



ELIZABETH BRATON
Chairperson

COMMUNITY BOARD 10

CITY OF NEW YORK ♦ BOROUGH OF QUEENS
115-01 LEFFERTS BOULEVARD
SOUTH OZONE PARK, N.Y. 11420
TEL: (718) 843-4488
FAX: (718) 738-1184
E-MAIL: cb10qns@nyc.rr.com



KARYN PETERSEN
District Manager

STATEMENT OF COMMUNITY DISTRICT NEEDS **FISCAL YEAR 2013**

Community Board 10 is located in Southwest Queens. Agencies often mistakenly refer to our area as being in southeastern Queens. As we share a geographical border with Brooklyn on the west, southwestern Queens would seem to be a more accurate geographic descriptor. The district is bounded by Van Wyck Expressway on the East; Liberty Avenue/103rd Avenue on the North; 165th Avenue and JFK International Airport on the South; and the Brooklyn/Queens Line on the West. Within the Board's boundaries are all of the Howard Beach communities located within Zip Code 11414; all of those communities located within Ozone Park Zip Code 11417; all of the South Ozone Park Zip Code 11420 communities; and approximately half of the Richmond Hill South Zip Code 11419. We estimate that our residents live in each of the zipcodes as follows:

About 35% of our population lives within South Ozone Park Zip Code 11420
About 25% of our population lives within Ozone Park Zip Code 11417
About 20% of our population lives within Howard Beach Zip Code 11414
About 20% of our population lives within Richmond Hill Zip Code 11419

Community Board 10 encompasses approximately 4,000 acres and just over 6 square miles of the borough.

According to the 2000 Census, Community Board 10 was home to 127,274 persons, which reflected an increase of 18% over our population in 1990. That increase in population was among the largest in Queens during that decade. We are concerned that the results of the 2010 Census may not accurately reflect the actual number of people who reside within our Board area. The high rate of population growth that occurred in the decade from 1990-2000 has diminished in our area, however our population has continued to grow during the decade from 2000-2010 despite what the 2010 Census reflects for our area. We believe our population was undercounted in Census 2010 by somewhere in the range of 10,000 people.

Data provided by the Department of City Planning derived from the 2010 Census show that our population is now about 123,400. The 3 Neighborhood Tabulation Areas (QN55, QN56, QN57) together essentially correspond geographically to PUMA 04113 which reports U.S. Census Bureau's American Community Survey data.. We believe ACS data from the 5-year and 3-year estimates provide a more accurate representation of our actual current population than the Census 2010 data provides.

PUMA 04113	ACS 05-09 (5 year estimate)	130,753
PUMA 04113	ACS 07-09 (3 year estimate)	135,572
PUMA 04113	ACS 06-08 (3 year estimate)	135,324
PUMA 04113	ACS 05-07 (3 year estimate)	129,194

No single group comprises a majority population in Community Board 10 as a whole. That is reflected in both the 2000 and 2010 Censuses as well as in the ACS data provided over the course of the decade. Data from the ACS 05-

09 5-year estimates showed our population as being: 29% White; 22% Hispanic; 19% Asian; and 18% Black. Census 2010 data show our population as being: 26% White; 23% Hispanic; 18% Asian; and 17% Black. Both data sets indicate that approximately 8% of our population consider themselves to be neither White, Black, Hispanic, or Asian, but of “Some Other Race Alone”.

The population in Community Board 10 is diverse, but is more balanced, in terms of race, than are some other areas in Queens. According to the NYU Furman Center for Real Estate and Urban Policy publication, *State of New York City's Housing and Neighborhoods 2007*, we are “the most racially diverse community district in the city,” and our area “witnessed the second greatest increase in percentage of immigrants of any district in the city” between 1990 and 2006. The Furman Center data presented in that annual publication again reported that Community Board 10 is the city’s most racially diverse district in its 2008, 2009, and 2010 editions.

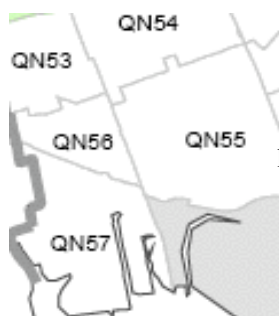
Over the course of the last two decades our Hispanic and Asian populations have grown while our White and Black populations have declined. Our Hispanic population is diverse with no single country of ancestry being predominant. The Asian population in Community Board 10 consists primarily of persons of Indian sub-continent ancestry including many who migrated here from countries in South America and the Caribbean region. It is very likely that many of those who responded to the 2010 Census as being of “Some Other Race Alone” would add to the district’s overall Asian population if those persons are of Indian ancestry but consider themselves as being “Indo-Caribbean” rather than “Asian Indian”.

The 2005-2009 ACS data indicate that about 45% of our population is foreign born. About 80% of our foreign born population entered the U.S. more than a decade ago with about 46% having entered the U.S. before 1990. About 19% of our population are non-citizens of the U.S. according to the ACS data.

Over two thirds of our over age 5 population is reported in the 2005-2009 ACS data as speaking only English. About 60% of those who report speaking other languages speak Spanish. Over 60% of those who speak languages other than English indicate they speak English well. About 77% of those who are foreign-born migrated to the U.S. from Latin America according to the ACS data. That would include most of our foreign-born Hispanics and many of our non-Hispanic foreign-born whose native country is Guyana, which is located on the continent of South America.

In 2000, Census data indicated that approximately 15,000 of our residents were over the age of 65. Census 2010 reports a similar number as being over age 65. Given that our overall population declined according to Census 2010, that seems to be an indication that our over age 65 cohort has increased. ACS data for 2005-2009 estimate that approximately 16,000 of our population is over age 65. DFTA data in its Feb. 2010 *Profile of Older New Yorkers* publication indicates 16.5% of our population is over age 60 and that 47% of the 21,245 persons over age 60 are foreign-born. The ACS data estimate that almost 23,000 of our population is over age 60 while Census 2010 data report about 22,000 to be over age 60.

The largest concentration of persons over age 60 and over age 65 lives in the Howard Beach neighborhood. About 22% of our Board’s population is under age 18 according to Census 2010 which is a lesser percentage than in 2000, however in a number of the census tracts in our area the youth population comprises more than a quarter of the population. A quarter of our population is under age 20 and about 40% are under age 30.



This map depicts the 3 Neighborhood Tabulation Areas (NTAs) within Community Board 10 (QN55, QN56, QN57). City Planning has labeled QN55 as South Ozone Park. In actuality it encompasses not only South Ozone Park, but also the segment of Richmond Hill that is within our Board, as well as the segment of Ozone Park within our Board area located east of the subway tracks (99-100 Sts.). It encompasses 25 of the 36 census tracts located within our Board. In looking at the large area within NTA 55, we would further break it down into three segments. One would be the 11 census tracts located north of Rockaway Blvd. and east of Lefferts Blvd. The second would be the 7 census tracts located north of Rockaway Blvd. that are west of Lefferts Blvd. The third would be the 7 census tracts found in QN55 that are located south of Rockaway Blvd.

Area 1 of QN55:

About 24% of our total population lives in the segment of QN55 that is north of Rockaway Blvd. and east of Lefferts Blvd. About 28% of this area's population are under age 18 and about 14% is over age 60. In this area, about a third of the population is Black, about 17% is Hispanic, and about 22% is Asian. We would estimate that many of the about 11% who reported themselves to be of "Some Other Race Alone" in Census 2010 would add to the Asian population making that group also to be about a third of the population living north of Rockaway Blvd. and east of Lefferts Blvd. We would estimate that about 60-65% of these residents are foreign born. There are close to 9,000 housing units in this area with an average of about 50 people living per acre.

Area 2 of QN55:

About 17% of our total population lives in the segment of QN55 located north of Rockaway Blvd. and west of Lefferts Blvd. About 23% are under age 18 and about 12% are over age 60. About 30% are Asian, about 20% are Hispanic, about 15% are Black, and about 8% are White. Many of the about 11% reported to be of "Some Other Race Alone" would add to the Asian population of this area making 40% probably a better estimate of the Asian population. We would estimate that about 67% of the residents in this area are foreign born. There are about 6,400 housing units in this area with an average of about 70 people living per acre making this the most densely populated area of the Board as a whole.

Area 3 of QN55

About 20% of our total population lives in that segment of QN55 that is south of Rockaway Blvd. About 28% of that area's population is also under age 18 with about 15% being over age 60. About 26% of the population is Black, about 26% is Hispanic, about 19% is Asian, and about 11% is White. About 9% identified themselves in Census 2010 as being of "Some Other Race Alone" which we believe would add to the Asian population making about 30% a better estimate of the Asian population in this area. We would estimate about half of the population in the area is foreign born. The area south of Rockaway Blvd. is less densely populated than both segments located to the north, with an average of about 35 people living per acre south of Rockaway Blvd. (The largely unpopulated land mass of Aqueduct Racetrack was excluded in arriving at an estimate of population density for this area.). There are approximately 7,800 housing units in this area.

Neighborhood Tabulation Area QN56 encompasses the 7 census tracts within our Board area that are located east of the subway tracks. (99-100 Sts.) and north of North Conduit Avenue. About 17% of our total population lives in this area. It is the only segment of the Board that showed an increase in population in Census 2010. About 27% of the population is under age 18 and about 16% are over age 60. About 38% of the population is Hispanic, about 31% is White, about 19% is Asian, and about 6% are Black. We would estimate that about 37% are foreign born. An average of about 40 people live per acre in this area. (The land mass of the cemetery located in this area was excluded.) There are approximately 7,300 housing units in this area.

Neighborhood Tabulation Area QN57 encompasses the 4 census tracts located east of the railroad and south of North Conduit Aveue. About 21% of our total population reside in this segment. About 21% of the population is under age 18 and about 35% of the people living in this area are over age 60. About 77% of the population is White, about 17% is Hispanic, about 4% is Asian, and about 2% is Black. We would estimate that about 19% are foreign born. This is the least densely populated area with about 26 people living per acre. However, the 2 census tracts located in Lindenwood where there is a complex of apartment/condo/coop buildings has a population density closer to 37 people per acre while the remaining area's density in the other 2 census tracts is about 15 people per acre.

Overview

Ozone Park, Richmond Hill, South Ozone Park and a portion of Howard Beach started to attract small home construction during the latter half of the 19th Century and developed gradually. About a third of the area's homes were constructed prior to 1939. Another spurt of development took place in the newer sections of Howard Beach during the 1950s and 1960s and to a lesser degree in South Ozone Park during those years. Homes and streets in many parts of our area were constructed below grade. A number of poor drainage areas are located within our Board.

The majority of our residential structures are one and two family homes. According to the Furman Center *State of New York City's Housing and Neighborhoods 2010* publication, the homeownership rate in Community Board 10 is 66.1%, ranking 5th highest of the city's 59 Community Boards.

New construction took place throughout the Community Board and many existing homes were completely renovated in recent years. The poor economic climate during the last two years has slowed the rate of new construction and renovations. The number of new residential building permits issued has shown a significant decline. According to Furman Center data, our Board ranks among the Community Boards in the city with the lowest rates of new Certificates of Occupancy issued. There are about 41,500 housing units in our area according to the 2010 Census. We believe the actual number of housing units (many statistically not evident as they are the result of illegal conversions not authorized by building permits) may be higher.

Although our housing stock is comprised primarily of 1-4 family homes, Community Board 10 has some cooperative and condominium low and hi-rise apartment buildings as well as some rental apartment buildings (all limited to six stories). Affordable rental apartments are minimal. Generally, housing stock has been well maintained over the years because of the high percentage of owner occupancy, but that seems to be changing. More of what were once just owner-occupied housing units now include rental units, many created by illegal conversions. There is concern that property maintenance may deteriorate especially on properties where there are absentee landlords. The high rate of residential foreclosures during recent years is of concern. Some data indicate that the notice of foreclosure rate per 1,000 1-4 family properties was over 36% in our area in 2009, up from 27% in 2008. That rate has diminished, but the number of lis pendens notices and actual completed foreclosures in our area is very concerning. Since the year 2000 there have been well over 3,000 lis pendens notices filed for homes in our area. We would estimate that at least half were on single-family homes. Within our Board area most of the lis pendens notices occurred within the census tracts located in Neighborhood Tabulation Area QN55.

There are numerous indications of abandoned as well as vacant bank-owned properties in disrepair in that area. There are also some abandoned and bank-owned properties in other parts of the Board area as well. There is a need to develop a policy requiring owners of such properties to promptly secure them and provide ongoing maintenance. Identifying who the actual owners of such properties are is problematic and it is often difficult for our staff to do so in a timely manner. It is also difficult to contact these owners after they have been identified. As a result, the quality of life and home values of residences in proximity to these properties has declined.

Stores on the commercial strips in our area provide the amenities homeowners look for within convenient proximity of their homes. People who live in the Community Board area own many of these stores. Crossbay Blvd., Rockaway Blvd., Liberty Avenue, and Lefferts Blvd. are the major commercial strips. There is a small shopping center located in Lindenwood and some small commercial areas on some blocks in other areas as well.

The area is serviced by four public libraries and a wide assortment of houses of worship. There is concern that when new houses of worship are built in established residential areas sufficient parking is not provided to minimize negative impacts. There is also concern when existing residential properties are converted to become houses of worship also not making provision for parking of vehicles. There is concern when religious institutions located on residential blocks utilize their outdoor space for activities that impact negatively on their neighbors.

Many of our schools are severely overcrowded. There are neighborhood parks and jointly operated playgrounds adjacent to some of our schools. New schoolyard play spaces are planned. There is concern that appropriate inclusion of community residents beyond the school community is lacking in the planning stages as these new schoolyard play spaces move forward. Limited information has been available as to the status and anticipated completion dates for these planned new schoolyard play spaces. There are also some ballfields, which service many of the South Queens baseball, soccer, cricket, and football teams.

AGING

Services to seniors need to be increased as the "baby boom" generation ages. We anticipate a continued increase in our elderly population in coming years. DFTA has indicated that there are 21,245 residents over the age of 60

(16.5% of CB 10 population) living within CB 10. About 35% of them are reported to be over age 75. Almost 21% of our population age 60 or over are mobility or self-care impaired. The majority of those living in Community Board 10 over age 60 are White (61%); 15% are Hispanic; 12% are Asian; and 11% are Black. About 47% of our population over age 60 is reported to be foreign born. English is the primary language of over 70% of our over age 60 population. However, Spanish and Italian are the primary languages for 13% and 8.5%, respectively, among our over age 60 residents. (Data Source: NY City's DFTA *Profile of Older New Yorkers*, Feb. 2010, pp32-36) Census 2010 reports we have 21,766 residents over age 60, about 18% of our population. We would estimate that the breakdown of that number would be similar to the DFTA reported data above.

Until July 1, 2010 our growing senior population was served by three DFTA funded centers located within Community Board 10. Now that population is served by just two centers, one of which is designed to serve a specific population with specific dietary and cultural programming preferences. At a time when services should be expanding to meet the needs of our growing senior population, we find services being diminished. Approximately 17% of our total over age 60 population resides in the geographical segment of the Board south of Rockaway Blvd. and east of the racetrack in the area where the closed center was located. The closed Wakefield Center that served this area should be reopened with strengthened services to attract more participants.

The number of meals served should not be the determining factor regarding a Senior Center's performance. Many of our seniors attend and enjoy our centers without the need for a meal being the driving force behind their desire to attend and participate in each center's activities. Our Board has among the lowest poverty rates for persons over age 65. Our seniors, in general, may not all require a meal to meet their needs but they do require and need other services that centers provide.

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

An additional senior center needs to be developed at the planned Catholic Charities senior housing facility to be located in our area at the former Fineson Developmental Center. Geographically, the Fineson site is located in that segment of the CB 10 area with the largest concentration of older residents. About 35% of our over age 60 population reside in Neighborhood Tabulation Area QN57 where this senior housing facility is planned. Over 28% of those residing within QN57 are over age 60. Another 15% of our over age 60 population reside in QN56 in close proximity to the development site.

BUILDINGS DEPARTMENT/CODE ENFORCEMENT

Illegal residential conversions continue to be problematic throughout the Community Board 10 area. Service delivery deteriorates as a result because the people living in illegal apartments often do not statistically exist. The significant population increase during the 1990s (107,768 to 127,274) is clearly one indicator of this problem. School overcrowding is another indicator of the same problem. The levels of overcrowded housing units reported are also indicators of the problem. Furman Center data ranks our Board 51 out of 59 for the rate of severe crowding in rental units. Many of our rental units were created by illegal conversions. It is essential that this very serious problem continue to be recognized as such and, more importantly, that it be better addressed. Illegal uses, whether commercial or residential, must not just be cited; they must not be allowed to continue.

In all parts of the district, building code and zoning violations are a main concern for residents. There is extreme dissatisfaction expressed among residents and a general perception exists that building code violations are not being adequately addressed. There must be personnel provided sufficient to insure adequate building inspections of all buildings on an ongoing basis. There is also a need for additional inspection and enforcement personnel to insure that all building alterations, both residential and commercial, are properly permitted, constructed to code, and are actually being constructed in accordance with the approved plans.

Another issue of significant concern is the construction of new homes on lots where existing homes have been totally or partially demolished. Residents continue to report that oftentimes what is newly constructed purportedly as a two-family home is in reality a three or four family dwelling. Sufficient personnel are needed to insure adequate

inspections during construction. Residents also continue to report that renovations said to be alterations are, in fact, demolitions followed by new construction. There is a need to review and further alter the current practice of self-certification. It is imperative that the Buildings Department ensures that what is actually constructed is that which is indicated on the plans and permits and that the actual construction is safe. When what is constructed is found not to be that which was permitted, the Buildings Department must order and make sure that the illegal construction is removed in a timely manner. Residents continue to report that even when violations are issued, the illegal conditions remain uncorrected.

During FY2001-FY2009 more than 20,000 Priority B complaints were made to the Buildings Department via contacts by residents to the agency directly, through 311, through elected officials, or through the Community Board. Approximately 2,700 similar complaints were made in FY2010. As of the end of May in FY2011, just over 3,000 more were made. The majority of complaints by residents of our area deal with illegal conversions or issues such as work without permits. Data regarding service requests made through the 311 system indicate that 5,260 service requests regarding “building/use” were made to 311 during FY2011.

There is a need for ongoing inspections and enforcement in bars and clubs. We are starting to see a pattern of such establishments regularly exceeding the allowable occupancy numbers and at some the unsafe usage of rooftop areas. We appreciate the recent initiatives to insure compliance with regulations regarding tent structures as well as those requiring temporary certificates of occupancy to be obtained for certain activities. There is a need for that enforcement to continue as our residents continue to report very large gatherings occurring in small, enclosed spaces.

COMMUNITY BOARDS

The City Charter mandates input from the Community Boards on many items as regards land use, community planning, service delivery, and budget. Members of Community Boards devote numerous hours of pro-bono service to the city. There is a need to base-line the budgets of Community Boards so that the work of individual board offices and staff is not impeded and services to our residents are not diminished.

Community Boards have been “treading water” in regard to operating expenses and service contracts. Now we are in danger of “drowning.” Telephone use costs, postage, equipment service contracts, and other costs are ever increasing. The number of people we serve is increasing. Our share of the city budget resources has diminished over time. The Independent Budget Office indicates that in 1980 the Community Board share of the budget was 0.026%, in 1990 it was 0.032%, in 2000 it was 0.025%. Today’s share is less than 0.020%. There is a need in local communities for the services, outreach, and public discussion Community Boards provide. The necessary resources to provide those services are required for us to continue to do outreach, assessment, and planning with our residents.

Across the board budget cuts, while perhaps fair in concept, in actuality impact on our ability to provide service more than they impact on larger agencies. Our budgets are small in relationship to other agencies and our work is carried out not only with city dollars in our budget but by the monetary value the contribution of pro-bono service to the city our members provide.

With the initiation of the 311 complaint system a need developed for a system to better coordinate its function with that of Community Boards. Problems arose because information was not shared with Community Boards on a timely or regular basis as to the type and number of complaints received by the 311 system along with what action was taken by the agency to which complaints were referred. That need was partially addressed by the response of DoITT to the requirements of Local Law 47. This year, the initiation of a publicly available mapping system for 311 service requests has been a step in the right direction for easing some of the problems. The recently initiated online 311 reporting system for Local Law 47 data which provides a more user friendly mechanism for downloading and sorting data has also been useful. However, there is a need for further improvement regarding the sharing of information.

More detailed information would be helpful. It is difficult for Community Boards to adequately assess community needs, identify trends exhibited by complaints, or prevent duplication of effort if complete and accurate information is not available to us. At present, information provided can only be evaluated from a geographical perspective to the

zip code level in the 1147 data. The service request mapping system allows us to get some idea of complaint locations at the block level, but doing so requires an inordinate amount of staff time zooming maps in and out and recording the locations and dates. In order for us to utilize much of the information to better assist residents, addresses of complaint locations, not information regarding the complainant, and dates provided in a timely manner to Community Boards would be helpful. More detailed information is still required as to what action was taken by agencies regarding the complaints made to 311.

Historically, Community Boards have tracked long-standing problems and provided agencies with local knowledge related to such problems, many of which involve more than one agency. The current 311 system makes it difficult for Community Boards to do that type of follow-up on such complaints, even with the recent improvements. The 311 system should also have operators dedicated to and specifically trained to deal with calls initiated by Community Boards. Community Board staff time is often unnecessarily consumed by having to repeat information during contacts with 311. Our staffs know which agency a complaint must be directed to and should be able to be connected with appropriate agency personnel without delay or difficulty.

ECONOMIC DEVELOPMENT

Our local civic and business groups are working toward moving their local projects forward on our commercial strips. Security, regular street cleaning, daily household and basket collection, the need for additional parking, improved lighting, and infrastructure improvements are on their agendas. There is a need to further support the efforts of merchants on all of our commercial strips by increasing sanitation services and providing infrastructure improvements. They seek ways to attract additional businesses compatible to the abutting residential communities. Additional support from government would assist them in making more progress. Last year, the Queens Overall Development Corp. and the city's Small Business Services agency got involved to support a new group on one of our local retail strips. SBS provided it funding. QOEDC performed a much appreciated retail market analysis aimed, in part, to "increase commercial activity by identifying and addressing business needs and concerns" on the Liberty Avenue retail strip. This strip is located within that part of our board that has the largest concentration of low-moderate income residents and the largest concentration of Asian and Hispanic residents, many of whom are foreign born. However, that retail strip spans more than one community both geographically and in terms of the ethnic and cultural communities in the area. There is a need to support this economic development effort further as well as a need to insure all stakeholders are involved and their views incorporated as projects move forward.

At present the Resorts World New York Casino is under construction at Aqueduct Racetrack. This is a major project anticipated to open in the second quarter of FY2012. Further development is expected in coming years. There is a need for the city to work with the casino operator and State officials, and our local groups in order to develop strategies to maximize the economic benefit for the local surrounding area. There is a need for the strengthening of services to our local business areas and groups to assist them as there may be a lack of the necessary expertise vis a vis a project of the scope envisioned by the casino operator for our local businesses to recognize possible opportunities and avail themselves of those opportunities.

EDUCATION

Over 20% of our population is under age 18. The influx of families with school age children continues, particularly in the northern and eastern parts of our area. The school buildings are overcrowded and parents see a diminished range of what is being offered to the students at the elementary school level. Parents are concerned with the quality of education and the safety factor as students move to the Middle Schools and the High Schools. The physical plants of many of our school buildings still need attention. Additional Headstart and/or Pre-Kindergarten services are needed. Most of the schools in our area have had their play areas diminished in recent years by the placement of transportable classrooms and/or modular additions. School enrollment projections indicate that many more school seats will be required. Sites for new school construction must be located and construction must be expedited to ensure adequate educational facilities for our children. Every child in our Community Board area must have a seat in his or her neighborhood school and each school must provide a full range of educational services.

EMERGENCY MANAGEMENT



The destruction wreaked in the southern part of our country by Hurricane Katrina and the questions raised by the response to that disaster heightened concern among our residents about hurricane preparedness. There continues to be significant concern among our residents as to the adequacy of plans for such an occurrence, however unlikely, in our area. A category 2 coastal storm in this region of the country could result in an evacuation of people living in what OEM has designated as Zone B areas of the city. A category 3 storm could result in an evacuation of those who live within designated Zone C areas.

Approximately 26,000 of our residents live within Zone B. Almost 40% of our Zone B residents are either senior citizens or children. There are 260 persons over age 90 living in our Zone B area and there are approximately 2,400 households that include someone over the age of 75. Close to 40% of all of Community Board 10 residents who over age 65 live in areas designated as Zone B. Approximately 45,000 more of our population lives in Zone C designated areas. In the event that any major coastal storm occurs here necessitating an evacuation of both those in Zone B and C, we could see approximately 57% of our residents from roughly 60% of our households having to evacuate. Such an evacuation would involve roughly half of our area's children and close to 70% of our elderly population.

Although OEM has engaged in efforts to educate people, we believe there is a need for a far greater effort. Such an evacuation has never been necessary in Community Board 10. Should such an eventuality occur, people must know what to do and what to expect. Much more detailed information is needed at the Community Board level regarding processes which will be utilized to effect such an evacuation. Much more detailed information is needed in regard to the plans for sheltering those residents who have not themselves adequately planned for an evacuation and/or identified their own place to shelter. There is a need for far better consultation between OEM and the Community Boards as we oftentimes have detailed local knowledge that other agencies may not possess which could be helpful in mitigating potential problems. The mass movement of people, many of whom will utilize private vehicles, in the event of an evacuation presents many potential problems. While routes to evacuation reception centers are marked, there is little information available beyond that to our citizens to incorporate into their personal planning.

As this is being written, we are in the midst of hurricane season. The designated evacuation reception center for our area is Aqueduct Racetrack. This is of concern to us as that site is currently a major construction site. There may be a need to reevaluate plans to use that location, certainly in the short term and possibly long-term. No information has been received from OEM regarding any possible changes to plans to use it as a reception center should a major hurricane hit this area this year during the time the site is under construction.

Also of concern to our residents is the city's response to their needs during coastal storms that are not catastrophic. There is a need for improved attention at such times. Virtually any significant "nor'easter" causes tidal flooding to occur in some areas within Community Board 10 exacerbating stormwater flooding conditions at times of high tide. In particular, homes in the Hamilton Beach and Ramblersville areas of Howard Beach are often severely impacted by such storms. Some homes in some other parts of "Old" Howard Beach are impacted as well by such storms. In recent years there has been new construction of homes in the Lindenwood section of Howard Beach bordering the Spring Creek Park addition area. Some of those homes are also vulnerable to tidal flooding from less than catastrophic storms. Many of the streets in the Howard Beach area east of Crossbay Blvd. become impassable during times of high tide when such storms occur. Such storms often entirely cut off vehicular access to Ramblersville and Hamilton Beach. Residents of that area have expressed a desire for an additional means of vehicular access and egress to be provided.

ENVIRONMENTAL PROTECTION

We are in need of ongoing routine maintenance of catch basins, all connections to the sewers, and the sewers themselves. Since we are a poor drainage district, we hope that a process has been established to insure that sufficient new basins are being installed as street reconstruction projects move forward to assure proper run-off and that construction waste is being properly disposed of to prevent clogging of existing catch basins. There are still areas of the Community Board area not served by storm sewers.

The rising water table is of major concern to the Howard Beach and Ozone Park areas of our district. That situation started after the Woodhaven Utilities and Industries Water Company take over by the City of New York. The City has also taken over the Jamaica Water Company. There are the same concerns now in South Ozone Park and Richmond Hill. Without proper planning, we could one day be flooded out by ground water. Prior to any additional building on the large tract of Aqueduct Racetrack land, there is a need to evaluate the impact in regard to potential exacerbation of ground water issues and regional drainage problems.

HEALTH

We are experiencing an escalation of rat infestation in lots and in the streets of all areas of the district. It is almost impossible to keep ticks, mosquitoes and rats under control if there is little enforcement of rules requiring that owners maintain their unimproved lots or land with an unoccupied structure upon it. We would hope that some way could be devised to penalize owners of such properties who cannot show that they have contracted for the necessary service on at least a semi-annual basis. Due to increased residential foreclosures resulting in more vacant homes, it is imperative that a mechanism be developed for the city to regularly provide rat abatement and removal of debris from such locations and to bill the current owners of record for those services.

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

Nurse services should be increased in all schools, both public and private, because of the escalation of contagious diseases and their expertise in the recognition and prevention of problems. There is no hospital facility located within Community Board 10. The closest hospital to us has assumed a greater workload due to the closures of other Queens hospitals.

HIGHWAYS

Many streets in sections of the Board area not designated for capital improvement are deteriorated to the point where filling of potholes will no longer suffice. Where streets have had wear and tear or strip paving for years, high crowns are a major problem. The time span between milling and resurfacing is sometimes much too long, thereby creating hazardous driving conditions. One week between milling and resurfacing should be the maximum allowable.

Weed growth on grassy areas that obstruct vision when entering or exiting a major artery continues to be problematic. Such areas along the Belt Parkway, the Nassau Expressway, and North and South Conduit Avenues should be charted and be cut on a more regular basis throughout the growing season. Beautification efforts to improve the appearance of these grassy areas are needed, as well as desired. These areas along our highways are among the first views many visitors to our city see when they arrive at neighboring JFK Airport. A beautification effort would serve our residents and would enhance the aesthetic presentation of our city to its visitors.

HUMAN RESOURCES ADMINISTRATION

There continues to be a need for a staffed HRA office to serve as a single point of entry for our district. There is also a need for a multi-service center to provide senior activities and affordable day care. There are more than 7,000 children in the area under the age of 5. Many live in single-parent households. In homes where there are two parents both are, in most instances, working. More than 20,000 residents are older than 60 served by only 2 senior centers. A single point of entry unit could be established in such a building. Barring that, there is no way for Community

Board 10 residents to enter the system without hardships of transportation. Absent such a facility in the district, knowledgeable staff must be out-stationed at a reasonably accessible site.

LIBRARIES

Full library services, year round, with expanded programs geared for pre-school, early childhood, and other elementary school/middle school age youth are needed as more than half of our under age 18 population is younger than age 15. Our communities are having an influx of families with young children who have need of such services. Our severe school overcrowding has placed limitations on library services in our schools, which makes it more imperative for public library service to increase in order to serve the needs of our children. A lack of after-school programs or affordable day-care appropriate for school age children have made our libraries de facto after-school day care centers. Saturday, Sunday, and expanded evening services are needed and desired in order to accommodate adults whose work hours preclude their being able to visit our libraries on weekdays.

PARKS

Many capital dollars have been expended in our district for reconstruction of parks.. A maintenance person should be assigned to each completed facility on a daily basis. While we do not have a regional park in our district, our ballfields are fully utilized by teams from many parts of Queens. Our smaller parks provide the only recreational sites for the residents of our district because public transportation is not readily available to regional parks. Therefore, if these park sites cannot be properly maintained by our mobile crews with appropriate equipment, our residents are disadvantaged.

An ever increasing number of families are moving into our communities with young children. We would like to see summer day camp services expanded. We have had a large enthusiastic audience for those cultural events that have taken place in our parks in prior years. There is a need for more year-round recreational programs for people of all ages in our district and more summer programs to serve our youth.

Forestry services are still lagging in the opinion of many of our residents. Complaints of damaged, dead, and overgrown trees continue as do root damage to sidewalk complaints. Dead tree removal, stump removal, and pruning continue to be problems. Sidewalk hazards continue to exist in many areas as a result of uncontrolled tree root growth which must be better addressed.

For several years our budget requests included site identification for a Department of Parks recreation center. Our population cannot avail themselves of many programs and activities in existing centers because of the distance between program sites and our community. It is necessary to recognize that families with more than one child must be able to transport each of the children back and forth to their various destinations (school, after school and religious programs, pre-kindergarten programs, etc.) in a timely fashion. Therefore, travel time must of necessity be short in order to accommodate them.

There is a need for a place for recreation and cultural programs to take place. The Furman Center *State of New York City's Housing and Neighborhoods 2010* again reports Community Board 10 to have the lowest percentage of housing units located within a quarter mile of a park larger than a quarter acre of the city's 59 Community Boards. There is a significant need for increased services to youth. In that portion of our Board north of Rockaway Blvd. and east of 100 Street, there are only two parks (DeMuttiis and Judge). One is located at the very western end of that segment of the Board and the other is located near the eastern end. In between is that area of our Board with the largest concentration of children and the least amount of play space within the most densely populated area of our Board. A parcel of land or a building within that area of Community Board 10 should be developed as a recreational center to meet the needs of our youth. There is no pool located in southwest Queens. Our area abuts Jamaica Bay, but swimming is prohibited in it. Barges converted to pools have been utilized in other areas of the city abutting the waterfront and could be utilized in our area to provide a pool for our residents.

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

space or modular additions to schools.

POLICE

Statistics seem to indicate that our area is served by less officers in relationship to our population than other areas. Our police precinct continues to show an overall drop in crime, but there is cause for concern as we have seen some increases in some types of crime against persons such as felonious assault and robbery. Although serious crime continues to drop overall, the perception of many of our residents is that their quality of life is again deteriorating. Ongoing requests are made for more police visibility in the form of foot patrols as well as quality of life/conditions cars. Our community complains that quality of life complaints often receive no response in the form of an officer appearing at the scene in a timely manner.

There is a continuing need for additional manpower, especially on weekend nights, particularly during the warm weather months. Each year during the warm weather months noise complaints resulting from large and disorderly parties being held at residences in parts of our area require that enforcement of noise restrictions increase. This places a burden on the precinct personnel that often results in less than timely responses due to the sheer number of complaints. Between calendar years 2005-2007 there were over 10,000 noise complaints made with more than 3,000 in each of the years. Of those complaints, about 78% occurred between April 1st - September 30th. In calendar year 2008 there were over 3,900 noise complaints made to 311. Over 2,500 of them occurred between April 1st - September 30th. The overwhelming majority of the noise complaints each year involved residential noise. Due to a much appreciated concerted enforcement effort by the 106th Precinct to address this long-standing noise problem, the number of noise complaints decreased in 2009 and again decreased during 2010. However, this was not done without "cost." Our available officers were stretched very thin in terms of their ability to respond to all the noise complaints as well as to perform all the many other functions they must perform in order to maintain the public safety. Despite all the hard work on the part of our officers, it still was nearly impossible for noise complaints to be responded to in a timely manner last summer.

Despite this strong, much appreciated, effort by our precinct to address the problem we believe additional resources must be provided during the warm weather months in order that the needed noise enforcement continues without negatively impacting on the precinct's ability to effectively address all the other crime and quality of life concerns it must respond to. Statistics from LL47 reports indicate that in southern Queens zipcodes (all 114 and 116 zip codes) the two zip codes that have recorded the highest number of complaints consistently over a period of years are 11419 and 11420. Of those two zip codes, all of one and half of the other are located within our precinct. The other half of it is located in the adjacent 102nd Precinct located in Community Board 9. Community Board 12 had the highest number of noise complaints of the Boards located within PBQS during FY2011. However, two police precincts are located within CB12. When the number of noise complaints in the adjacent 102nd are combined with those of our 106th Precinct, the number far exceeds that of the the two Precincts within CB 12.

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

Although there has been marked improvement, unreasonable noise remains the most voiced about quality of life issue in our area. Our residents are appreciative of the effort made to alleviate the problem of excessive noise, but are still very much concerned that there is more that could be done if the necessary manpower were available. During FY2011 we saw that complaints of blocked driveways exceeded the number of complaints of residential noise made to 311. There is a need to address that quality of life concern as well.

Our residents have the right to be able to enjoy their homes without disturbance from inordinate noise and their complaints must receive a timely response. They also have the right to a precinct with sufficient manpower to provide all the other necessary services as well.

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

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

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

There is an ongoing problem with unruly bars and clubs. Sufficient resources are needed to provide regular enforcement to avoid further negative impacts on nearby residential areas. Increased Operation MARCH activity is desirable to help eliminate problem conditions. Continued DUI enforcement is needed.

Our proximity to JFK Airport and its critical infrastructure, as well as the fact that most passengers and much of the trucking moving cargo in and out of the airport pass through our area, presents some overall security concerns we believe must be better addressed. **Given our proximity to JFK Airport, the presence of the Buckeye Pipeline in our community, the presence of AirTrain, the many acres in our community of essentially unpatrolled shoreline beneath existing flight paths along with the heightened sensitivity of our residents to security issues, it is imperative that police manpower levels in our precinct be increased to insure enough visibility so that people perceive that they are safe.**

Our residents are well aware that our airport neighbor is critical to our nation's international and interstate commerce. They are well aware that it is a prime terror target. Their expressed perception is that the areas surrounding JFK get less policing than those near other such targets in other parts of our city. We believe a permanent Sky Tower observation post should be created to provide for the monitoring of the essentially unpatrolled shoreline land areas within our area and we view this to be a critical need. We believe the shoreline area within our Board, which is all directly below JFK flight paths, should be visually or electronically monitored at all times. The presence of the large tract of undeveloped federally-owned land along our shore west of Crossbay Blvd., essentially minimally patrolled by National Park Police, where terrorist activity could easily occur at any time also requires our police officers be able to respond rapidly to that area. For that reason we believe it is also critical that the 106th Precinct have at least two four wheel drive vehicles assigned and actually present within the confines of the precinct at all times.

The construction of the Resorts World New York Casino at Aqueduct Racetrack has given rise to added concern about manpower levels in our precinct and further contributes to the critical need to increase the number of police officers serving our area.

Residents are fearful that they will see an increase in street crime and quality of life infractions. While those fears may be unfounded, we believe it is imperative that additional resources be assigned to the 106th Precinct immediately. Projections are that more than 8 million people will visit the casino during the course of each year. Even if no additional crime whatever materializes, that number of additional people being in and moving in and out of our precinct area demands that additional resources be assigned on a permanent basis here. Without additional resources there will be a negative impact on response times, we will see more backlogs, and our residents will suffer the consequences. We believe a significant increase in manpower, both police officers and traffic agents, for the 106th Precinct is a critical need. There is also a need to increase the number of school safety officers assigned to the area as there are a number of schools located along the Rockaway Blvd. corridor in proximity to the casino. Our residents are as much entitled to the necessary police resources as are those who reside in areas where other major entertainment and tourist venues are located.

Further, we believe it imperative that manpower levels be increased so that enforcement is proactive rather than reactive. Our residents desire and expect that increases in crime and quality of life infractions potentially related to the casino's presence virtually in the center of our community be prevented rather than responded to after the fact.

Our precinct should be staffed to a level that allows for every “beat” to be covered “24/7” along with full radio car coverage in each patrol sector.

PUBLIC TRANSPORTATION

The perception among residents that they lack safe, reliable subway and surface transportation within this Board area is one reason a high percentage of our residents utilize their automobiles to commute. Data indicates that more than 50% of our residents commute by automobile. Over 60% of our residents live more than a half mile from a subway entrance. Journey to work data indicates that about 40% of our residents work in Queens. This fact also contributes to residents using their cars. The majority of our residents do not work in Manhattan. The Department of City Planning’s June 2010 *Peripheral Travel Study* indicates that more people who live in Southwest Queens commute within Southwest Queens or neighboring study areas than to places further from home. This results in more vehicles per family, parking problems, street cleaning problems, etc. Express bus service to Manhattan, although improved since the takeover of the private bus companies, is still inadequate as is express service to locations within Queens or Brooklyn. The community would like to see more reliable surface transit that more directly and more quickly delivers them to their destinations in other parts of Queens and safe, reliable subway service. If that were to become available many residents, in preference to using their own autos, would utilize public transportation more. Institution of express subway service for those commuting to Manhattan, a “Super A” train providing service similar to the former “Train to the Plane,” is desired by many and is seen as feasible by them since the AirTrain connection to the A line is operational. There has been little interest in ferry service expressed by our residents.

The takeover of the private bus lines serving the area by the MTA has generally been positive, but there is still some concern about insuring existing routes are not truncated or eliminated. Express bus service has been expanded, but the need for further improvements continues. Further improvements are needed for the Liberty Avenue “el” infrastructure and the subway stations that do serve our area. There are eight subway stations on the “A” line that serve our residents. Six of them are “el” stations, none of which is easily accessible for any person for whom climbing flights of stairs is difficult. Only the more recently constructed Howard Beach/JFK Airtrain station is handicapped accessible. Elevators or escalators are both much needed and strongly desired to provide unimpeded access to the “el” stations in our area. The Aqueduct Station at North Conduit Avenue requires major renovation. As the Aqueduct casino moves forward switching issues at the Aqueduct Racetrack Station must be resolved so that it may be fully utilized to serve casino patrons. There is a need now that the casino is a reality for the southbound side of the Aqueduct Racetrack Station to be constructed.

SANITATION

When people are researching an area to live in, not only do they look at the condition of the streets but also as to how clean they are and how the empty lots are maintained. Lot cleaning has totally deteriorated because of cutbacks. There is an increase of complaints about overgrown dirty lots, some with structures on them, which harbor ticks, mosquitoes and rats.

Street cleaning on commercial strips at specific times on a regular basis is an essential service. This service must be provided often enough to make a difference. The Rockaway Blvd., Coleman Square, Liberty Avenue, Lefferts Blvd., and Crossbay Blvd. retail strips are in dire need of regular sweeping. There is a need for expanded basket pickup in all areas and particularly along Liberty Avenue.

Alternate side of the street parking would create many problems and should not be utilized in our area. Street cleaning services on a regular basis for metered arteries, no parking streets and access routes, etc. is necessary on an ongoing basis.

On commercial strips, wherever there are apartments above the stores, there is a need for daily household collection and daily basket collection. Tenant garbage is often placed at the curb other than on collection days. Bags are ripped open and attract vermin, mice and rats. Daily household and basket collection is especially needed on Liberty Avenue and Rockaway Blvd.

SCHOOLS MUST CONTINUE TO HAVE YEAR-ROUND 4-12 PICK UP BECAUSE THEY ARE OPEN AND IN USE WITH FOOD PROGRAMS.

The Sanitation garage at 130th Street and 150th Avenue in South Ozone Park continues to house the manpower and vehicles for more than our one district. It also stores many vehicles other than collection trucks on the outside. There is a need for our Sanitation garage to house only our district's sanitation vehicles.

TRAFFIC

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

The signal system on Cross Bay Boulevard from 103rd Avenue to 165th Avenue is often out of sync causing heavy traffic backup for both northbound and southbound vehicles. There is a need to improve the signal system north of Community Board 10 on Woodhaven Blvd. Residents complain that congestion, both southbound and northbound, is increasing. At this point, not all recommendations for improvements resulting from the Woodhaven Blvd. Congested Corridors Study have been publicly reviewed or finalized.

The intersection of Cross Bay Boulevard, Rockaway Boulevard and Liberty Avenue continues to be problematic. DOT's implementation of some changes last year to address this complex intersection are of concern to many local residents and it remains to be seen if the changes made have been successful in reducing traffic accidents.

Traffic calming changes implemented on the Rockaway Blvd. corridor also are problematic to many local residents. Those changes must be carefully re-evaluated in light of the casino development at Aqueduct Racetrack which fronts on Rockaway Blvd. The casino's presence will add to traffic levels on Rockaway Blvd. and surrounding streets. Traffic mitigation actions not already contemplated may well be necessary as the casino becomes operational and the real traffic impacts occur. The community expects there to be ongoing communication between DOT and the casino operator to address and minimize any and all negative impacts on the surrounding residential community.

The Liberty Avenue Congested Corridor Study is now underway. Liberty Avenue traverses the full east/west distance of our area through a number of differing neighborhoods with differing viewpoints as to what is needed. There is concern that since Liberty Avenue is a retail strip, the surrounding residential community's views may not be fully considered or incorporated into the recommendations developed.

Residents continue to make requests for additional stop signs, traffic signals, and one way street conversions. Many of the requests are predicated by the residents' view that they will effectively control speed on local streets. There is a need to develop effective strategies to deal with excessive speed on local streets beyond just the installation of speed bumps or humps. Enforcement for speed and stop sign violations must increase.

Traffic enforcement agents should be hired by the NYPD and assigned to specific intersections as needed and allowed to perform moving violation enforcement. To date, Police Department personnel seem not consider speed infractions and stop sign violations to be a top priority and there is little enforcement on residential side streets. Lack of enforcement has resulted in many people no longer driving safely, resulting in preventable accidents.

Infrastructure contracts should have stricter inspection and enforcement of safety controls during daytime operation and night visibility of barricades and signs to assure vehicular and pedestrian safety. The practice of having a contractor provide for Traffic Enforcement Agents at construction projects, which impact major streets must continue. The city must continue to require all contractors doing work on roadways and bridges to incorporate traffic mitigation strategies into their projects.

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

traffic signals, a distance from the corner at all intersections should be marked with restrictive signage, at least for anything large enough in height to prevent safe visibility, to provide better safety for pedestrians trying to cross a street and drivers approaching an intersection.

Surveys and studies are regularly requested because of dangerous conditions that exist. Since “Stop” signs are not considered to be speed control devices, requests by residents for their installation are often denied. An effective means to address these issues must be developed. Federal traffic warrants are cited when requests for traffic control signs and devices are requested and denied. Warrants appropriate to residents’ concerns may be necessary. Increased speed limit signage is necessary throughout the community.

Although it is not the general practice to post “No Truck” signage, we feel that this is necessary to prevent trucks from trying to bypass construction delays and traffic congestion by using local streets that are not designated truck routes. Such signage should become standard practice.

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

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

TRANSPORTATION/CONSTRUCTION

Infrastructure improvement is needed. As projects are planned and move through the process, we find that there is still a lack of ongoing communication and consultation among agencies, utilities, outside consultants, etc. before and during the construction process. This impedes planned improvements moving forward as expeditiously as possible. For example, when the project boundaries are determined, and dollars approved for scope and schematics, each street should be checked for map/title/dedication status and the necessary process initiated so that when construction does take place streets are not eliminated because that process has not taken place.

Experience has shown that where sections of an area designated for capital improvement have problems in drainage or grade, which create design difficulties, those streets are left for last and delayed year after year. Agency policy should be established to address the problematic section first and then proceed with the remainder of the project. Contracts in residential areas do not include enough nighttime precautions to permit drivers to see barricades, depressions, etc. often resulting in accidents or damage to vehicles.

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

YOUTH

The youth population of Community Board 10 Queens represents approximately 22% of the total district population. Funding and site resources for youth programming needs are limited. Currently, the New York City Department of Education and the Department of Youth and Community Development provide limited after school and evening programs to the Board area. Some programming exists in local religious institutions. However, much of the Board area is not eligible for Community Development funds and has few community based organizations eligible to apply for the funds that do exist.

The “Beacon” school for Community School District 27 in our Board area is located in the South Ozone Park community at M.S. 226. This needed youth service and community resource provides an opportunity to offer a menu of diversified services to meet the many needs of this community. There is a need to insure the community is fully

aware of activities offered and is involved in planning for those activities. There is a need for expanded services in the Beacon program and better communication to the community-at-large as to the services available.

Additional space and programs are needed for youth particularly in those areas of South Ozone Park and Richmond Hill with larger youth populations than that of our board area as a whole. There is a need for expansion of existing teen programs and new programs for teens are needed. The South Queens Boys and Girls Club, physically located in Community Board 9, provides services to both Community Board 9 and Community Board 10 youth. It continues to see its funding diminished which results in less service for an already highly underserved youth population. Funding to it must increase.

A local review process must be utilized for determining where in our community available youth dollars are spent. Local groups such as the Community Board can often pinpoint better the program needs of the community. Programs in local communities are providing the front-line youth service programs available to all children in all communities throughout the city. They must be supported and the community's recommendations respected by city officials and the agencies that serve youth.

Among the needs in our area are expanded year round recreation and leisure time activities. There is a growing need for latchkey type programs; educational and career choice counseling; youth employment; programs addressing the high school dropout rate; substance abuse prevention counseling; support programs to help resolve personal and family problems and the need for expansion of appropriate education and prevention programs addressing health needs and the growing threat of AIDS and STDs to the youth population.

In years past Community Boards had the services of full time Youth Coordinators who assisted in planning for youth services specific to a board area. Restoration of that position is needed and desired.

All school building day and evening programs should be able to operate without opening fees and space costs. Public buildings should be available for public use without fees.

There should be an increase in special programming offered at the four libraries serving Community Board 10 to provide cultural arts, remedial assistance and counseling programs on a regular basis. Our libraries are currently serving as community resource alternative youth program sites. Staffing hours and programming must be increased to utilize this resource in new and nontraditional ways.

JFK AIRPORT, AQUEDUCT RACETRACK, GATEWAY NATIONAL RECREATIONAL AREA

Although none of these facilities are city operated, they are located in our area. The airport is on city owned land, the racetrack is state owned, and Gateway is a federal facility. Actions involving all three are of significant concern to our residents.

A large tract of land, more than 20 acres, owned by the PANYNJ within the existing fenceline of Aqueduct Racetrack is part of the airport leasehold. The Community Board should be consulted regarding any change from its current use as an airport-related parking area to any other use.

The PANYNJ agreed to provide the city with 20 million dollars over a five year period to be devoted to capital projects in Queens when the airports' lease was renegotiated. There is a need to insure that the people living near the airports who suffer many of the negative effects of the airports' presence see a benefit from what this money was expended on. Unfortunately, although the funds spent have been expended on worthy projects, most local residents in the neighborhoods near the airport do not perceive that they derived any benefit. There is a need for the development of a funding source and the establishment of a residential soundproofing program for our areas impacted by flights to and from JFK Airport. The soon to be developed senior housing project planned by Catholic Charities for the State owned former Fineson building requested funding from the PANYNJ for needed soundproofing. The building is located in an airport-noise impacted community and the project serves a public purpose. The funds to appropriately soundproof it should not be required to come from Catholic Charities or non-airport related public funding sources.

Since the completion of the PANYNJ's AirTrain an unintended consequence has become prevalent in the neighborhoods closest to its Lefferts Blvd. station and its Howard Beach station. In the 50 years that the airport was our neighbor prior to the completion of AirTrain, airport and/or airline employees did not park their personal vehicles on local streets when going to work. They utilized on-airport parking facilities. Now, many airport employees, especially those of the federal TSA, are essentially commuting by car to the airport perimeter, parking their vehicles on local streets and then boarding AirTrain. AirTrain was intended to encourage people to take public transportation to the airport. It was not intended to be a means to avoid on-airport parking fees. A workable residential parking program needs to be developed by the city in the two areas impacted. Suggestions to impose parking regulations that would prevent such parking by airport employees have been met with opposition from residents as such restrictions would also prevent them from parking on their local streets absent some type of residential parking program.

We are fearful that the casino at Aqueduct may create a similar parking condition in our area's residential neighborhoods abutting it if its patrons also try to avoid parking fees. This adds to our desire that the city develop and implement a workable residential parking program within our district.

Our community is supportive of the current casino development. However, **Community Board 10 is very concerned about additional future development on the Aqueduct site. Our residents desire that the city, wherever possible, work with State officials to insure that there continues to be appropriate consultation with the surrounding community regarding any future development on Aqueduct Racetrack land.** Aqueduct is located virtually in the middle of our community. It is surrounded by low-density residential development. There is cause for great concern among our residents and they fully expect that their views regarding any potential future development be sought and respected. Community Board 10 concurs with residents' views that they desire to see the facility remain with horse racing as its primary use and VLT gambling as an ancillary use. Should any other uses be considered for this land, community consultation and review must be an integral part of the processes used to determine that future use.

Parts of the Gateway National Recreation Area are located within Community Board 10. Frank M. Charles Park, Hamilton Beach Park, and the Spring Creek area running alongside 165 Avenue west of Crossbay Blvd. and north along the Brooklyn border were formerly city parkland. Hamilton Beach and Charles Parks are in a state of continuing disrepair. The Spring Creek area has been essentially left with no development. At present, the National Park Service is rewriting Gateway's General Management Plan. The first General Management Plan for Gateway was completed in 1979. Very little of what appeared in it has been accomplished in the ensuing 30 years for the sections of Gateway NRA located within Community Board 10.

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

A 2011 report, *Upgrading to World Class: The Future of the Regions Airports* released by the Regional Plan Association offering proposals to address airport congestion through new runway construction at JFK raised considerable concern in our area. Some of the proposals in that report would impact on Jamaica Bay and Gateway. Virtually no one in our area would want any of the proposals put forth considered without a fully open public review of all the possible ramifications that could affect Jamaica Bay and the many thousands of people who live under existing flight paths or new flight paths any new runway construction would create.

Elizabeth Braton

Chairperson