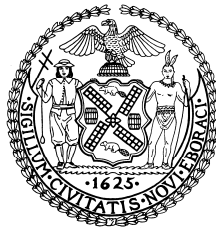


Nicholas Viest
Chair

Latha Thompson
District Manager



505 Park Avenue
Suite 620
New York, N.Y. 10022
(212) 758-4340
(212) 758-4616 (Fax)
info@cb8m.com - E-Mail
www.cb8m.com – Website

The City of New York Manhattan Community Board 8

FISCAL YEAR 2016 DISTRICT NEEDS STATEMENT

I. INTRODUCTION

1.1 GEOGRAPHY

Roosevelt Island and the Upper East Side of Manhattan, from the north side of East 59th Street to the south side of East 96th Street between Fifth Avenue and the East River, comprise Manhattan Community District 8. In addition to our diverse population, we are home to dozens of diplomatic residences, world famous hospitals, medical research centers, and world-renowned museums.

According to the 2010 census, 229,688 people live on the Upper East Side of Manhattan, a 6.0% increase from 1990.ⁱ Prosperous economic times and a major building boom that began during the 1990's have added thousands of new dwelling units to the district. Today, the district continues to grow at an amazing pace. The 1999 median household income for the District was \$74,134.ⁱⁱ Based on data from the 2000 census 6.5% of the individuals in the district live below the poverty level.ⁱⁱⁱ

There is also a large segment of the population with special needs. More than 14% of CB8's residents are senior citizens^{iv}, with a high number of frail elderly. There is also a number of working poor living in the district. With affordable housing becoming increasingly scarce, commercial rent escalating, and the prices of goods and services dramatically rising, our middle class residents are struggling to meet their budgets. The influx of new residents, shoppers, and tourists has strained the delivery of municipal service.

II. AREAS OF PERFORMANCE

2.1 LAND USE

Aside from the Second Ave subway the project that will have the greatest impact on CB8 is the Marine Transfer Station on East 91st Street and York Avenue. The Community Board strongly opposes the location of this facility because of its close proximity to a densely packed residential neighborhood, the safety hazards due its location next to Asphalt Green and thousands of kids who play there, the addition of trucks into an area with significant traffic problems - which will also increase due to the proposed hospital construction, the increased potential for traffic accidents and fatalities due to the increased truck traffic and the increase of diesel fuel trucks in an area that already has the worst air quality in the city. We strongly urge the City to consider these significant impacts.

CB8 believes that it is still not too late for the city to reconsider this plan and that given the increased costs and potential problems of this site it is in the interest of the City to do so. There is more stated in this issue under the Environment and Sanitation heading.

Nearly every portion of CB8 has experienced major development. Where tenements and small commercial properties once stood, luxury apartment buildings now soar to thirty or forty floors (10 feet per floor). After a construction lull during the early to mid 1990's, residential and commercial development exploded on the Upper East Side.

Zoning changes including R8-B enacted within the past fifteen years to protect the midblock, from massive structures and R10-A governing use of the plaza bonus and towers on a base for avenues and cross-town streets have only slightly moderated development. New 30-35 story buildings on some avenues, which currently

are allowed, strain the infrastructure and municipal services.

CB8 and local civic groups have urged the Department of City Planning to review the Community Facility provisions of the Zoning Resolution. CB8 is the only district where community facilities are entitled to a 5.1 FAR in the R8B mid-blocks. CB8 has proposed modifications to the Department of City Planning to change the current community facility in R8B areas from a 5.1 to a 4.0 FAR.

CB8 seeks to preserve the Upper East Side's residential character. The C1 and C2 zoning (Local Retail Use) control commercial signage in the District. CB8 seeks to maintain a careful balance to prevent new buildings from detracting from CB8's historic districts. CB8 believes that new and more effective regulations, coupled with increased enforcement, would ease this problem.

Roosevelt Island is undergoing major change with the addition of the Cornell Tech graduate center. The campus will occupy most of the southern part of the island. The graduate center is a boon for the community and city but the quality of life of the residents must be protected while the island undergoes major construction for the years to come. .

Unlike some other community boards the entire community board serves as the Land Use Committee reviewing all applications for zoning variances and changes after extensive public hearings. Land Use Task Forces serve developers and residents to address the special problems or areas of need.

CB8 frequently serves as a mediator between the community, developers and government entities such as the MTA, RIOC and DDC.

2.2 LANDMARKS

CB8 works closely with the NYC Landmarks Preservation Commission and community organizations on all landmark issues. CB8 reviews Certificate of Appropriateness Applications, designations, and matters related to individual landmarks and buildings within the six historic districts with CB8 (the Upper Eastside Historic Districts the Carnegie Hill Historic District; the Metropolitan Museum Historic District; the Treadwell Farm Historic District; the Henderson Place Historic District and the Hardenburgh-Rhineland Historic District.)

We would the City Council to approve the designation of the Park Avenue Historic District as proposed by the Landmarks Preservation Commission and the City Planning Commission.

CB8 works closely with community organizations investigating and reporting violations of landmark regulations. With the significant number of landmarked buildings in the district, CB8 is well aware that the Commission is under staffed to handle the hundreds of applications, inspections, and violations for these properties. CB8 continues to request funding for additional Landmarks staff.

2.3 STREET LIFE

Community Board 8 is packed with bars, restaurants and sidewalk cafes. The number of inspectors to oversee this concentration of establishments is inadequate. CB8 has regularly requested additional inspectors to insure compliance with the sidewalk café and pedestrian obstruction regulations.

2.3.1 Liquor Licenses

CB8 reviews and makes a recommendation to the New York State Liquor Authority on roughly 400 liquor applications each year. While the many bars on the Upper East Side make CB8 an entertainment center, several of these bars are the source of noise and quality of life complaints. CB8 receives complaints on hours of operation, music volume and hours, incidents of violence and general neighborliness. Like many Community Boards in the five boroughs, CB8 attempts to encourage good behavior by bar owners. CB8 finds communicating with the New York State Liquor Authority a struggle, although there has been some recent improvement. CB8 supports changes to the law that would make the Authority more responsive to the needs and desires of the community.

2.3.2 Sidewalk Cafes

The Street Life Committee carefully reviews all plans for new enclosed and unenclosed sidewalk cafes and all applications for renewals of these consents. The Board office refers complaints to the Department of Consumer Affairs that may result in citations or fines and on occasion, the confiscation of illegal tables and chairs.

CB8 believes more inspectors are needed to monitor and enforce cafe guidelines. CB8 often receives complaints about restaurants operating without a valid cafe license, with more tables and/or chairs than allowed by their license, cafes extending beyond their authorized area and cafes operating beyond their allowed hours of operation. CB8 is pleased that the Department of Consumer Affairs requires the posting of the allowable number of tables and chairs in restaurants. However, this regulation needs stronger enforcement as it is rarely followed. We also believe that the DCA's online database of sidewalk cafes needs to be updated to show the type of license (enclosed, unenclosed, small unenclosed), the licensed number of tables and chairs, and the expiration date of the license.

2.3.4 Street Vendors

The impact of street vending remains a very significant issue throughout CB8. The Board office and the Vendor Committee Chair receive daily complaints about peddlers and vendors operating on the street. Most licensed general merchandise vendors are non-compliant with vendor law and regulations and operate with oversized or unapproved displays that often block building entrances, fire hydrants and crosswalks.

Food truck vendors are most often parked at meters or in "No Parking" and "No Standing" zones throughout the district, and when they feed the meters, they take important parking spots meant for business customers.

Food vendors that cook on the street offend passer-byes, street level businesses and low floor apartments and offices, as strong, potent odors penetrate these premises.

Our Community Board has passed four major resolutions regarding the control, monitoring and restraint of street vendors and has been actively engaged in having our suggestions become law.

Fruit vendors who position themselves in front of bodegas, fruit markets and supermarkets are having a significant negative impact on those businesses as they undercut their pricing because they have no overhead. Their large inventory trucks park illegally by their curb and keep them supplied with fruit all day long, thus allowing them to operate 24 hours a day. Most do not leave because they don't want to lose their spots.

Trucks parking on restricted streets inhibit ambulance and emergency vehicles from passing safely and in a timely manner.

We have been working tirelessly with the 19th Precinct to effect enforcement and thank them for their effort, but only a separate, designated vendor enforcement squad will really make the difference to enforcement of existing law and quality of life for residents and businesses in our community.

We believe that there is strong support for a separate vendor enforcement squad that could be self-funding, and that it will be very difficult to ameliorate the existing situation without such a squad and increased police presence.

Please allocate funds towards this effort.

2.3.5 Newsracks

The City Department of Transportation now regulates the placement, installation and maintenance of newsracks on City sidewalks. CB8 will continue to monitor the enforcement of the 2004 regulations. Unfortunately, there appears to be little effort made by the city to remove illegal or broken newsracks. The proliferation of newspaper vending machines and newsracks is a serious problem. On some corners as many as twenty newsracks clog the pedestrian walkways. We support the development of a standardized multiple unit newsracks for city-wide use and believe the city should fund a pilot program, which would include funding for design, installation and maintenance of this street furniture.

2.3.6 Problem Nightclubs, Bars and Cabarets

Known problem establishments in CB8 are spread over a large geographic area, unlike the situation in other parts of Manhattan. With large numbers of individuals hitting the street simultaneously at closing time, this often results in difficulty for the police to engage in preventive enforcement while responding to specific incidents. The 19th Precinct works closely with CB8 to target known areas of concern, but could use additional personnel during

the overnight hours, particularly on weekends. Cabaret licenses can be especially sensitive in our area given the highly residential nature of the community.

2.4 TRANSPORTATION

2.4.1 Highways and Streets

Community Board 8 has consistently ranked funding for street repair and maintenance high on its list of priorities, and we applaud the NYC Department of Transportation's Manhattan Highway Maintenance Division on the job they do managing this substantial task, especially in light of its need for an additional pothole gang, that the Board strongly supports.

CB8 supported DOT's pilot bus pad project . As these concrete areas at bus stops, which replace the standard asphalt, reduce the wear and tear on our streets, we hope to continue to work with DOT to find suitable locations for bus pads in our district.

Sidewalks remain a problem in our district. Many are no longer in safe condition. We ask the NYC Department of Transportation to make a top priority the enforcement of sidewalk repairs to ensure that all property owners maintain a safe sidewalk for all pedestrians and people with disabilities. We also asked the NYC Department of Finance and the City Council to look for ways to ease the burden on property owners whose sidewalks exist over vaults. The cost to repair these sidewalks, actually the vault roof, can be \$50,000, much more than standard sidewalk repair. In many cases, this imposes a burden on the property owner. Because many of these sidewalks go unrepaired, pedestrians must continue to navigate unsafe sidewalks.

Community Board 8 continues to support the installation of pedestrian ramps and the maintenance and repair of the existing ramps . Ramps are important not only for wheelchair users and the disabled, but also for senior citizens with shopping carts and parents with baby carriages.

We have strongly urged the installation of pedestrian countdown timers at dangerous intersections (FY15 #9, 308201005C). While we are pleased that DOT is planning a pilot program at 24 intersections citywide, we are disappointed that none of these locations are in CB8.

On Roosevelt Island, residents have requested that Main Street be repaved. We will work with the appropriate City and State agencies, the Roosevelt Island Operating Corporation, and the Island residents to evaluate Main Street and develop a timetable for completion of this needed work. The Board supports funding for the full reconstruction of the Roosevelt Island Seawall which has been breached in several locations.

2.4.2 Traffic

Traffic Congestion has become an increasing problem in Community Board and will get worse with the additional hospital construction projects and the proposed Marine Transfer Station. We request that the proposed traffic study for the full length of York Avenue (paid for by CUNY MSK) be carried out as soon as possible.

We encourage the Department of Transportation to improve bike lanes throughout the city so that recreational bicyclists, messengers, delivery people and others riders may travel safely through the city streets.

We appreciate the changes made by DOT at the intersection of East 60th Street and Third Avenue. These changes will help reduce the number of traffic accidents and fatalities in the area.

We also support the goals of Vision Zero to significantly reduce traffic fatalities and accidents in our community. Community Board 8 supports stronger enforcement of drivers running red lights and stop signs, reckless and unlicensed commercial and recreational bicyclists, bicyclists on sidewalks and bus lane violators. We urge the issuance of summonses for horn honking as this is one of the major noise complaints received by the Community Board 8 office. Traffic enforcement, especially at peak travel times, remains one of Community Board 8's highest priorities. In particular, we are concerned about the following conditions:

1) The Queensboro Bridge area. Over 200,000 cars and trucks exit the Bridge daily.^v They often travel at high speeds, creating a danger for pedestrians and other vehicles. Congestion, gridlock, and air pollution are all ongoing problems. Unnecessary horn honking creates intolerable noise for nearby residents. Community Board 8 continues to work with our elected officials, the Police and the DOT Commissioner regarding these concerns. We strongly urge the Mayor and the Police Commissioner to fund and permanently assign traffic enforcement agents to the area as well as the district's cross-town streets: 72nd, 79th, 86th and 96th.

2) Public safety. We are pleased that the Administration is directing more police attention to traffic-related violations -- i.e. running red lights, double-parking and blocking the crosswalk ("blocking the box"). However, more needs to be done. The Board supports strict enforcement of all traffic laws.

Community Board 8 supports the Red-Light Camera Program, which photographs drivers in the act of running red lights. There are currently three cameras in District 8. We have encouraged the Department of Transportation to install others, particularly at Lexington Avenue and E. 86th Street. We are pleased that the State has authorized a total of 100 cameras citywide. We urge City and State officials to expand this program even further and allow the installation of decoy cameras, as well.

3) Traffic control at intersections. Many intersections in our district are difficult for pedestrians to navigate safely. Intersections such as East 96th Street and First Avenue, East 96th Street at the FDR Drive, East 71st, 72nd and 73rd Streets at York Avenue, intersections around the Queensboro Bridge and Greater Bridgemarket Area, and intersections along the East 86th Street corridor all present safety problems. A particularly bad intersection in the Board 8 area is 79th Street and York Avenue where express buses, group taxi lines and illegal vans converge near the entrance to the FDR Drive. This intersection has an unusually high incidence of traffic accidents involving both property and human loss. Hundreds of elementary school children from P.S. 158 and hundreds of elderly individuals use this intersection several times a day. Community Board 8 has recommended a four-way red light (Barnes Dance) at this intersection and increased enforcement.

Community Board 8 has requested traffic control agents at: East 79th Street and East End Avenue; near the entrances and exits to the FDR Drive on York Avenue at East 62nd and 63rd Street; and at the Queensboro Bridge exit ramps at East 61st Street and East 63rd Street between First and Second Avenues. We continue to oppose service cuts in traffic control and enforcement and we urge the retention of traffic control agents along York Avenue in the vicinity of the entrances and exits to the Drive.

Furthermore, we have requested additional traffic engineering staff be hired by DOT to address problem intersections, and the agency has agreed additional staff is necessary. We look forward to working with agency staff to alleviate safety problems at difficult intersections.

The installation and maintenance of street and parking signs, lampposts (FY10 CS, 308199907C), traffic signals, and other traffic devices is of paramount importance to Community Board 8. Over the years we have supported increasing the amount of funding available for producing new signage, especially for the production of signs specific to the needs of certain blocks, and for the bucket trucks and personnel to install them (FY10 #12, 308200802C). Due to cuts to the NYC Department of Transportation's budget, the number of crews available to install or change signs has been drastically reduced, resulting in long waiting periods for the installation of signs, and occasional confusion regarding the rules in effect at a given location. Community Board 8's Transportation Committee regularly considers requests from local businesses and residents for changes in parking signage. Changes recommended by the Board often address traffic congestion and/or public safety concerns on particular blocks.

Community Board 8 is pleased that the New York City Council has begun to authorize licenses for commuter vans that had been operating illegally and without adequate insurance or inspections. Only when these vans are properly regulated to ensure safe operation should any consideration be given to their use as an alternative mode of transportation.

Community Board 8 has fully supported the plans to reconstruct the 81st Street pedestrian bridge over the FDR Drive (FTY10 CS, #308201010C) and we look forward to discussing the finalized design with DDC now that the contract has been awarded. .

2.4.3 Public Transportation

Large numbers of residents, daily workers and visitors contribute to traffic congestion, noise, pollution, and crowded streets and sidewalks. With only one subway line traveling the East Side, public transit continues to be overwhelmed. The MTA/NYC Transit must work with commuters and the Board to address service issues such as punctuality, bus bunching and dwell times.

We strongly support the MTA's Select Bus Service (a/k/a Bus Rapid Transit) on the M15 Line. We look forward to working with the MTA on developing the final plans for this enhanced service.

The implementation of articulated buses results in the de facto reduction in service due to the decreased number of buses from four to three during peak periods, from five to four during non-peak hours, the increased dwell time, and time between buses. We object to any service cuts to bus service during peak and off-peak hours.

The Lexington Avenue IRT subway carries hundreds of thousands of commuters each day and is more than 110% over capacity at rush hour. Regarding the Second Avenue Subway, we are grateful to our elected officials who have lobbied for this desperately needed subway expansion, and we are pleased that Phase One has is scheduled to open in December 2016. At that time, it will carry some 210,000 passengers. We have requested immediate service on 63rd Street. This construction has created a new set of problems for the residents and businesses in the work zone. We have urged local government to provide funding in support of local businesses hurt by the construction work (FY10 #20, 308201002E) Our Second Avenue Subway Task Force works actively with the MTA and local officials to help mitigate these temporary situations.

We oppose any cuts to north-south service, which has faced continuing, severe cuts over the past several years. In particular, we call on NYC Transit to restore service on the M31, M79, M66, M30, M86, M15 and the X90-92. We urge the restoration of everyday service on the M30 and increased frequency on the M31 route.

The large number of express buses that travel daily through our city streets belching fumes and barreling through red lights on their way to and from midtown continues to be of great concern. The Board recommends no new or renewed franchises until the Department of City Planning completes its study of express bus policy.

The Board continues to urge the MTA/NYC Transit and the Department of Transportation to phase out diesel buses and replace both the private and public transit fleets with natural gas-powered vehicles and efficient, cleaner burning hybrids. We are pleased that natural gas buses will be eligible for funding under the State Clean Water/Clean Air Bond Act.

We are pleased that the city has developed plans to institute ferry service to Roosevelt Island. We have consistently supported increased ferry service on the East River and have requested the complete restoration of the East 90th Street pier for many years (FY10 CS, #30820703C)

We urge the MTA to implement side guards on the fleet of trucks, buses and vehicles over 10,000 pounds

2.5 HOUSING

New York has often led the nation in responding to housing needs and concerns. In 1864 the New York Council of Hygiene of the Citizens Association mounted a campaign to raise housing standards, while in 1901 New York State passed the Tenement House Law, the legislative basis for addressing the lack of light, air and space in tenements. City and Suburban Housing was designed to accommodate more light and air. The Emergency Tenant Protection Act of 1974 states that an emergency exists if the rental vacancy rate is 5 percent or less. Today, with a citywide rental vacancy rate of 3 percent, the New York area housing market continues to be defined as a housing emergency.

Community District 8 is home to 161,142 households. Of those households 42,487 are owner households and 79,622 are renter households^{vi}. Over 98 percent of owner households live in housing types classified as either a cooperative or a condominium. The Upper East Side rental vacancy rate is 2.8 percent. Approximately 52 percent of renter households pay rent in excess of 30 percent of their income; another 23 percent of renter households pay more than 50 percent of their income toward rent. The median monthly gross rent in 2009 was \$1,735. The district encompasses a wide range of housing forms including condominiums, cooperatives, market rate and rent regulated housing. Of renter households, 35 percent live in market rate. Regulated housing includes rent stabilization (54 percent of renter households), Mitchell-Lama, public housing, and rent control.

In response to New York City's (NYC) and the district's lack of sufficient affordable housing units; the Committee has voiced its overall support of retaining and increasing affordable housing in the district. Additionally, the Committee recommends rescinding the NYC Administration Code §26-511, C, 9 of the NYC Rent Stabilization Law of 1969, a law that has increased institutional expansion within the district. More specifically, the law allows not-for-profit building owners to refuse to renew a tenant's lease if the not-for-profit will use the housing accommodations in furtherance of its mission; thereby eliminating affordable housing units forever.

The Housing Committee advises and assists residents with district-wide housing issues; proactively impacting city housing policy to better address housing concerns in the district as a whole; and raises the level of discourse to ensure that the housing needs of residents figure prominently in the planning of our community. Community Board 8's Housing committee focuses on educating district residents about housing issues ranging from rent control/rent stabilization, senior/elderly housing concerns/issues, Mitchell-Lama housing; and cooperatives and condominiums concerns. We will continue to focus on a variety of housing issues.

2.6 PUBLIC SAFETY

CB8 maintains a close working relationship with the 19th Precinct, Manhattan North, the Central Park Precinct, and the 114th Precinct, which serves Roosevelt Island from Queens. CB8 commends the NY Police Department for the remarkable work it has done with reduced staff to reduce crime, catch criminals, and confiscates weapons and contraband. CB8 looks forward to continued success in these areas. CB8 residents continue to volunteer to be civilian crime watchers.

CB8 remains concerned with the movement of uniformed personnel to specialized units resulting in a reduction in the number of uniformed personnel on the streets. The on-going development on Roosevelt Island has produced greater vehicular traffic and variety of public safety concerns. CB8 feels there is a need for an NYPD substation on Roosevelt Island. Additionally, CB8 supports the restoration of funding for police civilian employees to fill administrative and clerical positions lost due to City budget cuts. A full corps of uniformed personnel will continue the historic reductions in crime. We look forward to working with the Police Department towards restoring the precincts to their full complement of officers.

CB8 is also concerned about quality-of-life problems. Bicycling, rollerblading and scooters on the sidewalks and in our parks can be dangerous. Reckless cyclists and rollerblades, endanger pedestrians, resulting in injuries especially to the elderly and children. CB8 applauds the 19th Precinct's efforts to decrease this problem through outreach and enforcement and encourages the Central Park Precinct to address this problem in Central Park. CB8 encourages the NYPD to pay special attention to all traffic violations, whether committed by bicyclists or drivers. CB8 commends the police for expanding the program to confiscate illegally used bicycles.

CB8 is home to approximately 345 bars and restaurant, which provide food and gathering to metropolitan NYC. The 19th Precinct has responded to the community's complaints about disruptive bars. A special detail - Operation Last Call - patrols the area. Operation MARCH (Multi-Agency Response to Community Hotspots) which involves the NY Police and Fire Departments, the NYC Departments of Buildings, Environmental Protection, and Health, and the NY State Liquor Authority targets underage drinking, health, building and fire code violations, and noise complaints. Most nightlife establishments are operated responsibly. CB8 supports the 19th Precinct's efforts to control community nuisances. We encourage the expansion of both Operation Last Call and Operation MARCH.

CB8 supports full funding for all fire and emergency medical services in our district and citywide. CB8 is particularly concerned about the loss of fire marshals in recent years, and we have requested the restoration of funding for these personnel.

2.7 PARKS AND RECREATION

The population density of Community Board 8 makes our parks and greenery a precious commodity. Although our district is adjacent to Central Park, open space in CB8M is woefully inadequate. According to results of a survey by the organization, New Yorkers for Parks, Manhattan's Upper East Side has among the least amount of open space of any New York City district.

CB8M's Parks Committee has been working to protect and expand the community's limited parkland. Its on-going major projects include its Open Space initiative, launched in 2013 with a public forum on the Need for Open Space on Manhattan's Upper East Side and its East River Esplanade project, which several years ago introduced the urgent need to repair the Esplanade.

The Committee also has been addressing specific improvement projects in various parks, including Central Park, John Jay Park, Stanley Isaacs Playground, and the Park Avenue Malls. We also request assistance with keeping the parks clean.

Last fall, the Committee advanced its Open Space initiative by requesting and overseeing a CB8M district-wide survey of possible sites for additional public open space and parkland. Using the survey's results, the

Committee initially targeted several areas to pursue with the help of local elected officials. And already, efforts have born some fruit: In May, Hunter College officials agreed to open Hunter's Poses Park----recently accessible only to the Hunter College community—to the public on summer weekends. However, much more public open space is still needed to accommodate the Upper East Side's large and growing population.

All the while, the Committee continues to champion the need for reconstruction and redesign of the crumbling East River Esplanade. Its resolution, urging the City to allocate the needed \$115 million over 10 years for Esplanade repairs, has helped elected officials obtain an initial \$35 million for three years' of reconstruction work. But much more money is needed to complete necessary repairs.

Several Parks Committee members continue to participate in an East River Task Force, headed by City Council Member Ben Kallos and Congress Member Carolyn Maloney. However, over the past year, the Committee has sharply stepped up its Esplanade activities amid a burst of announced and undertaken Esplanade construction and redesign work, especially by Consolidated Edison and Rockefeller University. These projects prompted the creation of several task forces involving a number of Parks Committee members: CB8M's Rockefeller University Task Force, a Rockefeller University-sponsored task force to review the University's Esplanade redesign proposals and a CIVITAS-sponsored Esplanade "stakeholders' group" to address design ideas for the Esplanade north of 59th street.

Other Parks Committee activities: Over the past three years, the Parks Committee has initiated and championed the creation of an Older Adults Recreation Area in John Jay Park. This project, which includes exercise equipment, new benches, chess and checkers tables, safety surfacing and other amenities, is now nearing completion.

This spring, the Committee also addressed and approved a plan for adult evening roller hockey at Stanley Isaacs Park—providing an extension of the area's facility that has already accommodated fully 300 players.

As for Central Park, the Committee has been pleased by the landscaping improvements and on-going maintenance that keeps this landmarked area a treasure. The committee continues to work with the Central Park Conservancy on its reconstruction and maintenance projects. In the past year, these have included the reconstruction of Central Park's Fort Clinton and Nutter's Battery Overlooks and the rehabilitation of the park's playgrounds at East 72nd St. and at West 67th Street. However, the Committee remains concerned about biking issues in the park—and the need to enforce biking rules.

To promote beautification, the Committee has approved of an array of art installations along the Park Avenue Malls. However, the community still urgently needs more trees, especially given the loss of so many of them to Second Avenue Subway construction. The Committee will be continuing to work with public officials and community groups to obtain replacements for lost trees—and to find more green spaces and public parkland so badly needed in CB8M.

2.8 197-a COMMITTEE/ANDREW HASWELL GREEN PARK (AHG) & 14 HONEY LOCUST PARKS

Community Board 8 has developed a 197-a plan for the AHG site. By creating a new waterfront park at the former heliport site, the city will bring much needed open space to our community. Phase I of the park has been completed. Planning for Phase II has been completed. The Pavilion area of Phase IIa is expected to start construction in late fall of 2014. Phase IIb has come to a halt because the Inspection by engineers has determined that the pilings under the Waterfront Level of the Park have deteriorated due to the marine borers and need reinforcement/replacement. The waterfront level work cannot start until these funds are identified and obtained. This may be happening with the building of the CUNY/MSK Project. They have proposed Incentive Zoning for this site which would cover these costs. Although the CUNY/MSK Project has gone through ULURP and been approved by the City Council, it has been held up by an Article 78 suit in the courts. Planning for Phase III has not yet begun.

14 Honey Locust Park is currently being used by DEP (and DDC) to complete Shaft 33B and the two required water mains of the third water tunnel for the City of NY. It is expected to be completed by July 2016. The 197-A Committee has met with DEP and will continue discussions with them and DOT. It is the Community Boards understanding that the DEP will restore this park that they have been occupying for the construction work. Due to the length of time construction has taken, prior funds allocated were used at other area parks.

2.9 HEALTH, SENIORS, AND SOCIAL SERVICES

CB8M supports both public and private sector efforts to assist the large and diverse population in our community.

Our district is served by several world-renowned private hospitals, among them: Hospital for Special Surgery; Lenox Hill Hospital and its subsidiary, Manhattan Eye, Ear, and Throat Institute (both now part of North Shore-Long Island Jewish Health System); Memorial Sloan-Kettering Cancer Center; New York-Presbyterian; and Rockefeller University Hospital. We welcome North Shore-LIJ Health System to our community.

Our district was formerly home to Coler-Goldwater Specialty Hospital and Nursing Facility on Roosevelt Island; which has been moved by the city to East Harlem.

The population of our district includes the largest percentage of older adults, 60+, in Manhattan (20.8%). A significant percentage of these (21.5%) live below the poverty level, or are frail, or both. Contrary to popular perception, it also includes a varying but seemingly growing number of individuals without shelter. In addition, soup kitchens, food pantries, and other food programs are seeing growing numbers of people, including more women and children and families, turning to them to augment their diets.

A primary and consistent concern for our board is protecting the senior centers and programs that provide services to seniors regardless of income. These centers and programs provide older members of the community with social interaction and nutrition, two elements vital to maintaining their long-term health and wellbeing. It is imperative that senior center budgets be included in the Mayor's budget, and we urge that in the future critical senior programs such as case management and elder abuse prevention be treated as essential budget items.

The main programs for seniors are offered by Lenox Hill Neighborhood House (partially funded by the New York City Housing Authority (NYCHA), Stanley M. Isaacs Neighborhood Center (a NYCHA facility), Carter Burden Center for the Aging, Roosevelt Island Senior Center, and Search and Care. CB8M has advocated for maintaining NYCHA social service programs, including the NYCHA senior centers at Lenox Hill and Stanley Isaacs, congregate meal programs, and the youth, family, and after school programs.

CB8M remains strongly in favor of continued support for homeless services and supports public and private sector efforts to assist the diverse homeless population in our community. Given the Bloomberg administration's termination of the Advantage program, a top capital priority is increased funding for permanent affordable housing for homeless individuals and families.

Lenox Hill operates the Park Avenue Women's Mental Health Shelter. This shelter, which is located in the Park Avenue Armory, was in desperate need of modernization. We again urge the city to take all steps necessary to ensure that the rehabilitation of this important haven for women is completed in a timely fashion.

We support the efforts of the faith-based organizations to maintain their homeless shelter beds and of the food pantries in and out of our district to continue their work of feeding our hungry.

Overall, the area of homeless services continues to be one of loss and insufficiency. The absence of the services the Neighborhood Coalition for Shelter, Inc. (NCS) provided for almost two continues to be felt and underpins the urgent need for programs that address the needs of the homeless. In addition, we remain disappointed that homeless outreach services were consolidated in one central agency outside our district and outreach to CB8M street homeless individuals is no longer provided by a local organization.

We are particularly concerned that with the city's homeless population at record setting levels, the Department for Homeless Services saw fit to promulgate, and persists in its attempts to implement, new shelter eligibility rules deemed likely to further swell the numbers of homeless single individuals.

We are pleased with the location of urgent care centers in our community. They take pressure off emergency rooms and speed the treatment time for non-emergency cases. We have three active and energetic CERT teams (two on the Upper East Side and one on Roosevelt Island) trained and prepared for emergency response.

There is a need for relaxing rules on roommates for recipients of entitlements where income from a boarder reduced the income or benefit. Allowing for greater density in apartments such as NYCHA, Section 8, Mitchell-lama and in apartments of people receiving benefits such as Medicaid and SSI, would decrease homelessness and reduce poverty.

CB8M continues to support strongly the services and programs aimed at aiding those of our community who are in need; they remain critically important. CB8M urges the city to respond strongly to this growing segment of our city's population.

2.10 LIBRARIES

For more than a century, the New York Public Library has provided quality service to all New Yorkers. The branch libraries are an important public resource for local residents, especially senior citizens and students. CB8 supports the funding for the expansion of the Roosevelt Island Library branch of the New York Public Library (FY 10 #10 308200704C) and the renovation of the Carnegie Branch Library (FY 09 #7 308200601C). RIOC is discussing alternative spaces with the NY Library, which would be conducive to expansion and more centrally located as the island's population grows.

The library budget must be maintained. CB8 urges the Mayor and the City Council to maintain funding for the operating costs to allow the continuation of 6 day a week service at all branches. We also urge increased funding for infrastructure, technological improvements and library materials, particularly increased funding for books, periodicals, and other information resources in all our branch libraries. The system-wide replacement of Checkpoint Booktheft Detection System should be completed by 2011 in all branches and central units, costing \$1.2M. Funding should be found to allow libraries to operate at full hours (i.e. 10-5 Monday through Saturday) and expanded evening hours at least twice a week.

As sources of information have evolved, the Library has kept pace, offering one of the only free points of access to the internet in New York City. CB8 believes that all New Yorkers should have free opportunities to use electronic resources. Since the recession of 2008, the libraries have become a resource to assist person seeking employment.

CB8 advocates for barrier-free access at all our branch libraries. Senior citizens and disabled are entitled to use this public resource.

Too many librarians are leaving for other jobs. CB8 urges the Mayor, the City Council, and the New York Public Library to fund adequate, competitive salaries and benefits for city librarians and staff, including specialized children's librarians.

2.11 YOUTH AND EDUCATION

Community Board 8 applauds the DOE for finding permanent homes for PS 151 and 267, as well as starting a new elementary school PS 527 located in the former Our Lady of Good Council School. Community Board 8 is extremely concerned about the cutback in capital and expense funding which results in: overcrowding in our community district; conversion of cluster rooms to regular class rooms and a lack of specialty teachers for art, music etc. for the schools in our district.

Community Board 8 is pleased to have a new middle school located in PS 158, which will open in September 2014. However, the community feels there is a great need for more Middle School seats in Community District 8.

Community Board 8 is concerned that funding for youth programs in our community remains inadequate given the need (FY14, #2 308200518E). We are consistently dismayed by budget cuts that target youth services because we are penalized due to our zip code.

The need for these programs is very clear. While some children on the Upper East Side enjoy the benefits of private schools, many others rely on after-school programs and weekend sports activities run by Community Based Organizations. A longstanding concern of Community Board 8 has been the lack of recognition on the part of the City and the State of the number of programs that serve large numbers of non-resident youth. This has resulted in a small allocation of community share funds particularly to our UES district.

Community Board 8 is concerned about the insufficient number of public pre-kindergarten programs to serve our

growing three and four year old populations. Community Board 8 is concerned that the additional funding for UPK program put into effect this Fiscal year September 2014, has no NEW seats in Community District 8. We strongly recommend the addition of more public pre-kindergarten seats in Community District 8. Pre-kindergarten is essential to providing quality foundation education, social and development skill development. Without available pre-kindergarten seats in our community district, parents will either have to privately fund early education for their children or commute outside of their neighborhoods to attend public pre-k programs in other community districts.

Community Board 8 supports the funding for student tuition subsidies for the City University of New York, particularly in light of the current economic situation. As home to Hunter College, we recognize the importance of CUNY to both students and the city. The renovation of Hunter College Library would only enhance Hunter College.

The Board also recognizes the importance of providing adequate day care and after school facilities for our children. There are many Community Board 8 residents, especially single working parents, who need affordable day care and after school programs, but whose income slightly surpasses eligibility requirements. Additional Affordable programs are essential. We continue to request increased funding for childcare and after-school programs, including infant care.

An important issue yet to be adequately addressed is the need for programs to prevent abuse and neglect. Community Board 8 feels that there is a need for strong evidence-based programs to provide intensive support to at-risk families. Such therapies will increase family functioning while reducing the need for unnecessary and costly out of home care.

2.13 ENVIRONMENT AND SANITATION

Community Board 8 remains deeply concerned about the proposed expansion of the Marine Transfer Station (MTS) on 91st Street. Residents remember when the MTS was formerly in use and recall the odors, noise, vermin and sanitation trucks lined up from 91st Street to 86th Street. Since the time that the MTS was last in operation the population of the area has expanded; especially significant has been the increase in the number of children.

The Marine Transfer Station is adjacent to four parks including Carl Schurz, Asphalt Green and DeKovats, Mill Rock Island and sits across from a NYC Landmark – Gracie Mansion. Community Board 8 seeks to preserve this valuable parkland. CB8 also is concerned that the proposed facility is located in a Hurricane Flood Zone A with a 1% annual chance of flooding according to FEMA, and is in close proximity to the 125th Street Fault Line where significant tremors occurred as recently as 2001. CB8 highlighted concerns about flooding and earthquake in its 2008 testimony to the U.S. Army Corp of Engineers. Mill Rock is officially designated a Park. CB8 passed a resolution on June 15, 2011 in opposition to the MTS at E. 91st street or in any residential neighborhood at a public meeting that helped lead to the formation of Residents for Sane Trash Solutions – a community-based organization that has been leading the charge in opposition to the proposed MTS. A subsequent CB8 neighborhood meeting was convened at Asphalt Green on February 27, 2012 attended by hundreds of community members who came to learn more about the plans, express their concerns about the proposed MTS and to pose questions to the NYC Department of Sanitation Deputy Commissioner who provided a presentation at the meeting. On June 19, 2013, CB8 passed proposed and passed a resolution at its Full Board meeting highlighting concerns about flooding in response to an informational presentation made during the meeting by the Mayor's Office of Emergency Management. Community Board 8 remains strongly opposed to the location of this site at 91st Street.

The current proposed site of the MTS bisects Asphalt Green, a New York City Park. Asphalt Green services thousands of residents per year, and is also a space for school children all over the city to participate in school athletics (many thousands of asthma afflicted children use this facility). In addition, there is also a day camp in the summer. When the MTS was previously in operation, it created an offensive environment for the campers and many children were forced to leave the program because they were getting sick from the noxious odors.

Air Quality on the Upper East Side continues to be a major concern, other areas in the city have achieved improved air quality however, air quality on the Upper East Side remains poor. We request increased monitoring of air quality throughout Community Board 8.

Community Board 8 (CB8) is responsive to residents' concerns about sanitation and the environment. The cleanliness of our streets and neighborhoods is of great importance to our community and is related to successful business operations, to our well-being, and to the quality of life. In an integrated approach to a cleaner community, we support frequent sanitation inspections and efforts to consistently maintain presentable clean-swept sidewalks and streets.

With regards to drinking water, CB8 passed a resolution in February 2012 in favor of DEP's proposal to build a bypass tunnel to facilitate repair of the Delaware Aqueduct in order to ensure that DEP can continue to deliver high quality drinking water every day to NYC, and further resolved that this support is contingent DEP minimizing and mitigating potential environmental impacts in the areas where the work is to be performed, and upon DEP having an adequate plan in place to supplement the water supply with high-quality drinking water during the shut-down phase of up to 6 to 15 months of the Delaware Aqueduct.

The NYC Department of Environmental Protection (DEP) constructed a vertical water supply shaft, Shaft 33B, to bring water from City Tunnel No. 3 to the local water distribution system in East Manhattan and the Upper East Side in Manhattan. Construction of City Tunnel No 3, Stage 2 – Manhattan leg is currently proceeding beneath Manhattan. The shaft would be an unmanned underground facility capable of conveying water from the new City Tunnel No. 3 to the surface distribution system that serves East Midtown and the Upper East Side. The site is located on the northwest corner of E. 59th Street and First Avenue adjacent to the Queensboro Bridge in Community District 8. The Shaft 33B project would also involve water main construction required to connect the new shaft with the existing subsurface water distribution system that serves the East Midtown and Upper East Side areas. Two water main connections are to extend from the Shaft 33B Site beneath the City streets, connecting the shaft to a trunk-main at Third Avenue.

The Community Board continued to meet with the DEP and DDC to monitor the construction of the East 59th Street water main. The Community Board is also concerned about the start/completion of the secondary main and if 14 Honey Locust Park will be used during this part of the project. Community Board 8 also seeks the full restoration of Honey Locust Park, which was used as a Shaft 33B water main staging area for these many years.

Noise complaints remain a major quality of life issue for Community Board 8. Noisy traffic (particularly unnecessary and illegal horn honking), and noisy nightlife establishments are a large problem. Technology to measure the frequency, decibel levels of noise and vibrations, as well as the cumulative effect of noise sources, should be employed. We support increased funding to restore personnel for enforcement of air and noise codes.

2.14 ECONOMIC DEVELOPMENT

2.14.1 Business Improvement Districts

CB8 works with the Madison Avenue Business Improvement District, the East Midtown Partnership and the DOE Fund on a range of issues. CB8 efforts on traffic and quality of life are critical to our local businesses.

2.15 ZONING AND DEVELOPMENT

From the perspective that our community is for zoned residential use, the following points should be addressed:

- Address the R8B application on file with City Planning for the last 8 years- move the process and have it approved
- Review of community facility use group
- Analysis of local retail use group
- Enforcement of the illegal signage regulations by DOB
- Analysis of existing air rights that can be transferred

ⁱNYC Department of City Planning Website: www.nyc.gov/planning

ⁱⁱNYC Department of City Planning Website: www.nyc.gov/planning

ⁱⁱⁱNYC Department of City Planning Website: www.nyc.gov/planning

^{iv}NYC Department of City Planning Website: www.nyc.gov/planning

^v2010 Parkit website

^{vi} NYU Furman Centers 2010 State of New York City's Housing and Neighborhoods Annual Report
<http://furmancenter.org/research/sonychan/>