly population, aged 65 and over, will grow by 57.9% between 2002 and 2030 adding 108,000 elderly persons. In Community District 6 we have seen an increase in the number of persons age 65 and over of 9.8% just since the 2000 census – and more than 45% of these individuals are 75 and older. We therefore must plan for the additional health and other support services needed by this population.

Community Board 6, through its own redevelopment plan of the Bellevue Psychiatric Building, is focusing on health-related uses consistent with its 197-a Plan, such as a sub-acute facility or multiple uses that would allow for a continuum of care for seniors and others in need of such care.

Pedestrian Safety

In our densely populated District, pedestrian safety must be an important concern. We are pleased with the initial efforts being made to install audible and countdown signals and urge a continuation in the effort to identify additional locations in District 6 for such devices, with particular attention to the medical corridor.

Left turn signals are absolutely necessary at several major intersections on Lexington Avenue due to double digit pedestrian injuries resulting from left turning vehicles as documented by DOT and NYPD statistics. The notable intersections are at 23rd Street, 34th Street, 42nd Street, 57th Street, 24th Street, 33rd Street, 36th Street, 50th Street, and 59th Street. In addition, Community Board 6 asks the Department of Transportation to review the possible installation of traffic calming measures, such as left turn signals, leading pedestrian intervals, speed bumps, all-red stop phase or other methods to improve safety for pedestrians crossing Second Avenue, particularly at E. 53rd and E. 49th Streets, and implement the changes needed to greatly improve pedestrian safety, as soon as possible, on all of the District's wide Avenues.

An area of pedestrian safety that continues to be a major problem is protection from unsafe use of bicycles. Community Board 6 supports the development of appropriate bicycle pathways through the District. These pathways are now in place along First and Second Avenues and elsewhere. Additional street markings and various levels of bike paths are also going in for cross-town streets. However, we must recognize that pedestrians can be harassed and injured by inconsiderate, illegal, and unsafe bicycle practices. Principle among these are bicycles on the sidewalk, bicycles crossing intersections against the light, bicycles entering the crosswalk at the light, and bicycles traveling against traffic. We believe that much of this could be alleviated by enforcement of existing bicycle regulations. We recognize that the number of summonses for these infractions has increased, but we believe that the NYPD must step-up its effort to correct these threats to public safety. We recognize that this additional enforcement puts a strain on the NYPD's limited resources and ask that the City rectify this situation by providing additional funds. With the implementation of the Bike Share program, the concerns of bicycle safety will become even more urgent. Along with increased bicycle use comes illegal parking and dangerous placement of bicycles. Throughout the District, bicycles are chained onto city trees, parking signs and other city property, at times making it difficult for pedestrians to safely navigate the sidewalks. Illegal bicycle parking also has a negative impact on the aesthetics of our neighborhoods.

Another area of concern is that of pedestrian-automobile incidents. Re-engineering has improved the conditions of the intersection at 24th Street and Lexington Avenue. However, other intersections remain problematic. The Community Board has heard from residents on 23rd Street concerning the intersection at 23rd Street and Second Avenue, which has had a substantial history of pedestrian-automobile incidents and at 23rd Street and Third Avenue which often backs up traffic and clogs streets. Over the last few years 57th and Second Avenue had the highest number of accidents in Manhattan. 57th Street at both First and Second Avenues continues to be of concern. In addition, the area near the ferry terminal at 34th Street and the FDR Service Road is documented as having one of the highest accident rates in the District. We believe that these intersections require engineering attention.

Sanitation

The Board is pleased that the District's streets are relatively clean and thanks the District Superintendent and his crew for all of their assistance. However, we continue to note that additional enforcement of alternate sides of the street regulations is needed to facilitate regular maintenance. Some sidewalks in the District do not fare as well as the streets and are continuously littered. Existing litter baskets often fill to overflowing. Additional city litter baskets and a review of the frequency of pickups would be helpful. Commercial and residential garbage can sit on the street for many hours in advance of pickup creating an odor and unsightly mess that also attracts rodents.

Recycle trash bags are often deliberately opened for the redeemable bottles and cans. Therefore, the Board is looking into possible legislation that would require they be placed in one type of trash bag, eliminating the need to open and strew unwanted items onto city sidewalk and streets, which has a negative impact on a neighborhood's quality of life.

Sub-Surface Infrastructure

The July 18, 2007 steam explosion that occurred on Lexington Avenue and E. 41 Street and the steam explosion that occurred in Gramercy Park in 1989 are two of the most extreme examples in Community District 6 of serious threats posed by our aging infrastructure. The net effect of these and other events such as manhole explosions and fires on Second Avenue in the vicinity of 23rd Street in 2008 is that the members of the community are losing confidence in the basic safety of the city. Considering the potential for injuries and even loss of life, as well as street closures, traffic diversions and the like, the Board needs more information on the potential problems that have been identified and the projects planned for our District. Additionally the Board would like information on the age of the general steam pipe system, the method of inspections and an inventory of scheduled maintenance.

The City needs to map the City's sub-surface infrastructure including both public and private facilities. The Board understands the sensitivity of this information. However, we suggest that the City take inventory of all sub-surface infrastructures to determine their condition and develop a maintenance schedule that would keep

the infrastructure in good repair. Efforts should be coordinated with private industry such as Con Edison and Verizon making sure that their assets are kept in good repair. We believe that in the long term the value of having this information would expedite various city and private projects and would, over time, pay for itself.

Another infrastructure issue was identified in the Mayor's 2020 waterfront plan, prepared by City Planning Department and issued in March 2011. Aging infrastructure is affecting East River water quality. Storm water runoff, which occurs when the sewage system is overwhelmed in heavy rain, is polluting our rivers. Recent initiatives regarding the City's Blueway, including efforts to attract people to using our waterways and rivers for boating, fishing, swimming, and even its commercial enterprises, will be affected by storm water runoff. Rising sea levels will only exacerbate these issues and Community Board 6 urges the City to escalate the energy and resources devoted to these issues.

Construction Site Safety

New high-rise construction, while certainly a nuisance for immediate neighbors, generally does not present a threat to the community. These multi-million dollar projects are built by experienced contractors and are closely supervised by the Department of Buildings. However, the tragic crane accident at Second Avenue and 51st Street illustrates the need for constant oversight. We recognize and commend the response the city has made to improve safety at construction sites and emphasize the need to follow through on improvements in procedures and in expanding the inspection effort. We are also concerned that in these economic times, construction is suspended at several work sites without sufficient supervision to ensure that the site remains safe and secure. Therefore, the Board has asked and our legislators have produced LL #70 that requires a developer to inform DOB when work on a site is suspended. This legislation requires that DOB conduct an on-site inspection, within a reasonable time frame, to ensure the site is safe and secure. We believe this effort needs to go a step further and ask that DOB provide Boards with the result of these inspections.

For many years, the Board has been concerned about the length of time sheds surrounding buildings are allowed to stay up. In some instances these sidewalk sheds remain in place for 10 or more years. The public becomes concerned over the sheds' stability, falling debris, street and sidewalk cleanliness, and failing or no under-shed lighting. The sheds also create a safe haven for illegal activities, which is documented by NYPD. The Board would like to see legislation passed that would require the timely filing and advancement of jobs with DOB before an extension of a shed permit is issued.

Many building owners appear to disregard the permit process and building code regulations. Much work is done without any building permits, or with a permit that does not begin to cover the full scope of the work being performed. It appears that more and more work is being done in the evenings and on weekends when the Department of Buildings has only a few inspectors to cover all five boroughs. Additionally, hazardous illegal uses and occupancies need to be addressed. We need more building inspectors to address all these issues.

A LIVABLE CITY FOR ALL

Parks and Recreation

Community District 6 has the least amount of parkland (especially with active park usage) of any community District in Manhattan. At the same time, its population is at the median of Community District size both in Manhattan and in all of New York City. Furthermore, recent census data shows a thirty percent increase in the population of very young children in Manhattan. For this reason, the City needs to develop new active park space. Community District 6, with its scarcity of parkland, should be a high priority in the development of new space.

During the past year, legislation was passed allowing the alienation of Robert Moses Playground and creating a complicated mechanism that would fund the creation of an esplanade along the East River and other amenities. Some of the elements of this mechanism include the establishment of the Eastside Greenway and Park ("EGAP", the governing body for the overall process), replacement park space in the community (including Asser Levy Place), access to the esplanade, and other items. Community Board 6 looks forward to the creation of new open space and is monitoring the design of the various elements, as well as the community's voice in planning and decision-making. A series of design charettes, competitions and forums were held to solicit ideas for the esplanade, resulting in ever growing interest.

Through the Board's discussions and efforts of our elected officials, some of the parks in Community District 6 have been reconstructed. However, with all the capital improvements in our parks and recreation centers, we continue to emphasize the need for adequate maintenance, operation, and protection of our rehabilitated parks. The need for additional maintenance workers continues to be a high priority within Board 6 and throughout the city. Recent media stories about the safety and adequate maintenance of park & street trees as well as the reported payout by the city of millions of dollars in legal settlements has led to CB6 seeking an inspection of the safety of all trees in our area. We have been told that there are only 5 tree inspectors for the whole borough of Manhattan. We also stress the importance of making our parks accessible to all our neighbors. We believe that all our parks, including the comfort stations in those parks, should comply with both the requirements of and the spirit of the Americans with Disabilities Act. Even in instances where the City is not legally required to update certain facilities at this time, we urge that modifications be made as soon as possible. We also note that Asser Levy and the 54th Street Recreation Centers are two of the three most heavily used centers in the city. Unfortunately, they do not have adequate personnel to meet the needs of the many people they serve nor do they have sufficient funds for maintenance and supplies. Asser Levy has only one working boiler, which is in dire need of replacement, and has windows that need replacing.

We are pleased by the recent resurfacing of Robert Moses Playground and promise of funding for repair of a portion of the Stuyvesant Square historic fence and will continue to push for the completion of these much-delayed projects. Other long-standing capital priorities - such as the restoration of the Stuyvesant Square Park's comfort stations, repair of slate steps in Peter Detmold, and the rehabilitation of Glick Park, which includes restoration of the fountains - remain to be addressed.

Open Spaces

Open space is of vital importance to the Board. According to a report conducted by an urban fellow and confirmed by the Department of City Planning, there are only 26 acres of open space within the District, including our Public Plazas. This means there are well over 5,000 persons per acre of open space, the highest density in Manhattan. These numbers do not take into account the thousands of people who commute into Midtown businesses, people shopping in our many retail establishments, or tourists coming to enjoy our attractions and institutions such as the United Nations.

We are encouraged by the efforts to add parkland and publicly accessible areas for recreation citywide through the plaNYC initiative, but we have not seen much attention yet to Community District 6. One of the stated goals of plaNYC is to create or enhance a public plaza in every community. The Board is presently exploring implementing a public plaza on the east side of 2nd Avenue between E. 30th and E. 33rd Streets. We look forward to working with the City to establish appropriately sited public plazas throughout Community District 6.

We also have focused our attention on another type of open space: privately owned public space. We are particularly concerned about developed properties that were granted zoning “bonuses” in exchange for creating and maintaining such public space. A report prepared in 2008 by the Board’s Community Planning Fellow examined the 77 privately owned public spaces in the District and found 30 of those spaces to be out of compliance with applicable zoning requirements. Based on this survey, DOB has issued 13 violations, DCP has issued 9, and they have written letters to the property owners. The Board is working with DCP to determine what the next steps will be.

Waterfront Development

The entire eastern boundary of Manhattan Community Board 6, stretching from 14th Street to 59th Street, is the East River. CB6 has long worked for development of a continuous esplanade along the waterfront as a highly desirable open space. The Board’s 197-a Plan, approved by the City Council in March 2008, provided the framework for development and specifically identified the following critical issues, among others, that need to be addressed.

- The presence of the FDR Drive, along the entire length of the River in CB6 creates both physical and visual barriers to the waterfront, with both elevated viaduct and at-grade highway segments. Other impediments to access are parking facilities of long standing which should be relocated, the heliport, a difficult narrowing of the esplanade at 14th Street, and the absence of needed pedestrian bridges in a number of areas such as at 39-41st Streets, among others. These issues represent challenges that CB6 will continue to pursue with appropriate entities.
- Connections are needed for segments of the existing East River esplanade where there are major gaps, such as at East 34th Street to East 41st Street.
- Location of institutions and the Waterside housing complex along the waterfront form part of the social and cultural fabric of CB6 (the UN, the International School, Solar One, Bellevue Hospital, NYU Medical Center and

- the East River Science Park) and are viewed as opportunities for greater incorporation into a continuous esplanade, for example if there were pedestrian bridges at 27th and 29th Streets.
- Ferry service, and water taxis are increasingly popular, and should be considered for expansion from the single site in CB6 at East 34th Street to other sites such as at 23rd and 42nd Streets.

Please see http://www.nyc.gov/html/mancb6/html/projects/197_a_plan.shtml for additional information about the 197-a Plan.

In view of this long effort by CB6, and with the advice and assistance from CB6's elected officials, in October 2011 a Memorandum of Understanding (MOU) was signed by New York City and New York State that provides a legal framework for the funding of the East Midtown Waterfront Project - stretching from the East 38th Street pier to the northern limits of CB6. The MOU addresses the need for a continuous esplanade, as well as the UN's longstanding need to expand and consolidate its operations.

CB6 will continue to work with all agencies so that current and future capital and expense budget requests for open space development, placement of pedestrian bridges, and other projects facilitating access to the waterfront will grow from the framework of the MOU. It is also expected that the eventual reconstruction of the FDR Drive within the CB6 area will play a critical role in design and funding. The MOU describes the financial transactions and development necessary to complete its goals. Please consult the MOU for additional information.
www.scribd.com/doc/67634613/Eastside-Greenway-and-Parkland-MOU

Among the major components of the East Midtown Waterfront Project are three sections, served by a number of potential upland connections:

- Waterside Pier, an existing structure located between 38th and 41st Streets, was owned by the City and used by Con Edison until its lease expired in June 2010. The initial rehabilitation of the pier may take 2-4 years to complete. CB6 will work with City agencies to find ways to use the pier once rehabilitation is completed. Since all funds for building a park and for creation of an upland connection at 41st Street are not expected to be available for some time and an interim solution is required. An upgrade of Glick Park also remains an issue.
- UN Esplanade – still to be designed and constructed - would run outboard of the existing UN campus from East 41st through 53rd Streets.
- ODR Esplanade – To be designed and constructed from East 53rd-60th Streets, this northern section of the Esplanade may make use of in-water caisson structures that were retained from the Outboard Detour Roadway (ODR) reconstruction of the FDR Drive.

Public input will inform various stages of design for the future esplanade, and in furtherance of this goal, the involved City agencies and the Eastside and Greenway Park (EGAP) Board have invited CB6, neighborhood groups and City-wide stakeholders to join a community working group, the first meeting of which

was held in May 2012. At future meetings, the design and development team will seek feedback on design concepts.

A separate study that has been added alongside the East Midtown Waterfront Project is the Blueway Plan, covering the area from the Brooklyn Bridge to East 38th Street (CB3 is also involved). Funded by a NYS grant and administered through the office of the Manhattan Borough President, the Blueway study seeks to develop ideas for a series of sites along the East River where people can get into and onto the water for canoeing, kayaking, fishing, swimming (assuming water quality meets health standards), as well as environmental education and ecological restoration projects, to name just a few of the many suggestions provided by the community. Here too, impediments to waterfront access are being examined, and data developed for the East Midtown Waterfront Project will be used to inform concept designs for the Blueway Plan's goals. CB6 will work towards funding of Blueway projects as the esplanade project is designed and built, since no funding has yet been provided for the Blueway. For additional information please see <http://www.eastriverblueway.org/>

Library Services

The Grand Central Branch of the New York Public Library has been a well-appreciated expansion in services available to the previously underserved northern end of our District. We encourage the NYPL to consider making this a permanent facility, especially in light of the continued closure of the Donnell Library Center at 20 W. 53rd Street.

The Community Board is disappointed by the drastic budget cuts that will affect days and hours of operation as well as services at public libraries in our District and across the City. A recent survey of the Gates Foundation found that one-third of Americans now relies on libraries for computers and Internet access. New York Public Library Director Paul Le Clerc testified on June 4, 2010, that one in four people say they have no alternatives to services like those they receive at NYPL. The City must restore the number of days the libraries are open and the number of hours they are open each day. We ask that funding for library services be expanded to keep up with the ever changing demands and opportunities provided in our electronic information society and so that resources are available to all members of our community whether rich or poor. We also urge that the library branches are fully staffed with qualified professional Librarians. Community Board 6 strongly supports full service libraries at the Kips Bay, Epiphany, and Grand Central Branches.

Transportation and Community Mobility

Second Avenue Subway: Community Board 6 has established the full-build Second Avenue Subway as a most urgent need. This District has only limited access to existing subway service and what is available suffers from extreme overcrowding. Our local streets are at or beyond traffic saturation. The Second Avenue subway is essential to alleviate the existing overcrowding on the subways and congestion on the streets. One of the most important ways to make access to jobs, shopping and housing in a rebounding economy is the prompt construction of the full-build Second Avenue subway. The announcement in July 2009 of

additional delays in construction is unacceptable. While we recognize that the primary authority for the construction is the MTA, we urge elected officials and City Agencies to do all in their power to see that construction is accelerated.

East River Pedestrian Bikeway (ERPBW): The development of an eastside bikeway and esplanade is also of urgent need. The promised ERPBW would provide a safe transit way for bicycle commuters and recreational riders. The bikeway and walkway at Stuyvesant Cove is excellent and represents the best along the East River. However, north of that from 23rd Street to 59th Street in District 6 there is often no bikeway and generally poor walkways. Bikers are often directed into dangerous traffic situations and have to share bus and delivery lanes. We urge the City to close this gap in the promised Manhattan Greenway and to review the placement of existing signage so that bicycle riders are not directed into some of the worst traffic conditions on the east side. Additional considerations and specific recommendations are detailed above in the discussion of Waterfront Development.

Bus Services and Traffic Issues: The Board welcomes the Select Bus Service as an attempt to speed up north/south public transportation in the eastern section of the District. However, the effects of recent cutbacks in cross-town bus routes must be reviewed and monitored to ensure that our residents continue to have convenient cross-town access. This is particularly critical for seniors, the disabled, and the less affluent for whom options are limited. We are pleased that some cross-town service has been restored in response to neighborhood requests.

We are pleased, with reservations, about the implementation of Select Bus Service on 34th Street as an attempt to improve east/west travel times on this important cross-town corridor. We look forward to significant community involvement to ensure that the project does not result in negative impacts on the surrounding neighborhood. For example, as a result of Board and community experience, Community Board 6 strongly urges the MTA and NYC Transit to restore the Lexington and Madison Avenues bus stops for both eastbound and westbound service on the 34th Street route.

One controversial issue facing the community is a proposal by the Department of Environmental Protection to place a water main in the East 50s or East 60s between First and Third Avenues. Community Board 6 and local neighborhood organizations expressed serious opposition to the suggested routing, which would create additional problems for this already severely impacted neighborhood, including more years of construction and traffic congestion on the streets and the Edward I Koch 59th Queensborough Bridge. Community Board 6 provided detailed information and irrefutable facts that the proposed East 56th and East 58th street routes were not acceptable; the City agencies have ignored both this information and community opposition and appear to be planning to place the water main on east 58th Street without following proper procedures. Community Board 6 calls for a District wide analysis of the impact of the water main routes and the impact on traffic and public safety, and asks the City to respond to the demands of its citizens.

East River Ferry Service: The entire eastern boundary of Community District 6 is the East River. We have pressed for the aggressive development of expanded ferry service along the East River, including expansion and improvement of the

34th Street ferry terminal. The upgraded East 34th Street ferry terminal is currently under construction and Community Board 6 is awaiting information from EDC regarding whether a comfort station will also be built adjacent to the terminal. Suitable, comfortable and attractive ferry terminals should be considered in the very near term for 23rd and 42nd Streets, with an emphasis on full mass transit intermodality, passenger convenience, and comfort.

Street and Highway Surfaces: The physical condition of our community's streets, including local tunnels and bridges as well as the Franklin D. Roosevelt Drive from 14th to 59th Streets has declined. Driving and merely trying to walk across the street can be difficult or even dangerous. The corrugated surface of many streets is a menace to pedestrians and a threat to drivers. It is also destructive to vehicles using those streets. It is estimated that the unsatisfactory surface of city streets shortens the useful life of city owned vehicles by about ten percent. The financial impact to the City just considering police cars, fire trucks, ambulances, sanitation vehicles, and MTA buses must be significant. More frequent re-surfacing is necessary to keep the streets, highways, bridges, and tunnels in Community District 6 in minimum serviceable condition.

The Board has been advocating for a traffic pattern study since the closure of a portion of E. 14th Street as well as the FDR E. 15th Street south bound exit. These actions have produced a back-up on the small E. 23rd St south bound FDR exit, which now must be upgraded. Furthermore, the removal of left hand turns at the end of the north bound FDR Exit 7 ramp forces drivers to precede several blocks north before they can go south. In response, drivers too often make illegal maneuvers. Before its closure near the FDR, this portion of E. 14th Street began a major cross-town corridor. Now E. 23rd Street has become over-utilized and we have an increase in illegal turns and hazardous conditions. These actions affecting traffic patterns have encouraged drivers to find other cross-town routes, including E. 34th Street. With a reconfiguration of E. 34th St. under active consideration, a traffic pattern study that addresses the area starting at 14th Street and heading north becomes increasingly important.

Parking and Traffic Enforcement: Much of Community District 6 suffers from severe traffic congestion aggravated by double parking, impermissible use of bus stops and bus lanes, obstruction of pedestrian crosswalks, and other similar violations. We believe that, to relieve the congestion and to protect pedestrian safety, a very much greater and sustained effort at parking and traffic enforcement in this District is necessary. In addition, portions of our District become a veritable parking lot for "Black Cars" and other livery vehicles in both prohibited and metered parking spaces.

According to complaints from neighborhood residents, the drivers of these cars do not seem to pay meter fees; they create noise, leave garbage on our streets and sidewalks, and use public spaces to urinate. Thus far there has been no systematic effort to address these problems or to improve the TLC's enforcement capability and standards.

Pedestrian Traffic Flow: Members of the Community Board spend a great deal of time carefully reviewing all sidewalk café applications and continue to work with DCA in making the review process more meaningful. Unfortunately, in several portions of our District, there is an increasing encroachment on sidewalk space

meant for the use of pedestrians. The Board conducted a study that found many of our cafés, bars, and restaurants do not meet the eight foot clearance requirement in front of their establishments and the useable space requirements are not met, e.g. in regard to flush tree beds. As a result, pedestrians frequently resort to walking in the street. Sidewalk cafes should be permitted only when the remaining sidewalk space is sufficient for pedestrian traffic and is free of publicly or privately placed obstructions. The rules determining useable space should be reconsidered including expanding the definition of “obstruction” to include anything that blocks pedestrian passage whether privately or publicly placed.

34th Street Heliport: Community Board 6 has long held the position of opposing the operation of a heliport at 34th Street. The noise, odors and air blast impacts have drawn criticism from local residents and necessitated replacement of costly air filtration equipment at NYU Langone Medical Center. Although CB6 has been successful in lobbying for a limit to the number of daily flights and the days on which it operates to weekdays, the heliport’s continued operation has been judged by the City to be essential to the business community. CB6 will try to persuade the City to incorporate new operating regulations and methods of their enforcement as part of the lease renewal in 2015.

Development for the Future

There are several major developments and a major rezoning study pending in Community Board 6.

- NYU Tisch Hospital, Kimmel Pavilion, Science Building, and College of Nursing
- 950,000 square foot building being proposed by the United Nations for development on the Robert Moses Playground site (42nd Street and 1st Avenue) - see our section on Parks and Recreation for information
- East River Science Park on the Bellevue Campus – Phase I complete
- Disposition of the former Bellevue Hospital Psychiatric Building by EDC
- Proposed closing of the Police Academy on 20th Street - see our section on Youth and Education for information
- Con Edison/Solow Development site along First Avenue between 35th and 41st
- East Midtown Rezoning Study by the Department of City Planning

Since the 2000 U.S. Census, Community Board 6 has seen rapid building growth, with over 2,000 additional residential units and several million square feet. Our community has also seen expansive growth in commercial construction, with nearly 2 million square feet of new office space and over 100,000 square feet of new retail space.

Such rapid growth has its consequences on our existing infrastructure. A growing population requires additional open space for our residents, new schools for our children, rehabilitation of our existing roads and mass transit services, and more police officers and firefighters to serve and protect the community.

Con Edison/ Solow Development Site: The New York State Public Service Commission mandated the divestment of many of Con Edison's assets. These included four sites along First Avenue between 35th and 41st Streets that collectively amount to 8.9 acres. Buildings on these properties have been demolished and excavation has been completed for an anticipated commercial and residential complex. This project is on hold.

During the 2012 fiscal year, development plans for the Con Edison pier began (see the waterfront section of this report).

The Bellevue Campus: For decades, Community Board 6 has been advocating for a strategic plan to determine Bellevue's immediate and future health care and land use needs prior to any disposition of property; no study has ever been conveyed to the Board.

Phase I of the East River Science Park on the northern part of the Bellevue Hospital campus is now completed. Phase II is on hold. The Science Park includes the development of three new buildings devoted primarily to biotechnology facilities and also containing core research facilities, a library, local retail, parking and other uses. Phase I includes a total of 300,000 square feet of biotech laboratory space.

The February 2001 report of the New York City Investment Fund ("Market Demand Study for Commercial Biotechnology, Biomedical and Bioinformatics Facilities in New York City") estimated that the companies emerging from the City's academic research centers would generate a demand for approximately 1,000,000 square feet of space designed for bio-tech firms over the next few years, of which about 40,000 square feet is needed as incubator space for start-up firms.

Development of the proposed Cornell/Israel Technion University campus on Roosevelt Island will have an effect on the Community District 6. We are assessing this and watching carefully as plans develop.

Community Board 6 continues to advocate for the redevelopment of the former Bellevue Psychiatric Building. Several years ago, the NYC Economic Development Corporation issued an RFP, and received proposals for the redevelopment of the building. No selection was made. The 2008 197-a Plan explicitly calls for scientific, medical, and institutional uses for this building. CB6 continues to advocate for these uses, and for the restoration of the building.

New York University: NYU Tisch Hospital has begun site preparation for its new Kimmel Pavilion on E. 34th Street east of First Avenue, adjacent to the Tisch Hospital. The Kimmel Pavilion will be an acute care facility and include a lobby level concourse and common amenities shared with Tisch Hospital; united imaging and procedure floors; all private inpatient rooms; dedicated floors for a Children's Hospital; and a new energy building for co-generation.

NYU is planning a 14-story Science building on E. 30 Street east of First Avenue, primarily for research labs. The new structure will require the demolition of two existing NYU buildings. East 30th Street in this location does not appear on the city map, thus is technically not a street. In the 2008 197-a plan, CB6 stated its

plan to re-map this street. NYU has said it has no objection as long as it does not affect the variances required to construct its new Science building.

There is a new NYU School of Nursing building beginning construction at the southwest corner of First Avenue and E. 26th Street. The new 11-story building will contain the College of Nursing, College of Dentistry, and the Bioengineering Institute.

Brookdale/Julia Richman Exchange: Several years ago, an RFP for development was issued for the Hunter/Brookdale site at First Avenue and E. 25th Street, but respondents have not been made public. It appears at this time that the project is on hold. The Board will remain active in the process and expects to be kept informed of any activity.

East Midtown Zoning: The Department of City Planning is in dialogue with the Board about its' "Midtown Modernization" plan. Although no plan has been generated to date, it is expected that re-zoning will be proposed in a major portion of the CB6 district, from 40th to 57th Street between Lexington and Third Avenues, with an additional portion extending to Second Avenue from 40th to 48th Street. Although the full Board has not taken formal action as of the time this Statement is being prepared, the Land Use and Waterfront committee is following this carefully. There appears to be a need to modernize out-dated buildings and maintain overall competitiveness of East Midtown as a major, world-class office district. However, the committee has two major concerns. First, that the residential districts within this area, specifically Second Avenue to Third Avenue, remain residential in scale. Second, that the time frame for the formal ULURP process (January 2013) is aggressive. The committee and the Board are working with neighborhood organizations and Community Board 5 for a consistent, coordinated effort as the plan develops.

Before the implementation of the Midtown Modernization plan, the City needs to conduct a study of projected increases in pedestrian, transit, and vehicular traffic as well as a District wide traffic study. Additionally, upgrades and improvements to the areas sub-surface Infrastructure (utilities) will need to reviewed, especially in light of the July 18, 2007 steam explosion that occurred on Lexington Avenue and E. 41 Street.

CONTINUING THE COMMITMENT TO DISTRICT NEEDS

Communications between the City agencies and the Board need to be improved. Consultation on District capital projects is required by the NYC Charter but has always been an issue. Recently, communication has been even more problematic. The Board is unable to update community-based organizations on some of the District's most important projects. For example, the Board has repeatedly asked that the Department of Parks and Recreation meet to plan the Robert Moses replacement park at Asser Levy as well as to plan the new park behind 1 Sutton Place South but with little action. Consultation is a right of the Board and the community.

Many restaurant/bars in the District operate as cabarets contrary to zoning. The majority of the District is not zoned for cabarets for a reason - to protect the

serenity of the many quiet communities. The Board has been informed that the Department of Consumers Affairs no longer conducts enforcement of Cabaret licenses. This has created a gap that no other agency is filling. It is important to increase monitoring and to increase summonses for these illegal cabarets. We are concerned as well about the increase in commercially sponsored “pub-crawls” in our District. Frequently organized outside of the District, advertised through social media, and usually starting early in the day, these pub-crawls result in drunk and disorderly behavior and destruction of property.

Also in need of oversight are the many illegal hotels operating all over the District. Browsing the Internet for five minutes produced 19 websites for short-term sublets, hotels, and furnished apartments available for short stays. Transient housing poses dangers to tenants and to condo and co-op owners. Communities flourish when there is stability. It is believed that these illegal dwellings also place the City’s fire fighters and police officers at risk.

The Need for Better Statistical Data

Although demographic data on our residential population is fairly comprehensive, we have no statistics on the number of people who enter this District on a daily basis to work, to shop, and to visit our institutions. The relationship of the quantity of such populations to the number of service delivery personnel allocated to Community District 6 is crucial to its quality of life and should therefore be carefully analyzed by the City Administration.

While there has been some improvement, the City’s Community District level budget data are spotty at best. Police precincts only partly coincide with Community Districts, but at least precinct level data are available. Most other departments do not provide the sort of data that inform the Community Board of the level of effort the City performs within the Community District. This problem should be corrected.

The Community Board would like to request support for enhanced development of GIS based information concerning the District. While we are interested in city services that are currently supported by the Department of City Planning, we would also like to see other maps that focus on local concerns such as dilapidated buildings, construction sites, and police incidents. Map resources are becoming easier to obtain. The Board would like to put them to constructive use.

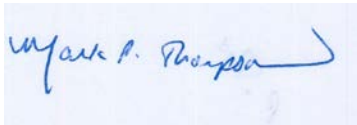
Funding for the Community Board Office

We were pleased that proposed cuts to the budgets of Community Boards were not implemented in the final Executive Budgets for 2012 or 2013 and we are guardedly optimistic in the assurance that cuts will not occur in upcoming years. In these difficult financial times, we acknowledge the need to do more with less. However, we still must point out that Community Boards are operating on budgets that have not had a noticeable increase in over 20 years, while other agencies have, and previous cuts have never been restored. We have been forced to reduce administrative costs to a bare minimum and may have difficulty retaining professional staff.

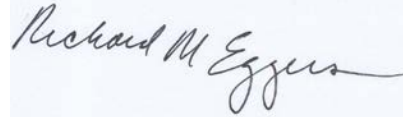
At a time of rising unemployment, challenging financial markets, and City budget cuts, we can reasonably predict that city services will be tested to their limits. Oversight and redress of service shortfalls, as well as praise for valuable and efficient initiatives, becomes critical – and these functions are essential elements of the Community Board mission. In effect, the Community Boards are the eyes and ears of the city government and can help ensure that resources are deployed efficiently to meet the needs of the community.

Each year that the budget is not increased, it is in effect reduced by the loss of purchasing power and an increased demand for services. We will continue to advocate for appropriate funding of the City's 59 Community Boards.

Respectfully submitted,

A handwritten signature in blue ink that reads "Mark P. Thompson". The signature is written in a cursive style with a long, sweeping tail that extends to the right.

Mark Thompson
Chair

A handwritten signature in blue ink that reads "Richard M. Eggers". The signature is written in a cursive style with a long, sweeping tail that extends to the right.

Richard Eggers, Chair, Budget &
Governmental Affairs Committee

A handwritten signature in blue ink that reads "Toni Carlina". The signature is written in a cursive style with a long, sweeping tail that extends to the right.

Toni Carlina,
District Manager