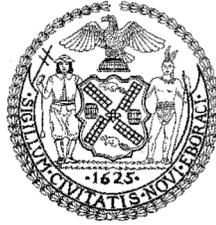


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The City of New York Manhattan Community Board 8

FISCAL YEAR 2010 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 2000 census, 217,063 people live on the Upper East Side of Manhattan, a 3.0% 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

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 and continues today.

Zoning changes including R8-B enacted within the past fifteen years to protect the midblocks, 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 residential development. In the long-planned area known as Southtown there will be four completed sixteen story buildings by year end with a fifth and sixth under construction. The restoration of the historic lobby of the nineteenth century New York City Pauper Lunatic Asylum known as the Octagon and the construction of two wings, each with 250 apartments has been completed and all 500 units are occupied. The Small Pox Hospital ruin is undergoing extensive stabilization, funded largely by a grant from the City Parks Department. Plans for construction of South Park are nearing completion.

The entire 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 for 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.)

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 (FY 09 #19 302199203E).

CB8 supports the application pending before the Landmarks Preservation Commission to expand the boundaries of the Upper East Side Historic District. The board expects to consider requests for an expansion of the Carnegie Hill Historic District and the establishment of a new historic district in parts of the Far East Side (First, York and East End Avenues) in the near future.

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.

2.3.3 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 clog the pedestrian walkways. .

2.3.4 Public Pay Telephones

The Board also remains very concerned about the installation of privately owned public pay telephones on our sidewalks. Public pay telephones (PPTs) are very important to the residents and businesses of our district. PPT issues that have yet to be resolved include the enforcement of maintenance requirements to insure working telephones in a well maintained enclosure, the numbers and sitting of PPTs, community notification, the rights of property owners, PPTs in historic districts and abutting landmarked properties, and the definition of nuisance telephones, among others. Community Board 8 wishes to foster a stronger working relationship with DoITT. DoITT has worked closely with CB8 on the issue of relocated PPTs removed from the Second Avenue construction zone.

2.3.5 Problem Nightclubs, Bars and Cabarets

The 19th Precinct's special detail, "Operation Last Call", targets unruly establishments. We urge the Police Department to continue assigning officers to "Operation Last Call" especially on Wednesday-Sunday nights. This problem remains serious enough to merit additional enforcement personnel. 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.

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 (FY09 #10, 3082008083E). We also continue to support the construction of the full build Second Avenue Subway. We also support the MTA's intention to begin Select Bus Service (a/k/a Bus Rapid Transit) on the M15 Line in late 2009. We look forward to working with the MTA on developing the final plans for this enhanced service.

CB8 supported DOT's pilot bus pad project (FY 04 #13, 3080107A). 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.

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 also supports the reconstruction of the Roosevelt Island Bridge, currently scheduled to begin in January 2007 (FY09 #18, 308200517C), and funding for the full reconstruction of the Roosevelt Island Seawall (FY09 #4, 308200507C) which has been breached in several locations.

2.4.2 Traffic

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.

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 Queensborough Bridge area. Over 30,000 more cars and trucks per day exit the Bridge than in 1998. 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 (FY09 #18, 308200405E).

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, especially with the many construction projects including reconstruction of the Queensboro Bridge in Contract 6 and the reconfiguration of entrances and exits from the FDR Drive. With the FDR project ending in April 2007, 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 (FY 09 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 (FY09 #16, 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.

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.

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.

Community Board 8 continues to suffer from the inadequacy of having only one subway line and absolutely must have a full Second Avenue Subway built. The Lexington Avenue IRT subway carries hundreds of thousands of commuters each day and is more than 110% over capacity at rush hour. With the completion of the East Side Access project an additional 19,000 riders are expected during rush hour on the Lexington Avenue IRT at the Grand Central Terminal. We are grateful to our elected officials who have lobbied for this desperately needed subway expansion, and we are pleased that work on Phase One has actually begun. This construction has created a new set of problems for the residents and businesses in the work zone. 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.

The Roosevelt Island Aerial Tramway is to undergo a \$25 million modernization program for 6-9 months in 2009. The temporary cessation of tram operations will put further stress on the restricted traffic flow of the Roosevelt Island Bridge (undergoing reconstruction) as well as on the subway. Some method of increasing rush hour service on the F train to and from Roosevelt Island, as well as increased bus service to both Manhattan and Queens will be essential. Transportation for the elderly and disabled will be significantly affected when the tram is undergoing modernization as the Roosevelt Island F train stop is very deep. Its escalators are regularly under renovation or repair, with only one set currently operating. The elevator is frequently out of service.

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. In 1901 New York State passed the Tenement House Law, the legislative basis for addressing the lack of light, air and space in tenements. In 1920, rent regulations laws were introduced in response to New York's scarcity of housing. The Tenement Museum at 108 Orchid Street shares history of improvements. Today, with a Manhattan vacancy rate of less 1%, the New York area housing market continues to be defined as operating under a housing emergency.

CB8 is home to over 124,000 households. In 2007 the rental vacancy rate is 1.26%. More than 15% of CB 8 residents pay rent in excess of 50% of their income. The average monthly contract rent for a one-bedroom apartment is \$2,652.00. The district encompasses a wide range of housing forms from condominiums and cooperatives to market rate and rent regulated housing. Regulated housing includes rent control, rent stabilization, Mitchell-Lama and public housing.

The Housing Committee advises and assists residents with district-wide housing issues; lobbies to better address housing concerns; and raises the level of discourse to elevate housing in the planning of our community. The Housing Committee has focused on issues such as rent control/rent stabilization, senior/elderly housing concerns/issues, middle classes and Mitchell-Lama housing; cooperatives, condominiums and public housing.

To that end, the Housing Committee periodically holds town hall forums featuring housing professionals. These well-attended forums have examined a variety of housing subjects including: the tax fairness for cooperatives/condominiums; New York State's Division of Housing and Community Renewal's Housing Amendments; New York City's Rent Guidelines Board; women and housing discrimination, rent control/rent stabilization; and inclusionary zoning and affordable housing.

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 amazing work it has done with reduced staff to reduce crime, catch criminals, and confiscates weapons and contraband. CB8 crime is down 30% from 2001 to 2007. 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. Roosevelt Island Public Safety Officers recently apprehended a perpetrator trying to escape, via tram, from a bank robbery in the CB8 district, demonstrating the close connections between the NYPD and RIOC Public Safety Officers. 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 rollerbladers, 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.

In 2007 CB8 was the home of 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 (FY09 #14, 308200603E).

2.7 PARKS AND RECREATION

The population density of CB8 makes our parks and greenery a precious commodity. Although our district is adjacent to Central Park, open space is scarce, amounting to only 43 acres of parks and open space, more than half of which is unusable by the public. The population of the area continues to expand, placing an ever-heavier burden on our limited parkland and its facilities.

Thus, the Parks Committee urges the city to undertake a range of urgently needed improvement projects in parks throughout our district.

The committee enjoys its working relationship with the Central Park Conservancy. In Central Park, CB8 continues to review on-going renovations, including the \$50 million improvement plan that will take place over several years. In particular, CB8 see an urgent need for renovation of Central Park's East Meadow and the restoration of the Naumburg Bandshell in the Park.

In Ruppert Park, irrigation must be addressed as a priority status. The existing irrigation system poses a danger to children who play with the exposed irrigation hoses.

CB8 continues to support the complete renovation of the bathhouse at John Jay Park (FY09 CS 308200609C). With the projected newly restored bathhouse, CB8 urges that monies be found to hire a recreation employee for that site. The pool serves CB8 residents. In fact, John Jay hosts visitors throughout the world. It is a treasure of public swimming.

The deterioration of the seawall along the East River Esplanade is critical, calling for urgent repair. In addition, the poor condition of the walkway along the Esplanade requires immediate attention.

Rehabilitation work is also needed on the walkways along John Finley Walk, which runs from East 81st Street to East 90th Street over the FDR Drive. The NYC DOT must prepare contract documents to accomplish this work in a timely manner.

The Roosevelt Island Operating Corporation (RIOC) working with the Trust for Public Lands (TPL) is nearing completion of planning documents for the construction of Southpoint Park, a 10-acre park on the southern tip of Roosevelt Island. Groundbreaking is hoped for in early spring 2009.

This fall, the Parks Committee looks forward to the long-awaited start of renovations at DeKovats Park, the only park left in our district with timberform equipment. The population of the surrounding area has exploded in the last decade, creating a pressing need for the upgrades of this park.

The Parks Committee has been actively promoting the plantings of trees throughout CB8 our district. CB8 is pleased to be part of plant a million. In particular, the committee has initiated surveys for placement of needed trees and has been encouraging the city to begin planting the 444 trees promised our district as replacements for the trees removed due to Second Avenue Subway construction.

Currently, the level of DPR personnel for parks maintenance and recreational programs is inadequate for serving the needs of this district. Agency officials have cited the need to at least double and preferably triple maintenance personnel. CB8 therefore retains as a high priority our request for additional personnel for maintenance, recreation, and tree pruning in Manhattan (FY09 #11 308200604E).

Rodents continue to be a problem in CB8 and its Parks. CB8 supports the development of a plan for extermination. NYC must control rodents. NYC parks Department must stop serving as nursery for our "furry" friends. CB8 continues our support for increased funding for the hiring of trained exterminators and increased rodent control in all our parks, including Central Park.

CB8 supports strong, consistent enforcement of city leash and litter laws. While CB8 recognizes the need for dog owners to exercise their pets, CB8 encourages people to do so in designated dog runs. Unleashed dogs pose a risk to people, other animals, and the peaceful enjoyment of our parks. In addition, neighborhood groups have worked hard, at great expense, to beautify the parks for all. Dogs running loose damage the landscape. CB8 support continued enforcement by PEP and Police officers of all leash and litter laws.

CB8 requests additional personnel for the enforcement of park rules and regulations (FY09 #11, 308199407E). At least two Park Enforcement Patrol officers are needed in Community Board 8 to ensure that our parks remain safe.

2.8 The Former 60TH STREET HELIPORT

CB8 has developed a 197-a plan that has been adopted by the City Council to create a new waterfront park at the site. The park will bring much needed open space to our community. Initial construction has begun on this park, but funding is still needed to fully complete the project. We urge the city to allocate this funds now.

2.9 HEALTH, SENIORS AND SOCIAL SERVICES

Goldwater and Coler Hospitals on Roosevelt Island, which are specialized long-term care facilities, are the only Health and Hospitals Corporation facilities in CB8. The district is also served by several world-renowned private hospitals: Lenox Hill; New York Presbyterian Weill-Cornell Medical Center; Memorial Sloan Kettering Cancer Center; Manhattan Eye Ear and Throat; The Hospital for Special Surgery; and Rockefeller University Hospital.

The main senior programs are Lenox Hill Neighborhood Association (partially funded by NYCHA), Stanley Isaacs Neighborhood house (a NYCHA facility), Carter Burden Center and the Roosevelt Island Senior Center. A top expense priority is to maintain the Senior Centers that presently exist in our community and to provide their services to all seniors regardless of income. Seniors need to be

able to attend local centers for social interaction and nutrition, the two key elements for maintaining their long-term health and well-being.

Since NYCHA has reported its inability to sustain its deficits any longer, it is contemplating a cutback of funds for social programs located in their buildings. CB8 recognizes the very important need for the city to retain these programs, which service the neediest of our population including the NYCHA Senior Centers at Lenox Hill and Stanley Isaacs, congregate meal programs and their NYCHA youth, family and after school programs.

CB8 supports both public and private sector efforts to assist the large and diverse homeless population in our community. In counting the homeless, the many families who are doubled up in public housing projects must be included. A top capital priority is increased funding for permanent housing for homeless individuals and families. We are strongly in favor of continued support for homeless services.

In the private non-profit sector, Lenox Hill Neighborhood House runs a mental health outreach team, which provides street outreach and social services to more than 1,500 homeless adults living on the streets on the East Side. In addition, Lenox Hill operates the Park Avenue Women's Shelter. CB8 continues to strongly support this contract. The Park Avenue Woman's Shelter is in desperate need of modernization. We urge the city to hold the parties responsible for the Armory building to their commitment to do so sooner rather later.

On June 25, 2008, the Neighborhood Coalition for Shelter, Inc. (NCS) had to close its center on E 77 Street because it is no longer receiving funding. NCS served people who are chronically homeless, formerly homeless or at-risk of becoming homeless for 19 years. Our community still has many homeless, and our Board is concerned that their needs will be met. We urge the city to meet the needs of the homeless in our community.

We are on record as supporting public education programs and seminars regarding AIDS, HIV prevention, and the prevention of teen pregnancy. CB8 supports both public and private sector efforts to assist the large and diverse population in our community.

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 09 #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 urge 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.

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

CB8 fully supports plans to build a school at the former site of PS 151 at First Avenue & 91st Street. We remain hopeful that the recent construction accident at the site will not delay the planned September 2009 opening of this desperately needed facility. This is only a first step. CB8 schools continue to be overcrowded. With the explosive growth in new construction continuing, our area needs many more school seats than currently planned by DOE. CB8 continues to work our elected officials to advocate for additional school construction within our area's borders.

CB8 supports increased funding for youth programs in our community, which remains inadequate (FY09, #2 308200518E). CB8 is dismayed by budget cuts that target youth services.

The need for these programs is very clear. While some children of the Upper East Side enjoy the benefits of private schools, many others rely on after-school programs and weekend sports activities run by non-profit agencies. The City and the State must recognize that a number of programs provide day care serving large numbers of non-resident youth. These programs serve those who work for CB8 businesses. CB8 is entitled for these "guest" to be counted in allocations for the funds.

CB8 supports tuition subsidies for the City University of New York. As the home of Hunter College, CB8 recognizes the importance of CUNY to both students and the city. The renovation of Thomas Hunter Hall would only enhance Hunter College (FY 09 # CS 308200605C). While CB8 supports a building program for Hunter College it opposes the replacement JREC in which NYC just invested \$30 Million for improvements.

Budget cuts, opposed on a yearly basis, result in tuition hikes, as well as the loss of faculty, resources and services, such as library and computer lab hours. Hunter is one of the leading educators in health care in the USA.

CB8 recognizes the importance of providing adequate day care and after school facilities for NYC children. There are many CB8 residents, especially single working parents, who need affordable day care and after school programs, but whose income slightly surpasses eligibility requirements. Additional programs, perhaps with a sliding scale fee, would be helpful. CB8 continues to request increased funding for childcare and after-school programs, including infant care (FY09 #1, 308200801E).

CB8 believes there is a need to develop and maintain programs to prevent and detect child abuse and neglect (FY09 #13, 308199707E).

2.12 JULIA RICHMAN EDUCATIONAL COMPLEX

CB8 supports retaining the Julia Richman Educational Complex (JREC) facility in its present location and does not support its relocation to accommodate a new Hunter College facility at that site. In particular, CB8 is concerned that the relocation of the JREC schools would destroy important relationships between the schools and neighborhood organizations, remove much needed public school seats in CB8, and demolish a newly renovated JREC building, all at an unnecessarily expense to taxpayers. CB8 acknowledges that Hunter College is an important and valued member of the CB8 and NYC community. CB8 supports Hunter's need to expand its growing health and sciences departments, and encourages Hunter to consider other locations near its main campus that can meet its growing needs.

2.13 ENVIRONMENT AND SANITATION

CB8 responds to residents' concerns about sanitation and the environment. The cleanliness of CB8 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 (FY09 #21, 308200103E).

The increase in noise complaints is a major quality of life issue for CB8. 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. CB8 supports increased funding to restore personnel for enforcement of air and noise codes

2.13.1 Marine Transfer Station

CB8 remains extremely concerned about the plans for a new Marine Transfer Station at 91st Street. The population, particularly of children, in the immediate area of this site has increased tremendously since the former transfer station was closed. 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 a space for schoolchildren 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.

The proposed Marine Transfer Station is adjacent to three parks including Carl Schurz, Asphalt Green and DeKovats and sits across from a NYC Landmark – Gracie Mansion. CB8 seeks to preserve this valuable parkland and protect resident's ability to freely enjoy it.

The City Council passed a resolution to approve the solid waste management plan that includes the 91st Street Marine Transfer Station. The New York State Department of Environmental Conservation (DEC) has said that the community argued correctly in its position that the NYC Department of Sanitation (DSNY) has not shown that noise levels from the transfer station will comply with environmental requirements. DEC awaits a new submission from DSNY to address DEC's findings. CB8 would like to be provided with DSNY's response to DEC's findings regarding the noise levels, and seeks to be afforded many opportunities to review and respond. CB8 and local residents request that DSNY continue to examine traffic conditions that allow access and egress to this site. Many community residents do not feel current conditions will allow for the additional traffic.

CB8 recently urged the Army Corp. of Engineers to reject the proposed site based on a number of factors including its location in a hurricane flood zone and proximity to a earthquake fault line.

2.13.2 Water Mains

The NYC Department of Environmental Protection (DEP) proposes to construct and place into operation 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. Once constructed, 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 in CB8. 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 would extend from the Shaft 33B Site beneath the City streets, connecting the shaft to a truck-main at Third Avenue.

CB8 continues to meet with the DEP to monitor the operation at E 59th Street. CB8 is concerned about the final determination of the routes of the water mains. In a resolution passed in June 2006, CB8 asked for a meeting with the Commissioner to assure us that the placement of the mains would be decided fairly and on the merits. CB8 has not received a response demonstrating that objective procedures have been developed and will be followed for determining the best possible placement of the water mains. CB8 concerns focus on the routes chosen along E. 59th and E 61st Street from First Avenue to Third Avenue. We are concerned that vehicular traffic near the 59th Street Bridge would be severely impacted beyond the currently highly problematic conditions, and would otherwise pose a traffic logjam that would not be feasible to mitigate. Further, historic residences would be put in jeopardy, century-old trees would be compromised or destroyed, and venerable businesses would suffer severe economic damage. These types of consequences would not necessarily result if an alternate route were selected. CB8 urges DEP to thoroughly consider all options, to closely involve CB8 throughout the decision-making process, and to carefully select the best viable option.

2.13.3 Sanitation Garage

The Department of Sanitation has plans to build a replacement sanitation garage near the FDR Drive between 73rd and 74th Streets. The previous building housed DSNY trucks, equipment and personnel in service of CD8 and CD5, including a mechanical broom operation. The building has been demolished and replaced on the same footprint, expanding into the available FAR. The replacement building will be taller requiring DSNY to come back to CB8 for a variance.

Districts 8, District 6, and the broom operations will be at the new site. No new activities will occur at this facility. All activities for sanitation in the District 8 area will occur here, including maintenance.

Recently, we were informed that design and construction of this facility has been delayed several for budgetary reasons. While we recognize the difficult economic environment faced by the city, the lack of a sanitation garage in our community causes unnecessary and inefficient routing of trucks. The increase traffic congestion, exhaust fumes and fuel expense are of concern to us.

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.

2.14.2 Street Vendors

Illegal street vendors remain a problem throughout CB8. The Board routinely receives complaints about unlicensed peddlers and vendors operating on restricted streets – particularly 77, 79 & 83rd Streets from Cherokee Place to Park Avenue. Of particular concern is 77th Street, which is an ambulance route.

CB8 is concerned about the sale of counterfeit merchandise and possible failure of illegal street vendors to pay taxes. Our small local businesses face a difficult enough time remaining viable due to increased rents and fuel costs. They should not be forced to compete against illegal and unfair competition.

CB8 urges the city to reinstate the Vendor Review Panel and establish a dedicated enforcement group specializing in vendor enforcement. CB8 believes that stronger enforcement is the solution. The NYPD and other appropriate agencies (DCA, DOS) should be provided funding specifically to focus on this problem.

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

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