

**EXCERPTS FROM COMMUNITY BOARDS'
"STATEMENTS ON THE PRELIMINARY BUDGET"
FOR FISCAL YEAR 2016**

Reactions to Agency Responses listed in the FY '16 Register of Community Board Budget Requests are collectively listed under Agency Subheading

Dept. of Environmental Protection

BRONX 1

This third Capital Budget request for FY16 tracking code (101201503C). The community board has received from Diego Beekman housing 1,259 residential tenant 7 building complex relief needs of storm overflow. Beekman has received over \$1 billion in Federal, State, and City support, including from United States Congressman Jose Serrano. With the incidence of heavy rain, the first floor of tenants apartments are flooded. The cleaning of area catch basins and camera reviews by the Department of Environmental Protection (DEP) has not abated this condition. Community Board 1 requests funding be allocated for capital sewer work to be performed in the area of Beekman Avenue, between East 141st Street and St. Ann's Avenue to eliminate this offending condition for residents of Beekman and the surrounding community. A 38 building development consisting of 1,238 apartments, 1,100 apartments have vouchers the difference are market rate apartments. The development received the following funding stream since 2003: \$100 million from Federal HUD, \$23 million from City-HPD, \$20 million private financing, \$600,00 RSOA loan.

BRONX 7

The Board is encouraged that the agency is working to address tracking code 107201008C. The Board would like to formally request that the agency come to the Board to present an update on the project.

BRONX 10

1. Request: Under SEX 200/400 new sewers are envisioned for Sutherland Street at Minnieford Avenue, Bridge Street, Tier Street, and William Street on City Island. Catch basins are needed for Fordham Street and Fordham Place. This project must be expedited to accommodate the needs of homeowners who experience flooding.

Agency Response: This Capital Project is included in the Agency's departmental estimates for the out years. For details check the FY 2016 Preliminary Budget Statement for Capital Projects and/or the Current Commitment Plan.

Board Response: In the 2015 Preliminary Budget Register the Agency responded that this project was funded in a prior fiscal year and the scope is now underway. At what point in time did the project status change from being funded to being put into the out years? There is a critical need for flood control in this area, especially in light of the many storms that we expect in the future.

2. Request: Construct a water treatment plant to purify water entering the DEP sewage Treatment center at Co-op City for reuse at the complex's power plant cooling tower.

Agency Response: More information is needed from the Community Board before making a funding decision. The Community Board should contact the Agency.

Board Response: Riverbay Corporation, the management entity for Co-op City, is still interested in this type of project. The Board requests that OMB forward the Board's interests in seeing that DEP and Riverbay Corporation meet to discuss this issue.

3. Request: New water and sewer lines are needed at the following streets: Carroll, Schofield, Centre Streets and William Avenue. A catch basin is needed at Ditmars Street and King Avenue on the southwest corner.

Agency Response: Further study by the Agency of this request is needed. Contact the Agency.

Board Response: This is exactly the same response that we had received in the 2015 Preliminary Budget Register for this budget request. Surely, within a year, the Agency should have been able to develop a scope of work to accommodate this needed drainage project.

DEP and DOT

4. Request: Expedite a joint Capital Project for DEP and DOT for Brush Avenue, between Schley Avenue and Bruckner Boulevard, to create a high functioning drainage system and improve road service.

Agency Response: Further study by the Agency of this Request is needed. Contact the Agency.

Board Response: This is exactly the same response that the Board received in the 2015 Budget Register. With DEP's introduction of green engineering initiatives (bioswails), replacing traditional cut and cover construction methods, both Agencies should be able to develop a scope of work that will enable the community to receive adequate drainage and good road surfaces.

5. Request: Reconstruct streets within and around the perimeter of the Westchester/Zerega Industrial Business Zone, especially in the vicinity of Commerce Avenue. A complete listing of streets was provided to DOT. The Board understands that this will be a joint Capital project between DOT and DEP to address road anomalies and collapsed sewers.

Agency Response: This location needs to be investigated by both DOT and DEP. Results may merit the initiation of a Capital Project. We will advise upon completion of an investigation.

Board Response: The Board had received a similar response in the 2015 Budget Register. A year has gone by and the City's fiscal situation has improved, therefore the Board requests an expedited completion of the investigation.

6. Request: Establish a joint Capital Project with DOT and DEP to correct street anomalies at Bellamy Loop in Co-op City.

Agency Response: This location needs to be investigated by both DOT and DEP. Results may merit the initiation of a Capital Project. We will advise upon completion of our investigation.

Board Response: Again, This is a similar response to what we had received in the 2015 Budget Register. A year has gone by and what is the status of the investigation? Please advise the Board.

7. Request: Reconstruct Middletown Road between Crosby Avenue and Westchester Avenue. This has long been a request of the Board. The Board understands that this is a joint project between DOT and DEP. The subsurface drainage and sewer support system and road service must be addressed in a systematic manner. Recently the road was resurfaced without the extensive study of the subsurface areas. It will continue to be problematic until a true engineering study takes place.

Agency Response: DOT has requested funding for this project.

Board Response: In the 2015 Response for the same project, the Board was told that the area was under study.

EXPENSE:

1. Requests: Survey Ferry Point Park area for installation of idling truck signs.

Agency Response: The Agency will try to accommodate this issue within existing resources.

Board Response: This area is scheduled for two major shopping malls and is already home to a variety of businesses which employ tractor trailer trucks to bring in goods. Too often, large trucks idle on city streets adjacent to over 60 residences causing concern about air and noise pollution.

BROOKLYN 9

Catch Basin Construction Project

Community Board #9 has repeatedly discussed with the agency the issue of a catch basin capacity problem in some areas of the district; and the absence of any catch basins at all in other streets in the district. These conditions lead to flooding when it rains and the snow melts. One such location is Sterling Street between Brooklyn and New York Avenues. We are encouraged by the agency's response that the project is included in We will contact the agency to further discuss this capital request.

BROOKLYN 10

Capital Priority #3 – To initiate design for new and larger catch basins on Narrows Avenue at Colonial Road from 75th Street to 85th Street.

We continue to receive calls from frustrated residents following heavy rainstorms and during times of snow/ice melting of a drainage system inadequate to handle the debris and flow of water into basins. This results in severe local street flooding that needs to be addressed.

Capital Priority #27 – Initiate study of Combined Sewer Outfall infrastructure and sea wall inspection along the Shore Road Promenade from the 69th Street Pier to Bay 8th Street to determine if upgrades are needed in the wake of Superstorm Sandy.

Following Superstorm Sandy new sinkholes have emerged along the Shore Road Promenade that have been filled and reopened. Many are located adjacent to DEP combined sewer outfalls. Functionality of the CSOs is critical to the maintenance of the Shore Road Promenade and the adjacent Belt Parkway.

Capital Priority #11 Modernization of Owls Head Pollution Plant to eliminate odors emanating from the Plant.

The cornerstone of the Owls Head Pollution Plant was placed on Tuesday, May 23, 1950 – The Owls Head Plant is located on the waterfront at 6700 Shore Road – three blocks north of the 69th Street Pier. The plant is one of the oldest in the City and is in need of modernization. DEP hired a consultant and verified several areas where capital improvements can be made to help odor. A cost analysis needs to be completed and a plan for its modernization needs to be made at the plant to continue to control odors from emanating into the surrounding residential community.

BROOKLYN 13

Priority #2 (213201401C) is a needed step in the right direction, albeit it has been on the priority list for years. BUT it limits the work on the new infrastructure to an area that, essentially, is W. 15 St. to W. 22 St., to Boardwalk. It does not include the westerly streets of the Coney peninsula where damage was heavy; nor does it yet deal with the aged infrastructure that identifies Brighton Beach. Nor are we certain of the Army Corps. Proposed work on the Sea Gate area where the infrastructure dates back to the earliest days of the neighborhoods' settlements.

BROOKLYN 14

The agency's response to funding trench restoration advises us that the agency will try to accommodate the request within existing resources. However, when such service is requested the agency response is that **no** funding for trench restoration exists. We reiterate a strong

recommendation to fund the repair of sinking streets caused by water and sewer line problems, which are increasing numerically and in severity. This must be addressed through the budget process. It also requires a better policy approach.

The board is pleased that the request for catch basins at identified locations are in the agency's budget in the out years. The board urges the agency to review complaint data to determine locations that require additional catch basin installations and consider mid-block installations where needed.

The request for sewer system upgrades, including the replacement of single-line systems, requires further study by the agency. The board urges the agency to utilize the Community District complaint records to identify areas of need.

The board reconfirms its support of agency requests for adequate resources to address environmental health and quality issues, including additional night and weekend tours for additional noise pollution control; needed staffing and equipment for water supply and sewer maintenance; and sewer cleaning and catch basin projects. We regard an adequate agency capability in these areas as essential.

BROOKLYN 17

The installation and cleaning of catch basins avoid negative impact on the environment. The Board's request for installation of catch basins in strategic locations in the district will prevent solids from clogging the storm sewer and periodical cleaning will maintain their ability to trap sediments and prevent flooding. While the installation of one catch basin on East 95th and Avenue B was met in 2007, we are requesting that the agency prioritize installation at the locations listed under Tracking Code# 217201525C.

MANHATTAN 4

Asks:

- **Provide funding to conduct storm surge mitigation studies.**
- **Expand permeable surface and sidewalk swale pilot program to include MCD4**
- **Provide funding to conduct air pollution studies.**

One of the greatest natural calamities that could wreak havoc in New York City would be flooding due to the surge from a "100 year storm." This storm could appear at any time and even multiple occurrences are possible within the next 100 years. In fact, with Super Storm Sandy our district experienced enough damage to recognize the urgent need to put in place storm surge mitigation measures as more of these types of storms are bound to hit our city. New York City is particularly vulnerable to storm surges because of the New York Bight, which funnels water and increases the speed of a storm surge moving through the Verrazano Narrows. MCD4 includes all six of New York City's Flood zones, however MCB4 is especially concerned about the Southern and Western areas of MCD4 that lie within New York City's Flood Zone's 1 & 2 and the entrances to the Lincoln & Amtrak tunnels.

Although MCB4 lauds DEP's NYC Green Infrastructure Program we ask that DEP and agency partners, including the Federal government design, construct and maintain a variety of sustainable green infrastructure practices within MCD4. A portion of the FY 2016 budget should be earmarked to conduct a feasibility study of measures that can limit the damage of storm surges including flood gates. It has been estimated that the cost to design and construct flood gates at Verrazano Narrows, Arthur Kill and Throgs Neck is approximately \$10 billion.

The combined sewage system of New York City poses a threat to our waterways during flooding events like that of Super Storm Sandy. MCB4 borders the Hudson River which is still recovering from the heavy pollution of the not so distant past. The New York City Council passed a bill in 2014 to begin a pilot program of using permeable sidewalk surfaces to reduce runoff from entering our combined sewage system. MCB4 would like to extend that pilot program to our district which as mentioned includes Flood Zones 1 & 2 in some of our neighborhoods. In addition to this measure sidewalk swales which are used in other parts of the city should be installed within our district. The pedestrian islands that were installed to accommodate the separated bike lines along Eighth, and Nine Avenues would be optimal locations for sidewalk swales.

Given the proximity of the Chelsea and Clinton/Hell's Kitchen neighborhoods to the Lincoln Tunnel and to the Port Authority Bus Terminal, MCD4 most likely is at particular risk from unhealthy air. According to the New York City Department of Health and Mental Hygiene, this community suffers the second highest incidents of chronic lung disease of any community in Manhattan south of Harlem. We thus continue to urge the City to include in the budget enough funds for additional studies to determine the effect of air pollution on the community around the Lincoln Tunnel traffic corridor.

MANHATTAN 6

Noise remains a top concern in our District, with 311 records showing it as the most frequent complaint from residents.

We continue to ask that the Department of Environmental Protection hire additional inspectors to deal with the current volume of noise pollution. These complaints arise not only from the area's nightlife establishments, but also from construction and traffic congestion. Frequently, complaints are not addressed because the agency sends inspectors after the fact. While decisions to hire additional inspectors are being made, we ask that the Department deploy its existing personnel to actively monitor the area for real-time response.

Manhattan Community Board Six continues our support for the completion of the Third Water Tunnel to ensure the City's water supply remains uninterrupted. At the agency's suggestion, we will follow up with administrators on its status.

C-06: 306200803C – Install irrigation system at Stuyvesant Cove Park (see also EDC)

CS: 306200544C – Complete the Third Water Tunnel

E-16: 306200532E – Add air and noise inspectors

MANHATTAN 7

Tracking Code: 307200503C

Request: Reconstruct Riverside Drive, West 104-110 Streets -- \$2.95MM

Agency Response: Capital funding constraints, project capacity and City-wide priorities preclude this project at this time.

Reply: CB7 seeks clarification on this response, since DoT's response to this same request for FY2014 included a commitment to fund this project in part.

This need has been identified in CB7's capital priorities every year since FY 2005. While CB7 understands the competing demands of City-wide projects on the budget, after waiting a decade and receiving only partial funding, it is time to address this matter and see it to a successful conclusion.

Tracking Code: 307201603E

Request: Fund dedicated enforcement staff for the anti-idling law. There is currently no routine enforcement of the Anti-Idling Law, and only spotty and largely unsuccessful enforcement of specific targeted violations.

Agency Response: The agency will try to accommodate this issue within existing resources.

Reply: CB7 is grateful that DEP will address this priority, which has meaningful effects on the health and welcoming character of our neighborhoods.

QUEENS 5

Providing excellent drinking water, proper treatment and disposal of sewage, sewer system repairs and maintenance, controlling pollution and enforcement are very serious concerns in any municipality. These goals are even more critical in the most populous, by far, City in the U.S.A.

Capital Budget Requests:

Redesign and Reconstruct Sewer System in Portions of CB5Q Area Having Worst Flooding Problems. After heavy rains, CB5Q has received complaints of extensive flooding and basement sewer backups in many parts of our communities. The most extensive flooding was reported along and adjacent to Penelope Avenue, and adjacent to Eliot Avenue, east of 75th Street in Middle Village; in the area adjacent to the Cooper Avenue Underpass, and 77th Avenue between 81st and 88th Streets in Glendale; in the area of and adjacent to Grand Avenue and Flushing Avenue between 61st and 64th Streets in Maspeth. Aged sewer lines likely need to be replaced, enlarged or realigned to reduce flooding and the resulting property damage.

Perform a Comprehensive Study of Sewer Systems in the CB5Q Area and Throughout Queens County, Considering Excessive Street Flooding and Anticipating Future Growth. A thorough sewer system study, including analysis of flow patterns to treatment plants, needs to be completed and be accomplished in the very near future so that street flooding and basement sewer backups can be greatly reduced. The sewer system links our communities and those of other community districts throughout the borough.

Reconstruct Sewer System in Penelope Avenue Area of Middle Village – (SEQ002693) After moderate to heavy rains, there has been extensive street and basement flooding to homes along and adjacent to Penelope Avenue. This important

project is funded for FY 2015 and, thankfully, work to install new sewer lines will be performed after new water mains are installed in the project area.

This critical project also includes the installation of new sewers in portions of 74th Street, Juniper Valley Road, 75th Street, 66th Road and 77th Street.

Reconstruct Streets in South Middle Village – HWQ708 The Cooper Avenue North Service Road into 71st Avenue from 79th St. to 74th Street, 73rd Place from Metropolitan Ave. to 70th Ave., and portions of 74th Street and 70th Avenue in South Middle Village are in very poor condition and require roadway reconstruction. These are the main arteries in the project area. We were looking forward to a long overdue area wide reconstruction project to begin in South Middle Village by FY 2011, **but DEP funds are needed for area sewer and water main upgrades.**

Other Capital and Expense Budget Priorities include:

Adequate funding to assure the distribution of excellent drinking water through upgraded systems and land acquisition where necessary.

Ongoing funding for replacement of sewer lines that are ever aging in residential, commercial and industrial areas, installation of pre-cast concrete catch basins to replace deteriorated brick basins, and new catch basin installations.

Priority funding of sewer system maintenance and repair - Problems include collapsed catch basins, severe sinking conditions adjacent to sewer manhole breaks, clogged catch basins and sewer lines, and roadway and basement flooding conditions. Until recently, the backlog of repairs Citywide was known to be more than 4,000, and many repairs went undone for months.

More successful efforts to reduce air pollution, water pollution and excessive noise are needed. Cars, diesel trucks, airplanes coming and going from two bulging airports and industry put excessive strains on our environment. More must also be done to reduce excessive pollutants emitted by: heating systems in older buildings, City and private buses, trucks, businesses, airplanes, vehicles and by the very aged freight locomotives that transport goods and garbage through residential communities.

Repowering freight locomotives – With the increase in freight rail traffic, our communities have been hurt by air pollution from very old freight locomotives. Although these locomotives are owned by the LIRR, and leased to New York and Atlantic Railway, the biggest customer of NY&AR is the New York City Department of Sanitation. The Fresh Pond Yard and adjacent rail track is the location where freight rail cars are assembled for transport to out-of-state dump sites. Therefore, New York City should pay to repower some of these locomotives.

QUEENS 8

Capital Budget Priority#2 calls for the rehabilitation of catch basins and water mains throughout the district. This was requested last year and the community wants to know why further study is needed. Capital Budget Priority # 3 is the installation of storm sewers and catch basins throughout the district to eliminate surcharge. We have been advised that this project has been funded in part. What part has been funded? Capital Budget Priority #4 is to fund trench restorations in Kew Gardens Hills, Fresh Meadows and Holliswood. We were informed that the agency will accommodate this issue within existing resources. What is the time frame for addressing this issue?

QUEENS 11

In our district, sewer and water system complaints account for thousands of complaints annually. These complaints often are because of failed seepage catch basins. When the seepage basins fail, DEP is not replacing them because of their rate of failure. There is a current project in a small area of the district, however, many more projects are required to install connections to sewer systems.

Funding for trench restoration is extremely necessary in our area since these projects were stopped several years ago. Roadways are sinking and will continue to do so until funding is dedicated for trench repair. It is not enough that DOT continues to repave the sinking roadways; it is a problem that DEP must address.

A study must be conducted by DEP for the reconstruction of streets in Bayside along 223 Street between 37 and 41 Avenues. For 20 years, the CB has been advocating for the project. Drivers can barely navigate and water runs in a gully along the curb.

STATEN ISLAND 3

It is with much dismay that we find it necessary to repeat last year's comments.

The Community Board 3 district holds great potential for commercial, industrial, and population growth. In order to meet the basic essentials for economic development, we need to address our sewer infrastructure deficiencies to attract new community investors, and promote business expansions. Likewise, too many residential homeowners are forced to maintain