

CITY PLANNING COMMISSION

May 11, 2016/Calendar No. 4

N160225 BDQ

IN THE MATTER OF an application submitted by the Department of Small Business Services on behalf of the Greater JFK Business Improvement District pursuant to Section 25-405(a) of Chapter 4 of Title 25 of the Administrative Code of the City of New York, as amended, concerning the establishment of the Greater JFK Business Improvement District, Borough of Queens, Community Districts 12 and 13.

On March 2, 2016 on behalf of the Greater JFK Business Improvement District, the Department of Small Business Services (SBS) submitted a district plan for the Greater JFK Business Improvement District, Borough of Queens, Community Districts 12 and 13.

BACKGROUND

The Department of Small Business Services (SBS), on behalf of the Greater JFK Business Improvement District, intends to establish the Greater JFK Business Improvement District (BID) in an industrial/ commercial area of the Springfield Gardens neighborhood of Queens adjacent to John F. Kennedy Airport (JFK).

The area to the north of the proposed BID includes the Southeast Queens neighborhoods of Springfield Gardens, Rosedale and South Ozone Park neighborhoods. These are predominately suburban neighborhoods of single and 2 two family detached homes. To the east is Brookville Park, a predominantly undeveloped wetland. Further to the east are the Nassau County hamlets of Woodmere and Inwood, and the village of Lawrence. Rockaway Boulevard, a major arterial in the proposed BID, becomes Rockaway Turnpike in Nassau County. The road is a dense auto oriented shopping district that serves the neighborhoods of southern Nassau County, southeast Queens and the Rockaways. JFK Airport is located to the south of the proposed BID.

The proposed BID covers about 151 acres and has about 4.1 million square feet of commercial and industrial space. Most businesses within the proposed BID are related to the off-airport air cargo industry. The off-airport air cargo industry's community of customs brokers, messenger, logistics services, and freight forwarders organize the routing of the region's and nations international freight shipments. The BID area contains about 600 firms with over 8,000

employees.

The proposed BID also has 9 hotels that primarily serve airport travelers, as well as manufacturing business that mostly relate to the airport. There are government and government-related facilities, such as a sanitation garage, an MTA bus depot and a school bus company also located within the proposed BID. There are 3 homeless facilities that operate in the proposed district and a federal detention facility. The district also has a large privately owned office building that is the regional headquarters for the FAA.

There are about 154 small homes in the proposed BID district. The district was drawn to include a 4 block homeowner area that is in the middle of an otherwise industrial district. Area residents have long complained about conflicts with industrial businesses particularly trucks using residential blocks.

There are few vacancies in the area. Industrial property rents for between \$16 and \$24 per square foot. Over 53% of the BID areas employment is in airport related trucking and warehousing. The district hopes to address poor access and circulation issues by improving way finding signs, truck parking and storage. The area is challenged by industry standard 53-foot commercial shipping trucks which struggle to navigate on the areas narrow streets and that exceed maximum length for loading bays in aging warehouse facilities. Businesses also complain of inadequate parking and limited public transportation.

Although JFK airport serves the large and affluent New York market, it has continued to lose air cargo market share. Once the largest destination for air freight, its market share has declined to a rank of 7th nationally. However, recently the volume of air cargo measured in tonnage has started to increase, largely due to the industry's recovery from the recession. However, JFK's national market share continues to decline due to a high cost structure, traffic congestion and obsolete air freight facilities both on airport and off airport. Those conditions has resulted in freight for the New York market often arriving at distant airports and then being trucked into the New York area.

In response, EDC and the Port Authority commissioned a JFK Air Cargo Study of the industry and airport facilities. That study recommends the creation of new air cargo facilities on airport, the removal of 3.5 million square feet of existing obsolete cargo facilities considered unviable and the creation of up to 1.8 million square feet of new office space for custom brokers and freight forwarders. The plan also envisions up to 500,000 square feet of space for parking and truck storage all on airport.

The creation of new state of the art space on airport should cause the reconstruction and repositioning of the older off airport facilities. Concerns have been raised that custom brokers and freight forwarders who occupy space in the BID area are relocating to Nassau County. Those businesses traditionally needed to be close to the airport but as the Custom Service moves to electronic filings, that may become less important. The lack of business amenities in the BID district, the areas poor physical condition and inadequate parking and loading are cited as reasons for the businesses to relocate. The BID is being established to create an organization that will serve all the constituents in the district. It plans to work with the different stakeholders to focus on the issues, needs and concerns of the diverse group of residents and businesses in the district.

The proposed district contains 525 tax lots. Approximately 199 (38%) are industrial or commercial, 103 (20%) are vacant or undeveloped, 154 (29%) are residential, 10 (2%) are mixed use and 59 (11%) are tax exempt. The proposed BID would have a first year budget of \$500,000. It projects that it will provide the following services: district marketing, networking and labor force development (\$130,000), public safety and security (\$100,000), sanitation and maintenance (\$50,000), technical services and planning studies (\$70,000), advocacy and administrative services (\$150,000).

The BID proposes an assessment based on a combination of building square footage and assessed valuation. Undeveloped land is assessed 95% of the rate for developed properties based

upon gross square footage and assessed valuation. Mixed buildings are assessed based upon a rate of 50% of the rate for developed properties based upon gross square footage and assessed valuation. Residential property pays \$1. Government and non-profit property is exempt.

The highest assessment in the district for commercial property is projected at about \$44,600 per year. The lowest is projected at about \$50 per year. The average commercial property would pay an assessment of about .11 cents per foot. Undeveloped property would pay about .07 cents per foot and mixed property would pay about .03 cents per foot.

Property ownership is represented by several large institutional investors with 41% of the total lots controlled by 6 owners. These properties represent 52% of the areas assessed valuation and are responsible for 52% of the total budget.

The BID solicited for support and received responses from 45% of tax lots representing about 58% of assessed value. Of those who responded, 94% were in favor and 5.8% were opposed.

Properties devoted wholly to residential use would be assessed at \$1 per year. Not-for-profit and governmental properties would not be assessed. Vacant parcels would be assessed at the commercial rate.

ENVIRONMENTAL REVIEW

The district plan was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA) and the SEQRA regulations set forth in Volume 6 of the New York State Code of Rules and Regulations, Section 617.00 et seq., and the New York City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 16SBS003Q. The lead agency is the Department of Small Business Services.

After a study of the potential environmental impact of the proposed action, a Negative

Declaration was issued on February 26, 2016.

WATERFRONT REVITALIZATION PROGRAM (WRP)

This application (N160225 BDQ) was reviewed by the City Coastal Commission for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 30, 2013 and by the New York State Department of State on February 3, 2016, pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981, (New York State Executive Law, Section 910 et seq.) The designated number is 16-012.

This action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program.

LAND USE REVIEW

On March 2, 2016 the Department of Small Business Services submitted a district plan for Greater JFK Business Improvement District (BID) to the Department of City Planning. The plan was then transmitted for review to the Office of the Mayor, Office of the Queens Borough President and the Queens Borough Board, City Council Speaker, City Council Members for Council Districts 28 and 31 and Queens Community Boards 12 and 13.

COMMUNITY BOARD PUBLIC HEARINGS

On March 16, 2016, Queens Community Board 12 voted in favor of the proposed BID by a vote of 23 in favor with 1 opposed and 1 abstention. The Board recommended approval of the BID with the following condition:

As long as (UNCA) United Civic Association of Jamaica, Inc. be part of the leadership representing the residents in the Community Board 12.

On March 21, 2016, Queens Community Board 13 held a public hearing on this application and

by a vote of 36 to 0 adopted a resolution recommending approval of the establishment of the BID.

Queens Borough Board

The Queens Borough Board voted on April 18th, 2016 to support the BID by vote of 9 to 0. In its recommendation the Board said:

The air cargo industry is a vital component of the economy of Queens, New York City and the metropolitan area. All measures must be taken to fully support and improve the ability of the air cargo industry to compete in an evolving domestic and international market and environment. Creation of this IBID will provide additional services, supplementary to those provided by the city, performed under the direction of the District Management Association in support of the air cargo industry. .

CITY PLANNING COMMISSION PUBLIC HEARING

On March 30, 2016 (Calendar No. 4), the Commission scheduled April 13, 2016 for a public hearing on the BID district plan. On April 13, 2014 (Calendar No 5), the hearing was duly held.

There were seven speakers in favor of the proposal and none in opposition. Those who testified included the chairman of the BID organizing committee, the consultant that who had been involved with organizing of the BID, a business person, a property owner, a representative of the Queens Chamber of Commerce, the president of the neighborhood Spring Jam Block Association, the Deputy Commissioner for Neighborhood Development at the Department of Small Business Services and a representatives of the City's Economic Development Cooperation in charge of aviation.

The BID consultant explained about how the BID was organized and spoke about the effort to gain property owner support. She stated that the BID steering committee decided not to include the Port Authority with a formal role in organizing the BID, but would be including the agency in places

where they could be most supportive of BID efforts.

The Chairman of the BID steering Committee spoke about the air cargo industry and how it operated at JFK Airport and stated that the area had a low vacancy rate.

The business and real estate owners from the area stated that the neighborhood had been neglected and had problems, but thought that these conditions could be improved by the creation of the BID.

The President of the Spring Jam Block Association said that area residents were at first skeptical of the BID effort, but were now certain that the BID would help improve the area for businesses and residents alike.

The Deputy Commissioner for Neighborhood Development at Small Business Services said the City agency had provided technical support for the BID organizing effort.

The representative of the Economic Development Corporation explained how the City was working to bring more air cargo to JFK through creation of new warehouse facilities and that organizing a BID off airport was complementary to their efforts.

There were no other speakers and the hearing was closed.

CONSIDERATION

The Commission believes that the proposal to establish the Greater JFK Business Improvement District is appropriate.

The JFK BID area is home to more than 600 business with over 8,000 jobs. It plays an important role in the City's and region's economy. The areas cargo brokers, freight forwarders, messengers and logical services exist alongside other industrial businesses, hotels and government offices. Together with more than 150 small homes, the BID area is a unique New York City neighborhood that has often been overlooked.

As the air cargo industry has evolved, the area has experienced increased activity resulting in increased vehicular and truck traffic with resulting congestion and parking issues. In some parts of the district, traffic can be in conflict with pedestrians resulting in safety issues. A BID can provide resources to study these issues, propose solutions and then advocate for implementation

A survey the BID conducted of area businesses had more than 63% of respondents perceiving the area as being in poor condition. This perception of the area may dissuade prospective tenants from establishing their businesses in the area. The areas poor physical condition and lack of management is also a concern as it may cause some companies to relocate out of the area and the City.

The Commission support maintaining and attracting businesses around the airport especially industrial companies. These companies are an important source of jobs and provide services to other businesses. The presence of these companies around the airport enhances New York City as a good place to live, work and run a business.

In coming years, it is expected that activity both on and off the airport will increase. The City will benefit from this but it could strain existing infrastructure, heighten wear on the physical environment, and introduce significant operational challenges to the district. The BID will be able to plan and advocate for improvements to the area. The Commission believes that a BID at this location will leverage the collective resources of the entire district to proactively meet the challenges ahead.

The Commission is concerned that the Port Authority of New York and New Jersey was not anticipated to have a formal role in BID governance by the steering committee. While the Port Authority has been involved in some aspects of the BID's planning, its role has still not been determined. The Commission believes that the Port Authority should be involved and aware of all discussions about airport related facilities both on and off airport, since the facilities on and off airport complement each other. The Commission believes that the BID should work to support and grow the synergy that already exists in the area between the area and airport facilities, and that the Port Authority needs to be part of that effort. When the BID Board is established, the Commission believes it will be more effective if it

creates a formal role for the Port Authority. The Commission urges the BID to work with EDC and SBS to determine how to structure that role and identify the right staff people at the Port Authority to be work with the BID.

The Commission is pleased that BID has included the residents of the Spring Jam neighborhood in its district. This will ensure that residents who live in area will have a voice in the BID's policies related to quality of life issues. Many businesses and property owners in the district have concerns that are similar to the residents. The inclusion of the residents will ensure that the BID and its constituent businesses and property owners are aware of problems in the area and will be able to work to resolve concerns. This approach will create a stronger more effective BID.

The Commission also believes that the BID can serve as important entry points for residents looking for career opportunities in the air cargo and related airport businesses. Business have often complained about difficulty finding applicants for job openings. The Commission is therefore pleased that the BID is proposing to establish a program to recruit area residents for employment opportunities. With its many programs for job training and job placement, SBS can help the BID in this endeavor after it is established.

The Commission has carefully reviewed the documents that the BID sponsor submitted regarding notification of stakeholders about the proposed BID and believes that these outreach efforts for the BID were satisfactory. The Commission believes that the BID sponsors made a reasonable effort with outreach to get in touch with as many property owners, residents and businesses as reasonably possible.

BIDs are important to the City because they promote healthy economic development for the communities they serve and help retain and attract businesses to the district. The Greater JFK Business Improvement District will help manage this existing business area and provide guidance for growth in the future.

The Commission enthusiastically supports the establishment of this BID.

RESOLUTION

The Commission supports the proposed BID plan and has adopted the following resolution:

RESOLVED, the City Coastal Commission finds that the action will not substantially hinder the achievement of any WRP policy and hereby determines that this action is consistent with WRP policies; and be it further

RESOLVED, that the City Planning Commission certifies its unqualified approval of the district plan for the Greater JFK Business Improvement District.

The above resolution duly adopted by the City Planning Commission on May 11, 2016 (Calendar No. 4) is filed with the City Council and the City Clerk pursuant to Section 25-405 of the Administrative Code of the City of New York.

CARL WEISBROD, Chairman

KENNETH J. KNUCKLES, ESQ., Vice Chairman

**RAYANN BESSER, IRWIN G. CANTOR, P.E., ALFRED C. CERULLO, III,
MICHELLE R. DE LA UZ, CHERYL COHEN EFFORN, ANNA HAYES LEVIN,
ORLANDO MARIN, LARISA ORTIZ**, Commissioners

Queens Borough Board Recommendation

APPLICATION: Greater JFK Business Improvement District **COMMUNITY BOARD: 12 & 13**

DOCKET DESCRIPTION

IN THE MATTER OF a District Plan submitted for the proposed Greater JFK Industrial Business Improvement District pursuant to Section 25-405(a) of Chapter 4 of Title 25 of the Administrative Code of the City of New York

PUBLIC MEETING

A Public Meeting was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Monday, April 18, 2016 at 5:30 P.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were no other speakers.

CONSIDERATION

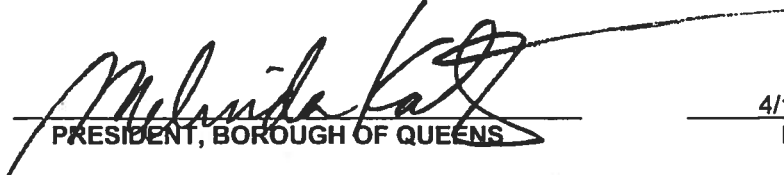
Subsequent to a review of the application and consideration of testimony received at the public meeting, the following issues and impacts have been identified:

- o The JFK Air Cargo Study authorized by the NYC Economic Development Corporation and the Port Authority of New York & New Jersey was released in January 2013. The study found that the former dominance of JFK as the leader in air cargo operations has been eroded by newer facilities and international market changes. The study also recommended various measures that could be undertaken to improve and support JFK's share of air cargo operations;
- o The Greater JFK IBID Planning Committee, consisting of property owners, businesses, elected officials, community leaders and governmental agencies was founded to create the Greater JFK Industrial Business Improvement District. The planning committee conducted outreach and public meetings to gather information about the needs and issues that were affecting the air cargo industry centered on Rockaway Boulevard;
- o The District Plan for the Greater JFK Industrial Business Improvement District defines the map of the district, proposed supplementary services, proposed improvements sources of funding, an annual budget, specific member properties, self-governance by the District Management Association and the regulations of the IBID.;
- o The affected properties are located generally around Rockaway Boulevard bounded by Baisley Boulevard on the northwest to 183rd Street on the southeast, inclusive of properties east of the Nassau Expressway and south of the Belt Parkway, and those north of Rockaway Boulevard to 147th Avenue;
- o Community Boards 12 and 13 have unanimously approved the Greater JFK IBID at their respective public meetings held on March 16, 2016 and March 28, 2016
- o The members of the Queens Borough Board present unanimously approved the proposal by a vote of nine (9) in favor with none (0) against at the public meeting held on April 18, 2016.

RECOMMENDATION

The air cargo industry is a vital component of the economy of Queens, New York City and the metropolitan area. All measures must be taken to fully support and improve the ability of the air cargo industry to compete in an evolving domestic and international market and environment. Creation of this IBID will provide additional services, supplementary to those provided by the city, performed under the direction of the District Management Association in support of the air cargo industry.

Based on the above consideration, the Queens Borough Board hereby recommends approval of the Greater JFK Industrial Business Improvement District.



PRESIDENT, BOROUGH OF QUEENS

4/18/2016

DATE

-----Original Message-----

From: QN12 (CB)

Sent: Tuesday, April 12, 2016 4:50 PM

To: Stephen Everett (DCP) <SEVERETT@planning.nyc.gov>

Subject: REVISED VOTE

At Community Board 12 on March 16, 2016 monthly meeting held at the Robert Ross Family Life Center Located at 172-17 Linden Blvd., St. Albans, NY 11434. The Board voted in favor of the proposed JFK Industrial IBID with Recommendations.

Recommendation: Community Board 12 support the formulation of the JFK Industrial IBIF, as long as (UNCA) United Civic Association of Jamaica, Inc. be part of the leadership representing the residents in the Community Board 12.

VOTE:

In Favor of: 23 Against: 1 Abstain: 1

Members Present: 25 Total Board Members: 40

Thank You
Yvonne Reddick
District Manager, CB12



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Melinda Katz
Borough President

Vicky Morales-Casella
Director of
Community Boards

Bryan J. Block
Chairman

Mark McMillan
District Manager

April 7, 2016

Carl Weisbrod, Chairman
NYC Department of City Planning
1120 Broadway, 31st Floor
New York, NY

Dear Chairman Weisbrod:

Queens Community Board 13 had a presentation on the formation of the JFK Industrial Business Improvement District (JFK IBID) before its Land Use Committee on March 7, 2016. At this meeting, the consultant to the IBID, Ms. Barbara Cohen, explained the purpose of the IBID and the process it takes through government before it can become official. There were staff members from your agency, EDC and an owner of four of the businesses residing in that community. After much discussion, the committee took a vote to recommend to the full board approval of the JFK IBID. The vote was unanimously in favor.

At the General Board meeting held on March 21, 2016, the Land Use Committee Chair made the committee recommendation to the full board in a public hearing, to vote to approve the formation of the JFK IBID. A vote was taken with the Queens Community Board 13 approving the JFK IBID by a unanimous vote of 36-0.

As such, Queens Community Board 13 supports – with enthusiasm – the formation of the JFK Industrial Business Improvement District.

Sincerely,

Mark McMillan
District Manager

CITY PLANNING COMMISSION

2016 FEB -2 PM 3: 37

DEPT. OF CITY PLANNING

**DISTRICT PLAN
FOR THE
GREATER JFK BUSINESS IMPROVEMENT
DISTRICT**

In

The City of New York

Borough of Queens

Prepared pursuant to

Section 25-405(a) of Chapter 4 of Title 25
of the Administrative Code of the City of New York

N 160225 BDQ

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Exhibit I - District Map Boundaries and Benefited Properties

Exhibit II – Plan Preparation Authorization

Exhibit III – Community Maps

A. City Planning Queens Community Board 12 & 13 Land Use Maps

B. District Area Zoning Maps

C. NYPD – 105th & 113th Queens Precinct Map

D. New York City Council Districts 28 & 31 Maps

E. NYS Assembly Districts 31 & 32 Maps & NYS Senate District 10 Map

F. US Congressional District Queens 5 Map

Exhibit IV - Tax Blocks and Lots of Benefited Properties

INTRODUCTION

This District Plan describes the proposed Greater JFK Business Improvement District (the "District"), its guiding principles, the sources of funding, the first year budget and budget allocations, as well as the general guidelines pursuant to local and state law.

The purpose of the District is:

- to provide technical and professional services, supplemental services and improvements, and advocacy and administration for all registered members of the District
- to support the enhancement of the quality of life, recognizing the diverse experiences of all who work, visit and live within and adjacent to the district, and to encourage members of the district to work together in striking an appropriate balance between industrial, commercial and residential interests.

I. MAP OF THE DISTRICT

Geographically, the District is located in the Springfield Gardens neighborhood of the Borough of Queens, adjacent to John F. Kennedy International Airport ("JFK Airport," the "Airport," or "JFK"). The active industrial transportation systems connecting JFK to the region have a defining presence.

The proposed district boundaries are defined by its adjacency to the Airport, area land uses, tenancy, zoning designation as well as a potential development site associated with the "JFK Northern Off-Airport Parcels" as defined in the ground lease agreement between the City and the Port Authority of New York and New Jersey. More specifically, the potential development site is located within the Parcel A area of the "JFK Northern Off-Airport Parcels". The seven (7) acre site is bounded by Rockaway Boulevard to the north, by Nassau Expressway to the south, and by the Federal Aviation Administration office building to the west. Upon its taxlot designation, this development site would be incorporated into the proposed Greater JFK BID.

The main thoroughfare of the proposed district is Rockaway Boulevard, and the properties within the proposed District either front Rockaway Boulevard or are just to the east and west of Rockaway Boulevard from Baisley Boulevard South to 183rd Street. Although there are areas where the District boundary lines are irregular, generally, the major eastern boundary is 147th Avenue and the western boundary is defined partly by the Nassau Expressway. The existing character and configuration of the proposed District is not part of the managed development of JFK International Airport itself, nor the AMB Logistics Center to the south on Rockaway Blvd.

The proposed District is situated within Queens Community Boards 12 and 13. The District is further defined and delineated on the map annexed hereto as **Exhibit I**.

Plan Authorization

Mayor Bill de Blasio, by written authorization dated February, 26, 2016, a copy of which is annexed hereto as **Exhibit II**, has approved the preparation of this plan (the “Plan”) pursuant to authority granted by Chapter 4 of Title 25 of the Administrative Code of the City of New York (the “Law”) for the District.

II. PRESENT USES OF DISTRICT PROPERTY AND DISTRICT PROFILE

A. Area Profile

The JFK off-airport cargo community is home to more than 600 businesses that provide logistical support to products and goods flowing through JFK and other major ports annually. This commerce is not only essential to the City’s economy and plays a central role in the daily lives of hundreds of New Yorkers, but also provides a foundation for regional, national and international economies at large.

Often overlooked and little understood, the proposed District, accessed from Rockaway Boulevard, is a complex assembly of private properties containing customs brokers, freight forwarders, messenger and logistical services, trucking and maintenance companies, and many others. Together, businesses within the District employ almost 8,000 workers and occupy approximately 4.1 million square feet in a broad range of industrial and commercial buildings.

The air and ocean cargo related businesses exist alongside other light industrial and retail uses, hotels, community service and government facilities, as well as more than 150 single family homes. Without question, the District’s 525 properties represent a unique New York City neighborhood.

More than 63% of area respondents perceive the area to be in “poor condition”—a view shared by thousands of hotel visitors and prospective tenants seeking to establish their primary business location in an area where the cost of doing business is higher than any other North American gateway. Over 53% of the proposed District area businesses serve the trucking and warehousing industry. Consequently, access and circulation improvement, way-finding signage, and truck parking and storage are key issues that the District aims to address. Challenges, such as 53-foot commercial shipping trucks that exceed the maximum length for loading bays of aging shipping facilities, have prompted excessive ticketing, snow removal difficulties, and hostility between businesses and residents. Limited public transportation for workers and visitors translates to more private vehicles on local roads and the need for increased parking. Poor drainage results in flooding of many locations within the proposed District. Generally, the area lacks identity; linking businesses to the neighborhood’s labor force is severely limited. The “JFK Air Cargo Study” prepared by the Port Authority of NY/NJ (PANYNJ) & NYCEDC, as well as the District’s Planning Committee outreach, illustrates the need for dedicated, specific services and improvements to supplement basic government services within the off-airport District area.

The proposed District seeks to build upon the area's diversity and major economic significance by serving as an advocate and providing supplemental services and improvements that support a vision for a strong industrial base and improved quality of life for all who live, work or visit the District. The formation of the District represents the public-private partnership required to manage daily challenges faced by businesses and residents alike and to plan for the District's future. District-wide efforts of the proposed BID are to be part of a broader strategic planning effort that requires close coordination with all government agencies, community boards, civic and industry associations, and most importantly, with PANYNJ, as it plans for future infrastructure, cargo-related operations and facilities, transportation, parking, and access to both the airport facilities and to the regional cargo community for which connectivity is so important.

III. PROPOSED SERVICES

A. Description of Services

The services to be provided pursuant to this Plan (the "Services") may include public safety/security, sanitation and snow removal, district marketing, industry networking/labor force development, and technical/planning services to promote and enhance the District. The Services will supplement the municipal services that are provided by the City to the District, but shall not take the place of services provided by the City. The Services shall be performed under the direction of a District Management Association (hereafter, the "DMA"). The Services may include, but not be limited to, the following:

1. Public Safety and Security

Supplemental Public Safety and Security Services shall be permitted in the District. Any public safety and security services shall be administered by the DMA under the direction of the Board of Directors and shall be coordinated with the necessary City agencies and offices having relevant jurisdiction. The DMA may establish a Public Safety Committee to study the current nature of neighborhood crime and stakeholders' perception of safety. The Public Safety Committee shall provide any findings to the DMA for the development of Public Safety and Security Services.

Any security program may include, but not be limited to, a supplemental security presence throughout the District. In the first year a Public Safety Committee is expected to be formed in order to understand the nature of the area's crime incidents, and District members' perceptions of safety, so that appropriate strategies can be identified. Establishing a safe and secure community may involve one or more of the following: a licensed security company, New York City Police Department ("NYPD") Paid Detail program, security camera installation, radio communications network (among property managers, businesses, NYPD, the DMA), and additional area lighting.

2. Sanitation and Maintenance Services

Sanitation and maintenance services are authorized under this plan. The area maintenance programs may include, but not be limited to, targeted sanitation services, snow and graffiti removal throughout the district in the form of sweeping and cleaning of sidewalks and catch basins, and coordination with NYC Department of Sanitation and the NYPD to address illegal dumping. Snow removal is expected to be performed on an as-needed basis by a combination of private snow plows for immediate action and consistent coordination and communication with NYC Department of Sanitation and district area members to effectively clear streets by maneuvering trucks and other vehicles in a systematic manner. Targeted graffiti removal on private property may be performed with alternate, non-assessment funding sources, with the permission and participation of private owners and businesses.

3. District Identity & Marketing

District Identity & Marketing services are authorized and may include, but are not limited to, the creation of a “brand” or image for the area so that property owners can better market their properties, individual businesses can promote their services, and opportunities can be highlighted for all district members. The development of a logo, newsletters, maps, district-wide signage, to-the-trade lists, special events, interactive website, social media are all tools that go into creating a unified district identity that serves the needs of the entire district and may be employed under this provision.

4. Industry Networking & Labor Force Development

Industry Networking & Labor Force Development services may include, but are not limited to, establishing close relationships with industry associations, educational institutions and other economic development groups to foster a supportive environment that allows for sharing information, networking, and increased connectivity between companies and workers.

5. Technical Services & Planning Studies for Project Development

Technical Services & Planning Studies for Project Development may include, but are not limited to, engaging the services of a transportation planning firm to evaluate the District’s challenges associated with current infrastructure, including transportation, vehicular/pedestrian/truck access, internal circulation and parking. In addition to transportation planning issues, other planning studies and surveys may be necessary to evaluate current conditions and trends to inform decision-making for District programs and seeking support for specific public sector improvements. The District, with an established communications program developed by an information technology professional, could improve responsiveness and fill a gap with additional services where the need is great.

5. Advocacy & Administration

The DMA shall act as an advocate on behalf of the stakeholders of the District to government agencies and elected public officials. The administration of the District shall be by salaried staff which may include, but not be limited to: an Executive Director, Project Managers, and any other special staff and/or consultants that the Board of Directors may deem necessary from time to time, such as communications professionals, and others with specialized technical knowledge and abilities. Administrative costs may also include office-related expenses such as rent, telephone, insurance, supplies, and other ordinary, necessary, and reasonable services and supplies.

6. Additional Services

Subject to any approvals and controls that may be required by any City agency having jurisdiction thereof and in addition to the approval of the Board of Directors of the District Management Association (DMA) and written approval by the Commissioner of the Department of Small Business Services, in subsequent years, the District may provide such additional services as are permitted by law.

B. Implementation

1. It is anticipated that the DMA will commence most services during the first Contract Year (hereafter defined).

C. General Provisions

1. All Services shall be in addition to (and not in substitution for) required and customary municipal services provided by The City of New York (the "City") on a city-wide basis.
2. All Services need not be performed in every Contract Year.
3. The staff and/or subcontractors of the DMA may render such administrative services as are needed to support performance of the Services.
4. In the event that in any given Contract Year, the sources of funding do not in the aggregate produce revenues equal to the Total Annual Budget Amount (hereafter defined) for such Contract Year, the DMA may, subject to the Contract (hereafter defined), forego providing one or more or all Services in order to have revenues sufficient to pay the debt service (if any) required in the Budget (hereafter defined) for such Contract Year.

IV. PROPOSED IMPROVEMENTS

A. Description of Improvements

The improvements (the "Improvements") to be provided pursuant to this Plan may include, but are not limited to the following, provided that any Improvements that require review and approval by an appropriate City agency shall be submitted to that City agency and to the affected Community Board(s) prior to undertaking any Improvement.

1. Exterior security and pedestrian area lighting to enhance public safety and support marketing efforts;
2. Streetscape and sidewalk amenities to enhance the pedestrian environment, provide a visual identity to the district and to support business operations, particularly in terms of district-wide and way-finding signage.

B. Implementation Schedule

The Improvements may be implemented on an as-needed basis.

C. General Provisions

1. All Improvements shall be in addition to and not in substitution for required and customary municipal improvements provided by the City on a city-wide basis, benchmarks for which are presently being studied and recorded.
2. The staff and/or sub-contractors of the DMA may render such administrative services as are needed to support construction and installation of the Improvements.

V. PROPOSED SOURCES OF FUNDING

A. Sources of Funding: General

The proposed sources of funding for all (i) Services, (ii) Improvements, (iii) proceeds derived from indebtedness permitted pursuant to paragraph D herein below, and (iv) administrative costs necessary to support the program contemplated under this Plan, and (iv) Improvements, shall be the sources of funding described in paragraphs B through F (inclusive). Subject to requirements of law, the DMA may apply all monies derived from the sources of funding permitted herein toward funding any expenditure permitted under this Plan.

B. Sources of Funding: Assessments

The DMA shall enter into Contract (hereinafter defined) with the City for the purpose of having the City levy and collect, and then disburse to the DMA, assessments with respect to the Benefited Properties (hereafter defined) in exchange for the rendering of Services and Improvements by the DMA. A list of the Benefited Properties is attached hereto as Exhibit IV. Such assessments, as described in paragraphs 1, 2, and 3 herein below, shall be defined as "Assessments".

1. General

To defray the cost of Services and Improvements in the District, all real property in the District shall be assessed in proportion to the benefit such property receives from the Services and Improvements. Each property will be assessed an amount determined by the DMA, that when totaled together with the amounts for other properties in the District, shall yield an amount sufficient to meet its annual budget. Each individual assessment shall be calculated pursuant to the assessment formula set forth below times the percentage for the type of property in question.

All taxable real property within the District, except any site and building thereon assigned to Class E will be assessed each fiscal year according to an assessment formula that is based on a Square Footage Rate and an Assessed Value Rate for each applicable BID Class.

2. Classes of Properties

Class A – Industrial/Commercial Use

All properties, including commercial condominium units, devoted in whole to commercial or industrial uses are defined as Class A and shall be assessed at the full 100% commercial rates.

Class B - Vacant Land and Undeveloped Land

All privately owned vacant or undeveloped land, including parking lots and properties currently undergoing development that have yet to receive a temporary certificate of occupancy from the New York City Department of Buildings ("DOB"), is defined as Class B and assessed at 95% of Class A rates. Upon granting of a temporary certificate of occupancy from DOB, properties classified as Class B shall be reclassified to the appropriate class based on the definitions of classes of properties in this section.

Class C - Mixed Use

All properties with single tax lots containing both commercial and residential uses are defined as Class C and assessed at 50% of Class A rates.

Class D - Residential Use

All properties, including individual residential condominium units, devoted in whole to residential uses are defined as Class D and are assessed at \$1.00 per year.

Class E – Government & Non-Profit

Government and not-for-profit owned properties devoted entirely to government or not-for-profit use shall constitute are defined as Class E and are exempt from assessment. Government and not-for-profit owned properties which are occupied by for-profit organizations engaged in commercial use shall be assigned to the appropriate class based on the definitions of classes of properties in this section, and the proportion of the property devoted to for-profit uses shall be assessed in the same manner as defined with in the appropriate class description.

3. Limitation on Assessment

The amounts, exclusive of debt service, assessed and levied in a given year against the Benefited Properties as Assessments may not exceed 20% of the total general City taxes levied in that year against the Benefited Properties.

4. Specific Formula

All properties as classified in the most recent New York City tax rolls and as described in BID Classes will be assessed based on the formula specified above for each applicable BID Class. However, in order to reflect the relationship among the many variables (i.e., Total Budget, Square Footage, Assessed Value, Class), the following defines how each rate is determined.

Class A, B and C properties will be assessed utilizing a base rate calculated 50% by a square footage rate and 50% by an assessed value rate.

Square Footage (SF) Rate: The square footage rate of the base rate (i.e., Class A rate) will be calculated as follows:

$$\frac{[(\text{TOTAL ANNUAL BUDGET} - \text{Class D Flat Fee Sum}) * 50\%]}{}$$

$$[\text{Class A SF} + (95\% * \text{Class B SF}) + (50\% * \text{Class C SF})]$$

Assessed Value (AV) Rate: The assessed value rate of the base rate (i.e., Class A rate) will be calculated as follows:

$$\frac{[(\text{TOTAL ANNUAL BUDGET} - \text{Class D Flat Fee Sum}) * 50\%]}{}$$

$$[\text{Class A AV} + (95\% * \text{Class B AV}) + (50\% * \text{Class C AV})]$$

C. Source of Funding: Grants and Donations

The DMA may accept grants and donations from private institutions, the City, other public entities or individuals and other not-for-profit organizations.

D. Source of Funding: Borrowings

1. Subject to subparagraphs 2 and 3 below, the DMA may borrow money from private lending institutions, the City, other public entities or [individuals] for the purpose of funding operations, or financing the cost of improvements.
2. The use of monies received by the DMA from the City or from any other public entity, whether in the form of a grant or as proceeds from a loan, shall be subject to (i) all statutory requirements applicable to the expenditures and use of such monies, and (ii) any contractual requirements imposed by the City (whether pursuant to the Contract or otherwise) or by any other public entity, as the case may be.
3. Any loan which the DMA may enter into as a borrower shall be subject to Section VI of this Plan.

E. Source of Funding: Charges for User Rights

Subject to the approval and control of the appropriate City agency, the DMA may, in accordance with Section IX of this Plan, impose charges as consideration for the sub-granting or sub-licensing of user rights (hereafter defined) as such charges and user rights are described in Section IX of the Plan.

F. Source of Funding: Other

The DMA may derive revenues from any other sources of funding not heretofore mentioned and which are permitted by law.

G. Assignment of Funding

The DMA may assign revenues from the sources of funding described in paragraphs B, C, D, E, and F of this Section V for the purpose of securing loans which the DMA obtains pursuant to paragraph D of this Section V, provided, however, such assignments are subject to the requirements of Section V of this Plan.

VI. PROPOSED EXPENDITURES: ANNUAL BUDGET

A. Total Annual Expenditures and Maximum Cost of Improvements

The total amount proposed to be expended by the DMA for Improvements, if any, Services and operations for the First Contract Year is \$500,000, as more fully set forth in Subsection B of this Section VI.

The total amount proposed to be expended by the DMA for any subsequent Contract year, shall not be greater than the aggregate amount of all the monies which the DMA may collect for the Contract Year in question from all funding sources permitted under Section V of the Plan which shall not exceed the maximum budget of \$500,000 for any single Contract Year during the term of the Contract.

During the existence of the BID, the maximum cost of improvements, if any, will not exceed \$5,000,000.

B. Annual Budgets

1. First Year Budget – It is anticipated that the budget of proposed expenditures to be made during the first Contract year is as follows:

a. Services

District Marketing, Networking & Labor Force Development	\$ 130,000
Public Safety & Security	\$ 100,000
Sanitation & Maintenance Services	\$ 50,000
Technical Services & Planning Studies for Project Development	\$ 70,000
Advocacy and Administrative	<u>\$ 150,000</u>
TOTAL FIRST CONTRACT YEAR BUDGET	\$500,000

MAXIMUM ANNUAL BID BUDGET (DURING THE CONTRACT TERM)	\$500,000
-----------------------------------------------------------------	------------------

2. Subsequent Budgets

The DMA shall establish for each Contract Year after the first Contract Year, a proposed budget of expenditures. Such proposed budgets shall (with respect to the Contract Years to which they respectively apply): (i) reasonably itemize the purpose for which monies are proposed to be expended by the DMA; (ii) specify the amount, if any, proposed to be expended by the DMA for debt service; and (iii) set forth the total amount proposed to be expended (the "Total Annual Budget Amount"). A proposed budget, whether for the First Contract Year or for subsequent Contract Years, shall be referred to as a "Budget". A proposed budget for any single Contract Year shall not exceed the maximum budget of \$500,000 during the term of the Contract.

C. General Provisions

1. The DMA shall make no expenditures other than in accordance with and pursuant to: (i) a Budget for which a Total Annual Budget amount has been approved by the City and the Board of Directors of the DMA, (ii) any provisions in the Contract providing for the satisfaction of outstanding obligations of the DMA; or (iii) any provisions in the Contract providing for the expenditure of amounts provided in the Budget for, but expended in, a previous Contract Year.
2. The Total Annual Budget Amount shall not exceed the maximum total and annual amount which the DMA may expend for the Contract Year in question pursuant to Paragraph A of this Section VI.
3. The Total Annual Budget Amount shall not be less than the amount needed to satisfy the DMA's debt service obligations for the Contract Year in question.
4. Subject to the DMA's need to satisfy its debt service obligations for the Contract Year in question, the DMA may revise the itemizations within any Budget.
5. In the event that in any given Contract Year the sources of funding do not in the aggregate produce revenues equal to the Total Annual Budget Amount for such Contract Year, the DMA may, subject to the Contract, forego some or all of the non-debt service expenditures as are provided for in the Budget in question in order to have revenues sufficient to pay the debt service provided for in such Budget.

VII. BENEFITED PROPERTIES

The providing of Services and Improvements shall benefit all properties within the District (the "Benefited Properties"). The Benefited Properties are described, in the alternative, by the following: the District Map or the tax block and lots indicated in **Exhibit IV** hereto.

VIII. DISTRICT MANAGEMENT ASSOCIATION

The District Management Association (DMA) shall be a not-for-profit corporation incorporated under Section 402 of the New York State Not-For-Profit Corporation law. The corporation is organized for the purpose of executing the responsibilities of a DMA as set forth in the Law. Furthermore, the DMA will carry out the activities prescribed in the Plan and will promote and support the District.

The DMA is organized exclusively for charitable and educational purposes as specified in Section 501 (c) 3 of the Internal Revenue code of 1986, as amended.

The DMA will have four classes of voting membership and one class of non-voting membership. The voting classes are composed of (i) owners of record of real property located within the District; (ii) commercial tenants leasing space within the District; (iii) residential tenants, including proprietary leases, leasing space within the District, if any, and (iv) elected public officials.

The non-voting class shall include community board(s) representatives, and may include others with an interest in the welfare of the District. Each voting class will elect members to the Board of Directors in the manner prescribed by the by-laws of the District Management Association. The class composed of elected public officials shall permanently hold a position on the board *ex officio*.

The Board of Directors of the DMA includes the representatives of owners of record of real property within the District (which shall constitute a majority of the Board), the representatives of both commercial and residential tenants (including proprietary leases) leasing space in the buildings within the District, and one member appointed by each of the following public officials: the Mayor of the City; the Comptroller of the City, the Borough President of Queens County and the City Council member representing the District, or if more than one City Council member represents portions of the District, then by the Speaker of the City Council.

IX. USER RIGHTS

A. User Rights: General

The DMA may undertake or permit commercial activities or other private uses of the streets or other parts of the District in which the City has any real property interest (the "User Rights"), provided, however, that the User Rights to be so undertaken or permitted by the DMA shall have been: (i) set forth in this Plan or authorized for licensing or granting by the City council, and/or (ii) licensed or granted to the DMA by the City, pursuant to the contract and/or (iii) authorized by the appropriate City agency having jurisdiction thereof. Once so granted or licensed, the User Right(s) in question shall be undertaken or permitted by the DMA in such a manner as to conform to the requirements, if any, set forth in this Plan, or the aforesaid Local Law with respect to User Right(s), and conform to the requirements authorized by the appropriate City agency having jurisdiction thereof. Such requirements may include but shall not be limited to: (i) requirements as to what consideration the DMA shall pay to the City for the grant and/or license in question; (ii) requirements as to whether and how the DMA may permit other persons to undertake the User Right(s) in question pursuant to a sub-grant or sub-license; (iii) requirements as to what charges the DMA may impose upon other persons as consideration for such sub-grant or sub-license; and (iv) requirements as to the general regulation of the User Right(s) by whomsoever undertaken.

B. User Rights: Proposed

Subject to the approval of the appropriate City agency and/or subject to any requirements set forth in any Contract, the DMA may, but is not required, to undertake or to permit User Rights, subject to the requirements of this Contract.

1. Any marketing or beautification program that makes use of the NYC Department of Transportation light poles or fixtures.
2. Information Stands
3. News Racks
4. Promotion Signs or Kiosks
5. Such other User Rights as may be appropriate to benefit the District, so long as any additional proposed User Rights not specifically mentioned here are coordinated and approved by the appropriate Agency having jurisdiction thereof and comply with all local laws and regulations, and this Plan.

X. REGULATIONS

The rules and regulations proposed for governing the operation of the District and the provision of Services and Improvements by the DMA (the "Regulations") are set forth below.

1. The DMA shall obligate itself to provide the Services and Improvements in a Contract or Contracts into which both the DMA and the City shall enter (collectively, the "Contract") for a specified term (each year of the contract term to be defined as a "Contract Year"). The City shall, pursuant to the terms, conditions and requirements of the Contract, levy and collect, and then disburse to the DMA the Assessments. Such disbursements shall be made in accordance with general procedures for the payment of other City expenditures.
2. The DMA shall comply with all terms, conditions and requirements (i) elsewhere set forth in the Plan, and (ii) to be set forth in the Contract and in any other contracts into which both the DMA and the City may enter and (iii) shall comply with all terms, conditions and requirements set forth in writing by the appropriate City agency which is required to give its approval.
3. The DMA shall let any sub-contracts that it intends to enter into in connection with providing Services and Improvements in accordance with its Contract with the City and any applicable laws.

XI. GLOSSARY OF TERMS

TERM	SECTION LOCATION OF DEFINITION
Assessments	V (B)
Budgets	VI (B)
City	I
Contract	X
Contract Year	X (1)
District	I
District Management Association	VIII
District Map	I
Improvements	IV
Services	III
Total Annual Budget	VI (B)
User Rights	IX

Exhibit I - District Map Boundaries and Benefited Properties

Exhibit I - District Map

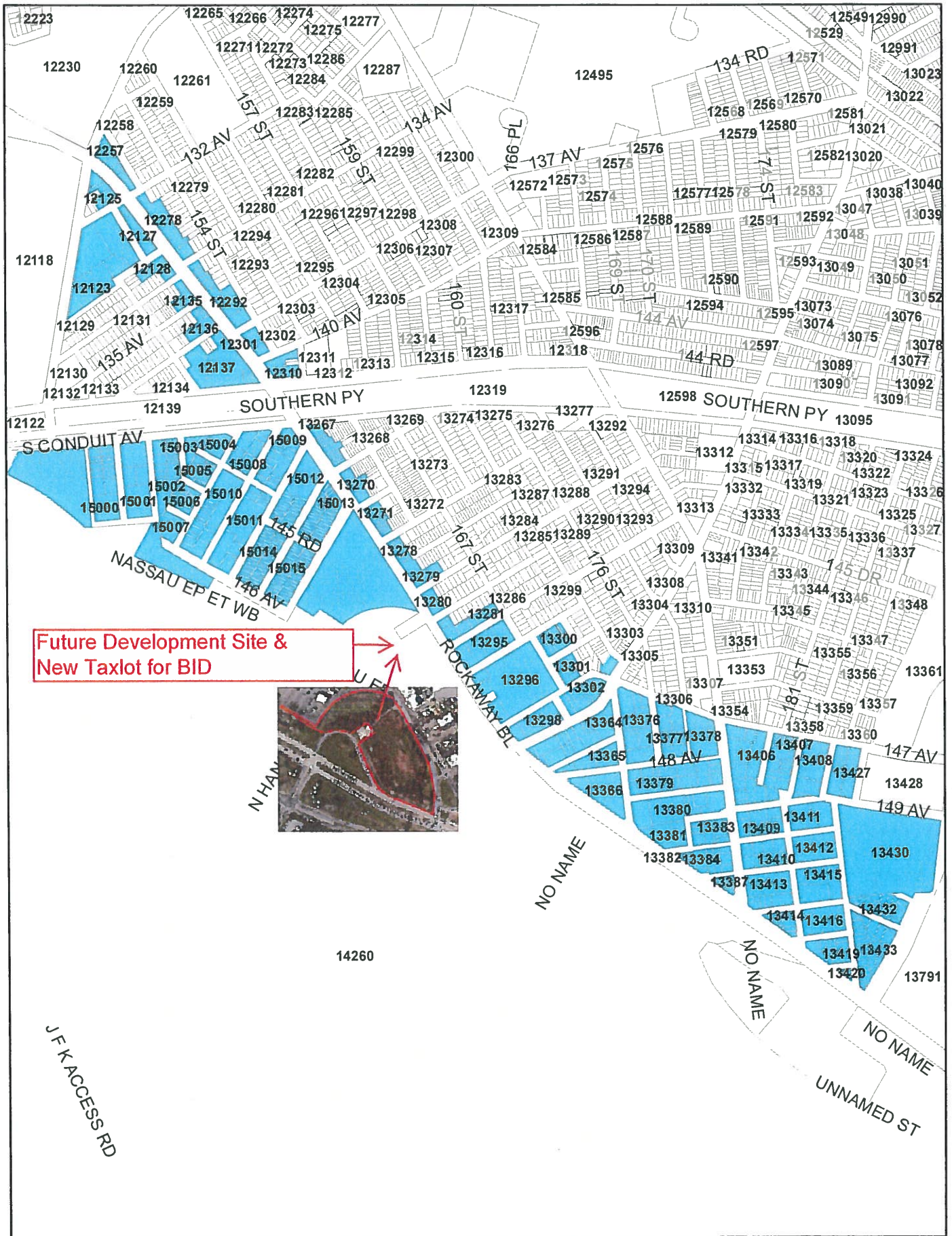


Exhibit II – Plan Preparation Authorization



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, N.Y. 10007

February 26, 2016

Mr. Gregg Bishop
Commissioner
Department of Small Business Services
110 William Street, 7th Floor
New York, NY 10038

Dear Commissioner Bishop:

Pursuant to Section 25-405(a) of the Administrative Code of the City of New York, I hereby authorize the preparation of a district plan for the establishment of the Greater JFK Business Improvement District (BID), located in the Borough of Queens. The proposed boundaries and sponsor organization for the proposed BID are as follows:

Proposed BID Boundaries: Properties along Rockaway Boulevard broadly bounded by Baisley Boulevard South on the northwest to 183rd Street on the southeast, inclusive of properties east of the Nassau Expressway and south of Belt Parkway, and those north of Rockaway Boulevard to 147th Avenue.

Sponsor Organization: Greater JFK BID Planning Committee

The Department of Small Business Services shall prepare the District Plan pursuant to authority granted by Section 25-405(a) of this law. The authorization shall take effect immediately.

Sincerely,

A handwritten signature in cursive script that reads "Bill de Blasio".

Bill de Blasio
Mayor

cc: Melissa Mark-Viverito, Speaker of the New York City Council
Julissa Ferreras-Copeland, Chair of the City Council Finance Committee
Melinda Katz, Queens Borough President
Members of the New York City Council
Alicia Glen, Deputy Mayor for Housing and Economic Development
Jackie Mallon, First Deputy Commissioner, Department of Small Business Services
Michael Blaise Backer, Deputy Commissioner, Department of Small Business Services
James Mettham, Assistant Commissioner, Department of Small Business Services
Kris Goddard, Executive Director, Department of Small Business Services
Jennifer Kitson, BID Program Director, Department of Small Business Services

Exhibit III – Community Maps

A. City Planning Queens Community Board 12 & 13 Land Use Maps

Community Board 12 – Land Use Map

Queens Community District 12



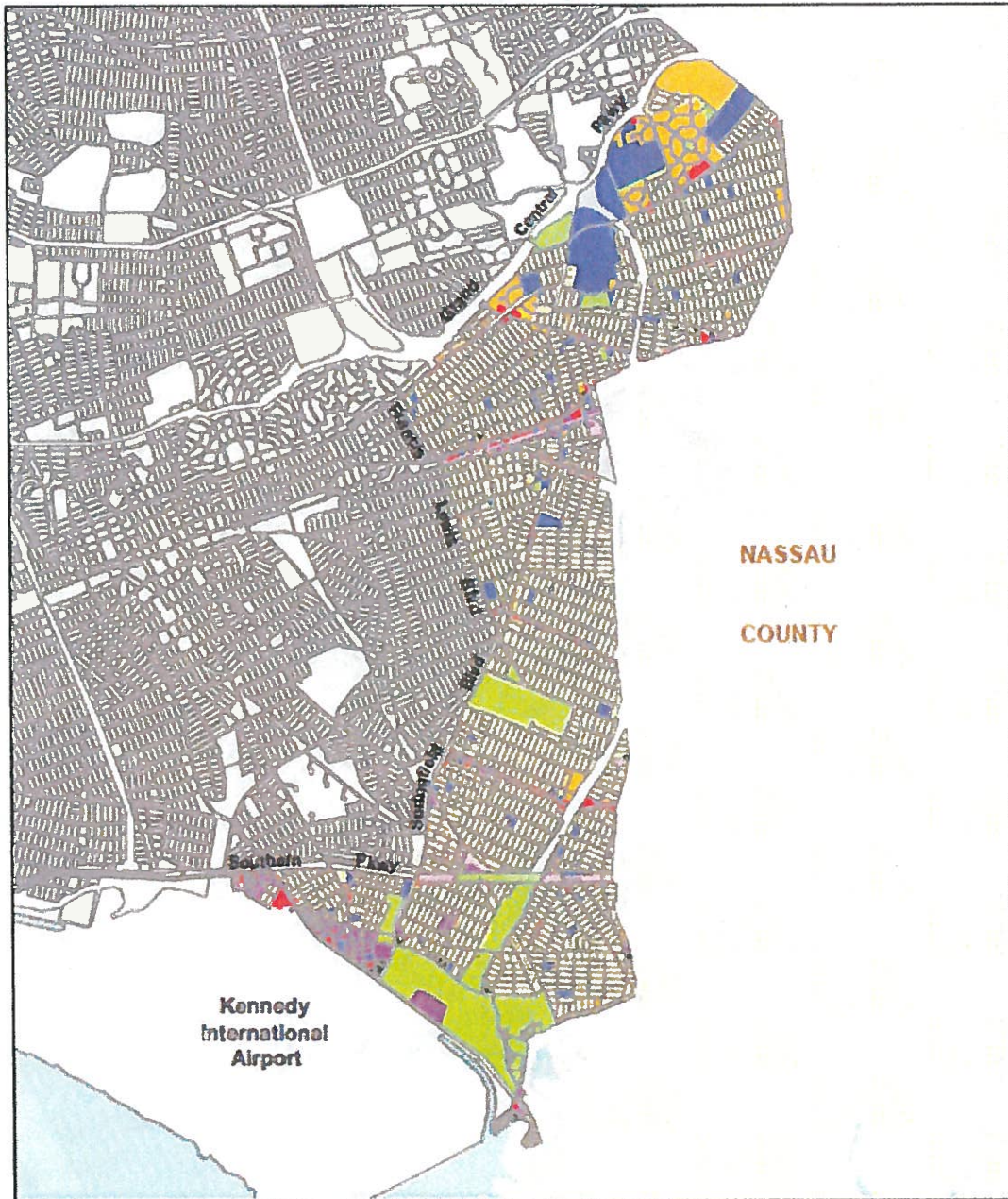
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 NYC Department of City Planning
 Source: MapFLUTO™ Release 11v1

- Residential Land Uses**
- One & Two Family Buildings
 - Multi-Family Buildings
 - Mixed Residential and Commercial Buildings

- Non-Residential Land Uses**
- Commercial / Office Buildings
 - Industrial / Manufacturing
 - Open Space and Outdoor Recreation
 - Public Facilities and Institutions
 - Transportation and Utility
 - Parking Facilities
 - Vacant Land
 - All Others or No Data

Community Board 13 – Land Use Map

Queens Community District 13



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NYC Department of City Planning
Source: MapPLUTO™ Release 11r1

- Residential Land Uses**
- One & Two Family Buildings
 - Multi-Family Buildings
 - Mixed Residential and Commercial Buildings

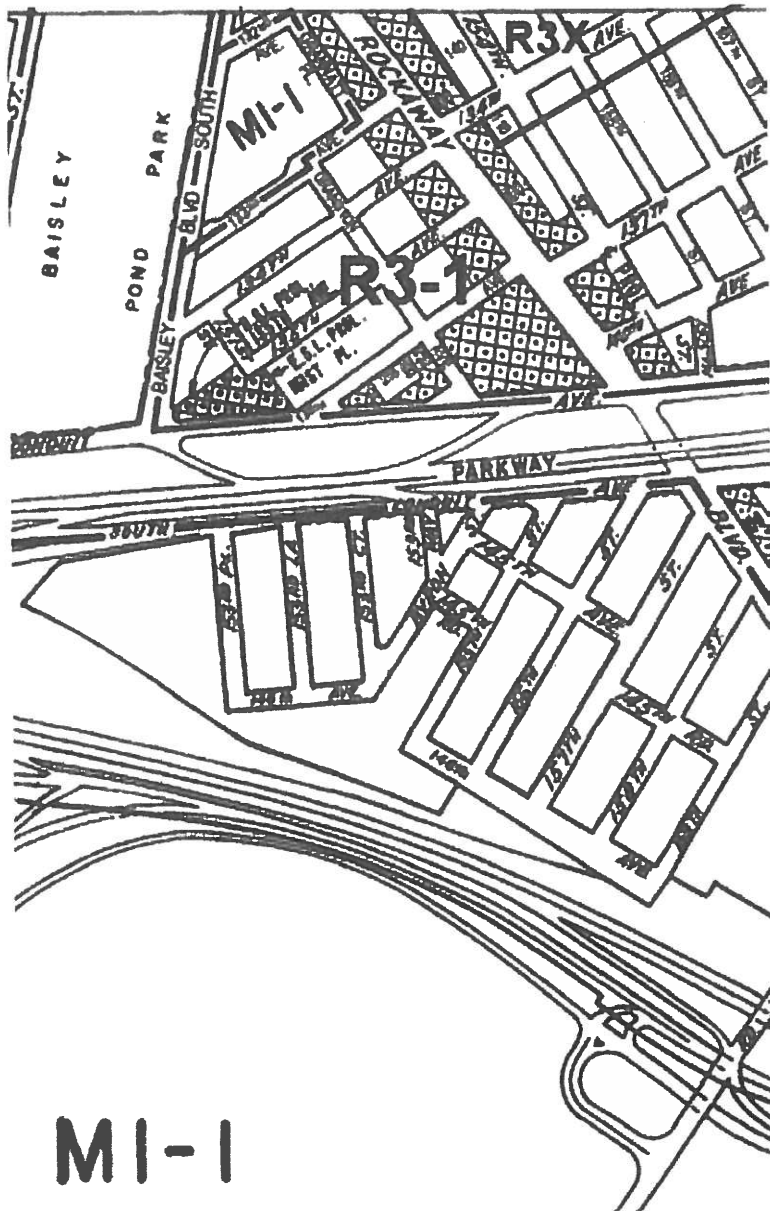
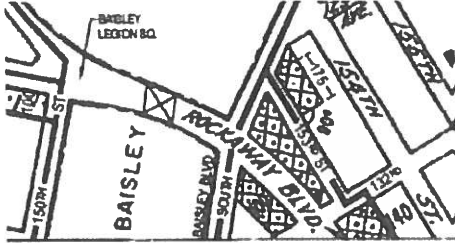
- Non-Residential Land Uses**
- Commercial / Office Buildings
 - Industrial / Manufacturing
 - Open Space and Outdoor Recreation
 - Public Facilities and Institutions
 - Transportation and Utility
 - Parking Facilities
 - Vacant Land
 - All Others or No Data

Exhibit III – Community Maps

B. District Area Zoning Maps

District Zoning Map

Rockaway Boulevard, North and South of Belt Parkway



MI-1

District Zoning Map

Rockaway Boulevard, South of Belt Parkway

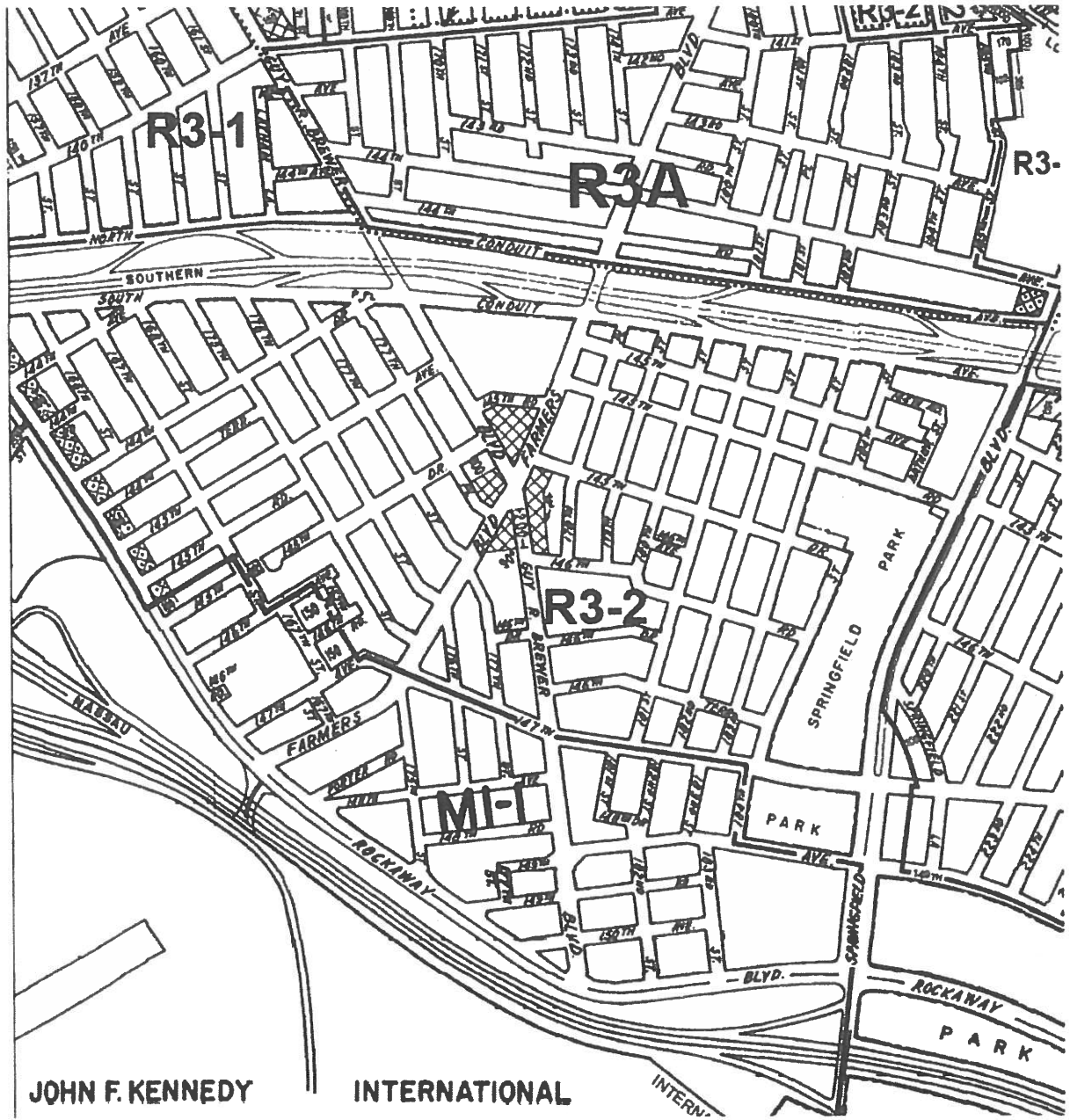


Exhibit III – Community Maps

C. NYPD – 105th & 113th Queens Precinct Map

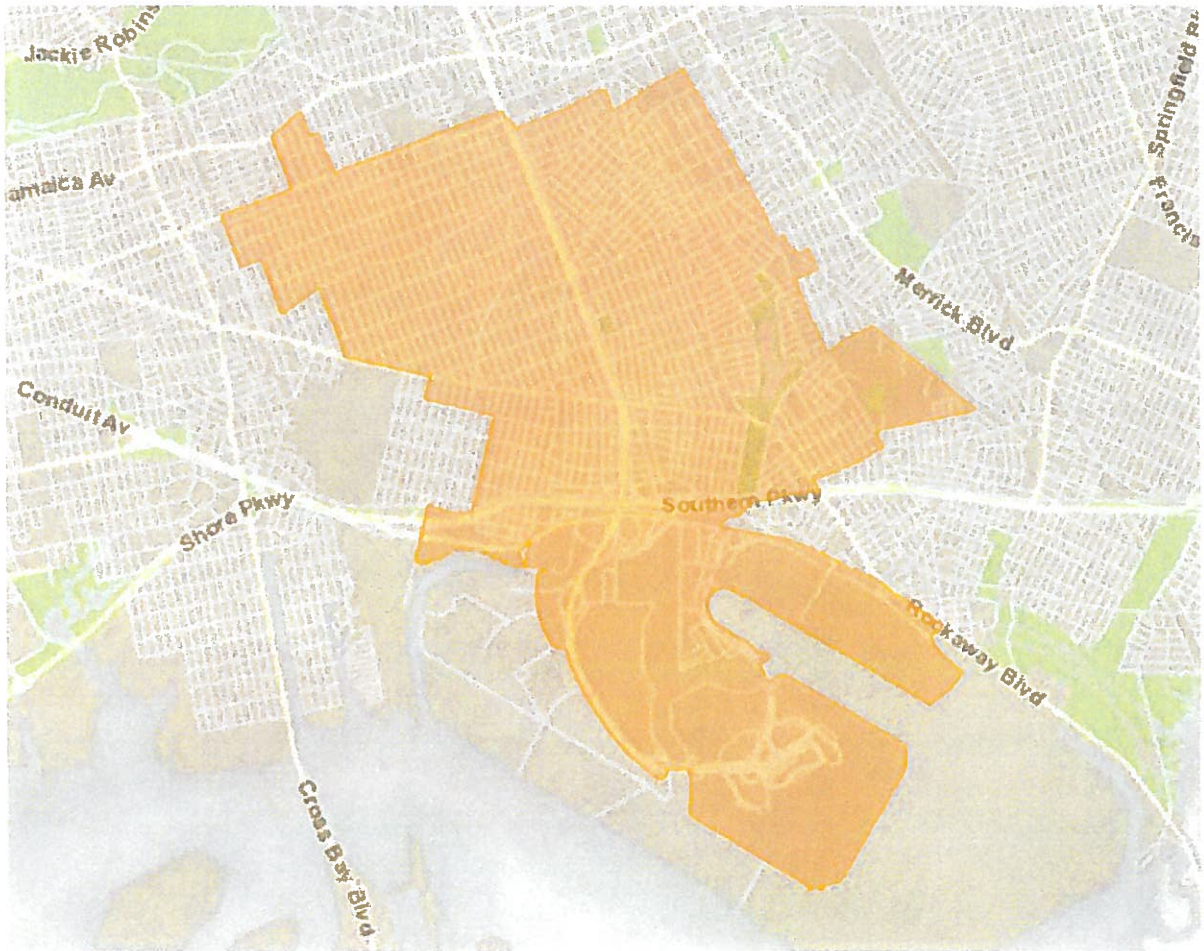
NYPD – 105th & 113th Precincts – Queens



Exhibit III – Community Maps

D. New York City Council Districts 28 & 31 Maps

NYC City Council District 28



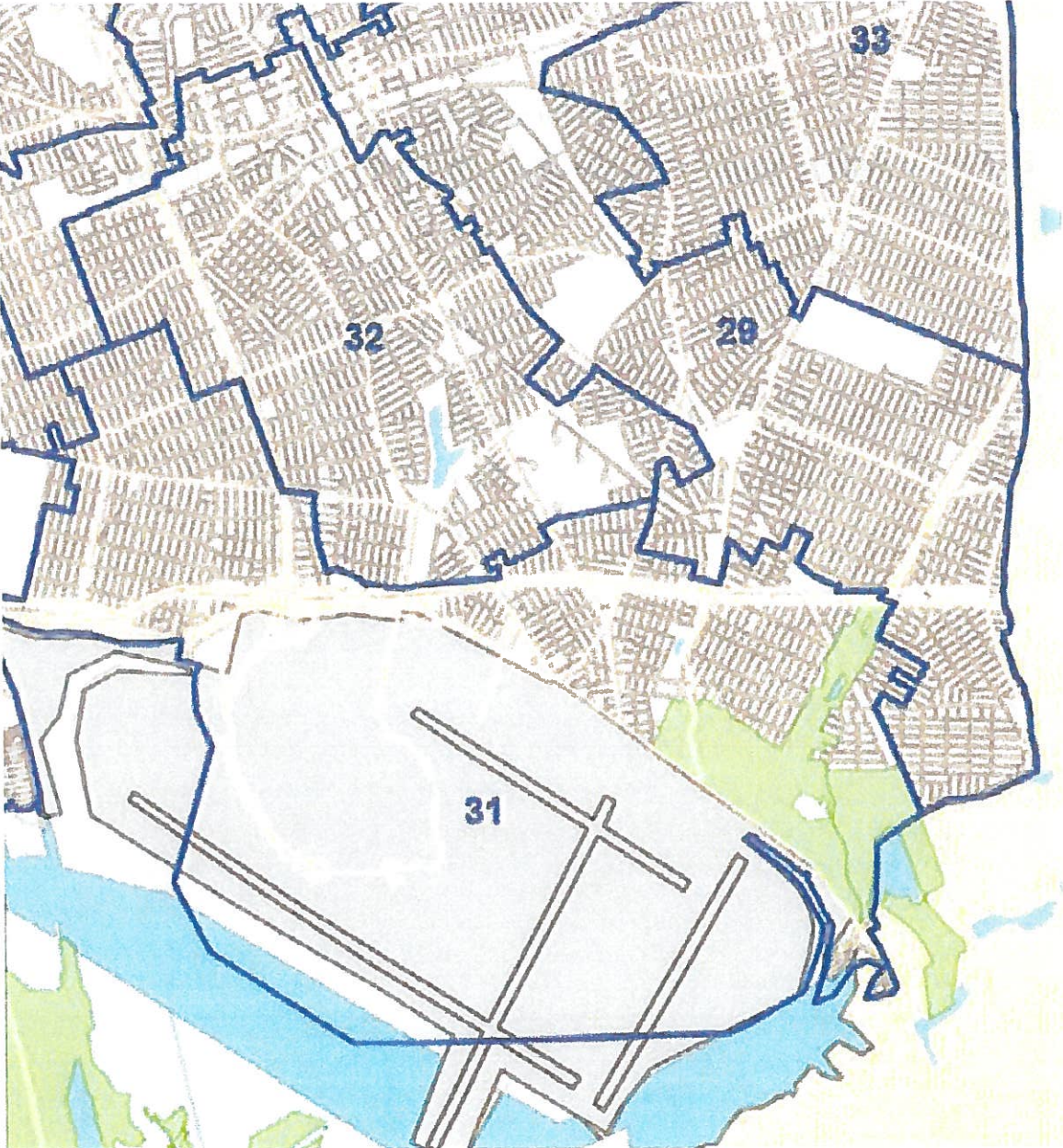
NYC City Council District 31



Exhibit III – Community Maps

E. NYS Assembly Districts 31 & 32 Maps & NYS Senate District 10 Map

NYS Assembly Districts 31 & 32



NYS Senate District 10

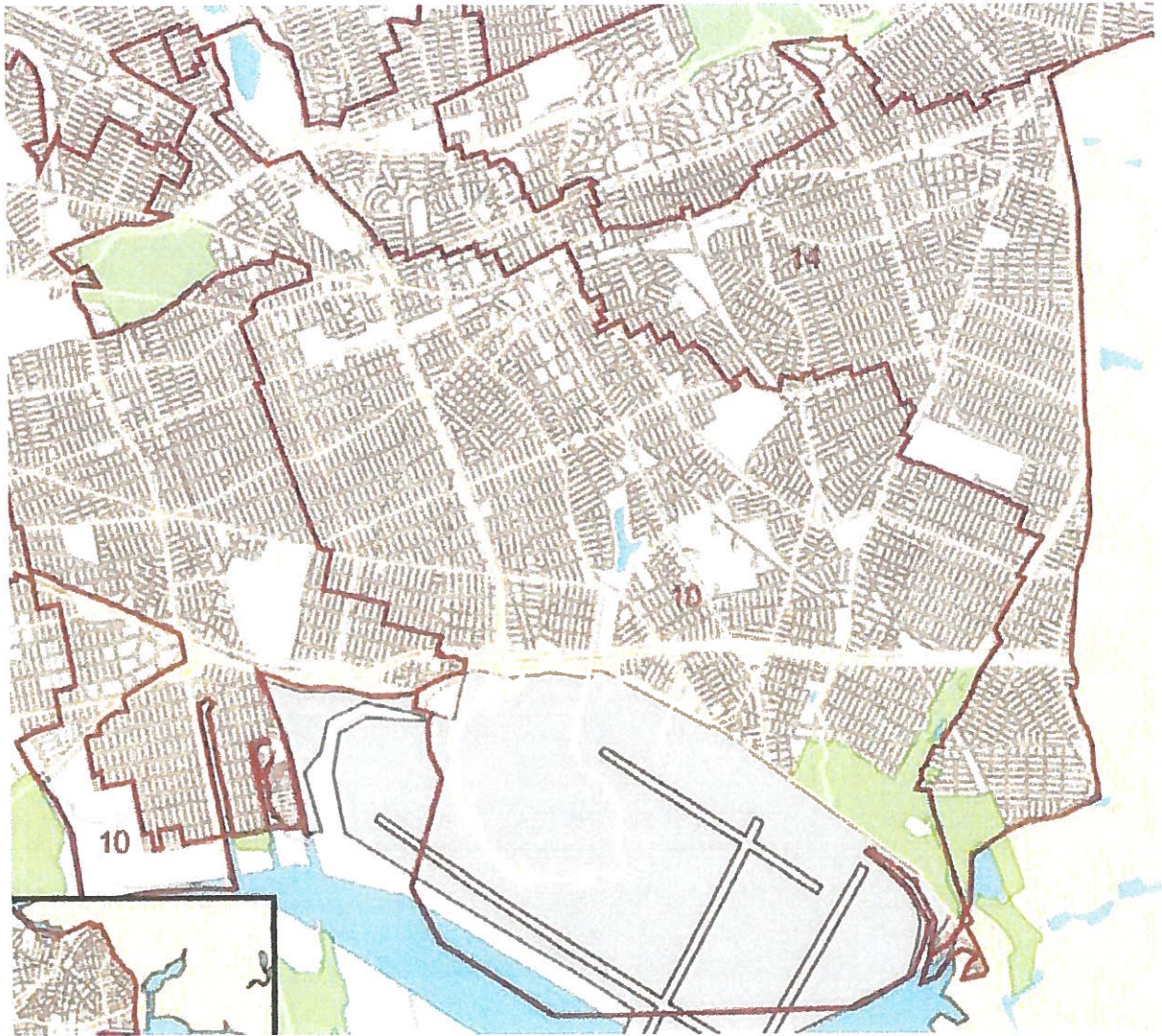


Exhibit III – Community Maps

F. US Congressional District Queens 5 Map

US Congressional Queens District 5



Exhibit IV - Tax Blocks and Lots of Benefited Properties

Exhibit IV
Greater JFK Business Improvement District
Benefited Properties Sorted By Taxlot

BLOCK	LOT	STREET ADDRESS	BID CLASS
12123	1	151-02 132 AVENUE	A
12123	25	150-06 132 AVENUE	A
12123	35	152-02 BAISLEY BOULEVARD	A
12123	100	150-10 132 AVENUE	A
12125	11	152-12 BAISLEY BOULEVARD	A
12125	24	152-20 ROCKAWAY BOULEVARD	A
12125	31	152-34 ROCKAWAY BOULEVARD	A
12125	32	152-32 ROCKAWAY BOULEVARD	A
12127	55	152-80 ROCKAWAY BOULEVARD	A
12127	76	152-60 ROCKAWAY BOULEVARD	A
12127	77	152-56 ROCKAWAY BOULEVARD	A
12127	79	152-50 ROCKAWAY BOULEVARD	A
12128	56	153-04 ROCKAWAY BOULEVARD	A
12128	101	152-31 134 AVENUE	A
12135	23	153-28 ROCKAWAY BOULEVARD	A
12135	28	153-40 ROCKAWAY BOULEVARD	A
12136	22	153-56 ROCKAWAY BOULEVARD	A
12136	27	ROCKAWAY BOULEVARD	B
12136	30	153-58 ROCKAWAY BOULEVARD	A
12136	32	153-66 ROCKAWAY BOULEVARD	A
12137	20	153-90 ROCKAWAY BOULEVARD	A
12137	141	154-12 ROCKAWAY BOULEVARD	A
12137	142	154-18 ROCKAWAY BOULEVARD	A
12257	1	152-09 ROCKAWAY BOULEVARD	A
12257	9	152-17 ROCKAWAY BOULEVARD	A
12257	11	152-15 ROCKAWAY BOULEVARD	A
12257	13	152-11 ROCKAWAY BOULEVARD	A
12257	17	152-01 ROCKAWAY BOULEVARD	A
12278	40	153-07 134 AVENUE	A
12278	60	152-65 ROCKAWAY BOULEVARD	A
12292	1	153-21 ROCKAWAY BOULEVARD	A
12292	22	153-63 ROCKAWAY BOULEVARD	A
12292	37	153-75 ROCKAWAY BOULEVARD	A
12292	54	153-41 ROCKAWAY BOULEVARD	A
12292	59	153-39 ROCKAWAY BOULEVARD	A
12292	62	153-33 ROCKAWAY BOULEVARD	A
12292	65	153-29A ROCKAWAY BOULEVARD	A
12292	67	153-25 ROCKAWAY BOULEVARD	A
12301	15	153-99 ROCKAWAY BOULEVARD	A

Exhibit IV
Greater JFK Business Improvement District
Benefited Properties Sorted By Taxlot

BLOCK	LOT	STREET ADDRESS	BID CLASS
12301	19	153-95 ROCKAWAY BOULEVARD	A
12310	1	154-05 ROCKAWAY BOULEVARD	A
13267	10	157-23 ROCKAWAY BOULEVARD	A
13267	11	157-21 ROCKAWAY BOULEVARD	C
13267	12	157-19 ROCKAWAY BOULEVARD	C
13267	14	157-17 ROCKAWAY BOULEVARD	C
13267	15	157-15 ROCKAWAY BOULEVARD	C
13267	16	157-13 ROCKAWAY BOULEVARD	C
13267	17	157-11 ROCKAWAY BOULEVARD	E
13267	19	157-07 ROCKAWAY BOULEVARD	C
13267	20	157-05 ROCKAWAY BOULEVARD	C
13267	21	157-03 ROCKAWAY BOULEVARD	C
13267	22	157-01 ROCKAWAY BOULEVARD	A
13267	23	156-09 ROCKAWAY BOULEVARD	A
13267	24	156-04 ROCKAWAY BOULEVARD	A
13270	53	158-01 ROCKAWAY BOULEVARD	A
13271	10	159-31 ROCKAWAY BOULEVARD	D
13271	11	159-29 ROCKAWAY BOULEVARD	D
13271	12	159-27 ROCKAWAY BOULEVARD	D
13271	13	159-25 ROCKAWAY BOULEVARD	D
13271	14	159-23 ROCKAWAY BOULEVARD	B
13271	15	159-21 ROCKAWAY BOULEVARD	B
13271	17	159-11 ROCKAWAY BOULEVARD	A
13278	45	ROCKAWAY BOULEVARD	B
13278	48	160-23 ROCKAWAY BOULEVARD	A
13278	54	160-19 ROCKAWAY BOULEVARD	A
13278	56	ROCKAWAY BOULEVARD	B
13279	1	160-39 ROCKAWAY BOULEVARD	A
13280	1	161-01 ROCKAWAY BOULEVARD	A
13281	1	162-15 ROCKAWAY BOULEVARD	B
13281	6	162-05 ROCKAWAY BOULEVARD	A
13281	28	145 ROAD	B
13281	29	165-35 145 DRIVE	A
13281	39	145 DRIVE	B
13281	45	165-15 145 DRIVE	A
13295	1	163-11 ROCKAWAY BOULEVARD	A
13295	21	169-39 146 AVENUE	A
13295	50	146 AVENUE	B
13295	55	165-17 146 AVENUE	A

Exhibit IV
Greater JFK Business Improvement District
Benefited Properties Sorted By Taxlot

BLOCK	LOT	STREET ADDRESS	BID CLASS
13296	7	ROCKAWAY BOULEVARD	B
13296	14	165-25 146 AVENUE	A
13296	101	ROCKAWAY BOULEVARD	B
13298	1	165-04 ROCKAWAY BOULEVARD	A
13298	11	FARMERS BOULEVARD	B
13300	269	146 ROAD	B
13300	274	167-17 146 ROAD	A
13300	279	167-15 146 ROAD	B
13300	281	167-11 146 ROAD	A
13300	301	167-16 146 AVENUE	A
13300	310	167-30 146 AVENUE	D
13301	147	167-41 147 AVENUE	A
13301	227	167-39 147 AVENUE	D
13301	228	167-39 147 AVENUE	D
13301	230	167-35 147 AVENUE	B
13301	232	167-31 147 AVENUE	D
13301	234	167-25 147 AVENUE	D
13301	240	146-27 147 AVENUE	A
13301	251	146-27 167 STREET	A
13301	256	167-14 146 ROAD	A
13301	260	146 ROAD	B
13301	261	146 ROAD	B
13301	263	146 ROAD	B
13302	156	147-02 FARMERS BOULEVARD	A
13302	166	147-22 FARMERS BOULEVARD	A
13302	171	167 STREET	B
13302	180	167-16 147 AVENUE	A
13364	13	FARMERS BOULEVARD	B
13364	15	147-95 FARMERS BOULEVARD	A
13364	25	147-81 FARMERS BOULEVARD	B
13364	27	147-65 FARMERS BOULEVARD	A
13364	29	147-57 FARMERS BOULEVARD	A
13364	33	FARMERS BOULEVARD	B
13364	36	147-45 FARMERS BOULEVARD	A
13364	40	147-35 FARMERS BOULEVARD	A
13364	70	167-43 PORTER ROAD	A
13364	74	167-37 PORTER ROAD	A
13364	76	167-33 PORTER ROAD	A
13364	78	167-21 PORTER ROAD	A

Exhibit IV
Greater JFK Business Improvement District
Benefited Properties Sorted By Taxlot

BLOCK	LOT	STREET ADDRESS	BID CLASS
13365	1	147-48 175 STREET	A
13365	14	167-43 148 AVENUE	A
13365	22	167-32 PORTER ROAD	A
13366	20	168-35 ROCKAWAY BOULEVARD	A
13376	1	175-14 147 AVENUE	A
13376	7	175-18 147 AVENUE	A
13376	11	147-04 176 STREET	A
13376	22	147-30 176 STREET	A
13376	29	175-11 148 AVENUE	A
13376	40	147-39 175 STREET	A
13376	48	147-27 175 STREET	A
13377	1	176 STREET	B
13377	6	147-31 176 STREET	A
13377	12	147-17 176 STREET	A
13377	18	147-05 176 STREET	A
13377	26	177-20 147 AVENUE	A
13378	32	147-12 147 AVENUE	E
13379	21	175-35 148 STREET	A
13379	24	175-41 148 STREET	A
13379	30	175-57 148 STREET	A
13379	36	148-18 GUY R BREWER BLVD	A
13379	42	148-10 GUY R BREWER BLVD	A
13379	44	148-02 GUY R BREWER BLVD	A
13379	50	176-20 148 AVENUE	A
13379	57	175-28 148 AVENUE	A
13379	65	148 AVENUE	B
13379	67	175-11 148 ROAD	A
13379	72	148-01 175 STREET	A
13379	77	148-11 175 STREET	A
13380	1	148-36 GUY R BREWER BLVD	A
13380	11	175-21 149 AVENUE	E
13380	33	175-01 ROCKAWAY BOULEVARD	A
13380	63	175-44 148 ROAD	E
13380	67	175-52 148 ROAD	A
13381	1	175-15 149 ROAD	E
13382	16	ROCKAWAY BOULEVARD	B
13382	17	ROCKAWAY BOULEVARD	B
13383	45	149-15 177 STREET	A
13383	51	149-05 177 STREET	A

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BLOCK	LOT	STREET ADDRESS	BID CLASS
13383	54	149-04 GUY R BREWER BLVD	A
13383	72	149-18 GUY R BREWER BLVD	A
13383	76	177-15 149 ROAD	A
13384	55	177 STREET	B
13384	56	149-21 177 STREET	A
13384	65	177-14 149 ROAD	A
13384	68	149 ROAD	B
13384	71	149-24 GUY R BREWER BLVD	A
13384	74	GUY R BREWER BLVD	B
13384	80	149-34 GUY R BREWER BLVD	A
13384	84	177-17 150 AVENUE	A
13387	73	150 AVENUE	B
13387	75	177-20 150 AVENUE	A
13387	79	177-28 150 AVENUE	A
13387	85	ROCKAWAY BOULEVARD	B
13406	1	148-33 GUY R BREWER BLVD	B
13406	3	148-27 GUY R BREWER BLVD	A
13406	7	148-19 GUY R BREWER BLVD	A
13406	13	148-09 GUY R BREWER BLVD	A
13406	19	147-17 GUY R BREWER BLVD	A
13406	28	147-01 GUY R BREWER BLVD	A
13406	35	178-22 147 AVENUE	A
13406	39	147-02 181 STREET	A
13406	175	147-48 182 STREET	A
13406	183	179-17 149 AVENUE	A
13407	1	147-37 181 STREET	A
13407	5	147-31 181 STREET	A
13407	7	181 STREET	B
13407	12	147-11 181 STREET	A
13407	17	147-09 181 STREET	D
13407	19	178-42 147 AVENUE	B
13407	20	178-46 147 AVENUE	D
13407	21	178-50 147 AVENUE	D
13407	23	181-04 147 AVENUE	D
13407	25	147 AVENUE	B
13407	32	147-22 182 STREET	D
13407	34	147 AVENUE	B
13407	36	147 AVENUE	B
13408	1	147-29 182 STREET	A

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BLOCK	LOT	STREET ADDRESS	BID CLASS
13408	9	147-04 183 STREET	A
13408	160	147-45 182 STREET	A
13409	1	149-19 GUY R BREWER BLVD	A
13409	8	149-03 GUY R BREWER BLVD	A
13409	12	179-20 149 STREET	A
13409	21	179-30 149 STREET	A
13409	28	149-22 182 STREET	B
13409	40	179-15 149 ROAD	A
13410	1	179-12 149 ROAD	A
13410	6	179-20 149 ROAD	A
13410	10	149-28 182 STREET	B
13410	18	149-40 182 STREET	A
13410	28	149-39 GUY R BREWER BLVD	A
13410	42	GUY R BREWER BLVD	B
13410	45	149-29 GUY R BREWER BLVD	A
13411	1	182-09 149 ROAD	A
13411	16	149-10 183 STREET	E
13412	1	182-17 150 AVENUE	A
13413	1	179-02 150 AVENUE	A
13413	31	179-29 150 ROAD	A
13413	40	179-15 150 ROAD	A
13413	42	150 ROAD	B
13413	47	150 ROAD	E
13413	50	150-19 GUY R BREWER BLVD	A
13414	7	150 ROAD	E
13414	10	ROCKAWAY BOULEVARD	B
13414	12	179-24 150 ROAD	B
13414	13	179-26 150 ROAD	B
13414	15	150-36 182 STREET	A
13414	19	150-40 182 STREET	A
13414	22	150-46 182 STREET	A
13414	25	182 STREET	E
13414	26	182 STREET	E
13415	1	182-02 150 AVENUE	A
13415	30	182-11 150 ROAD	A
13416	1	182-30 150 ROAD	A
13416	45	182 STREET	B
13419	1	150 DRIVE	E
13419	2	181-14 150 DRIVE	B

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BLOCK	LOT	STREET ADDRESS	BID CLASS
13419	4	181-18 150 DRIVE	B
13419	6	150 DRIVE	B
13419	10	183 STREET	B
13419	13	183 STREET	B
13419	27	ROCKAWAY BOULEVARD	B
13419	30	ROCKAWAY BOULEVARD	E
13420	8	ROCKAWAY BOULEVARD	E
13427	1	147-41 183 STREET	E
13427	3	147-29 183 STREET	A
13427	14	147-15 183 STREET	A
13427	22	147-40 184 STREET	A
13427	42	184 STREET	E
13430	2	149-09 183 STREET	A
13432	6	SPRINGFIELD BLVD	E
13432	20	SPRINGFIELD BLVD	E
13432	21	SPRINGFIELD BLVD	E
13432	23	150 AVENUE	E
13432	26	150 AVENUE	E
13432	28	SPRINGFIELD BLVD	E
13432	30	SPRINGFIELD BLVD	E
13432	32	SPRINGFIELD BLVD	E
13432	36	SPRINGFIELD BLVD	E
13432	40	150 ROAD	E
13432	46	150 ROAD	E
13432	49	150 ROAD	E
13432	53	150 ROAD	E
13432	57	150 ROAD	E
13432	59	150 ROAD	E
13432	65	150 ROAD	E
13432	67	150 ROAD	E
13433	1	150 ROAD	B
13433	2	150 ROAD	E
13433	5	150 ROAD	E
13433	10	150 ROAD	E
13433	15	150 ROAD	E
13433	20	150 ROAD	E
13433	23	SPRINGFIELD BLVD	E
13433	29	SPRINGFIELD BLVD	E
13433	34	SPRINGFIELD BLVD	E

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BLOCK	LOT	STREET ADDRESS	BID CLASS
13433	35	SPRINGFIELD BLVD	E
13433	36	SPRINGFIELD BLVD	E
13433	41	SPRINGFIELD BLVD	E
13433	45	SPRINGFIELD BLVD	E
13433	48	151 DRIVE	E
13433	49	183 STREET	E
13433	51	183 STREET	B
13433	53	183 STREET	E
13433	55	183 STREET	E
13433	57	183 STREET	E
13433	59	183 STREET	E
13433	61	183 STREET	B
13433	62	183 STREET	B
13433	64	183 STREET	B
13433	65	183 STREET	B
13433	67	183 STREET	B
13433	69	183 STREET	E
13433	71	183 STREET	B
14260	16	ROCKAWAY BOULEVARD	E
14260	44	SOUTH CONDUIT AVENUE	E
14260	90	159-02 ROCKAWAY BOULEVARD	A
14260	100	146th Avenue	B
14260	101	ROCKAWAY BOULEVARD	E
14260	111	153-20 SOUTH CONDUIT AVENUE	A
14260	144	SOUTH CONDUIT AVENUE	E
15000	1	144-63 153 PLACE	E
15000	12	153 PLACE	B
15000	21	153 PLACE	B
15000	24	153 PLACE	B
15000	29	153 PLACE	A
15000	30	153 PLACE	A
15000	31	153-44 153 PLACE	A
15000	41	144-08 153 LANE	B
15000	43	153 LANE	B
15000	46	144-16 153 LANE	B
15000	47	144-20 153 LANE	B
15000	49	144-24 153 LANE	B
15000	51	153 LANE	B
15000	56	144-36 153 LANE	A

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BLOCK	LOT	STREET ADDRESS	BID CLASS
15001	73	144-35 153 LANE	E
15001	87	144-25 153 LANE	A
15001	105	153-70 SOUTH CONDUIT AVENUE	A
15001	127	144-26 153 COURT	A
15002	1	144-25 153 COURT	B
15002	15	153 COURT	B
15002	16	153 COURT	B
15002	20	153 COURT	B
15002	21	153 COURT	B
15002	25	153-82 SOUTH CONDUIT AVENUE	B
15002	38	153 WAY	B
15002	40	153 WAY	B
15002	42	153 WAY	B
15002	43	153 WAY	B
15002	44	153 WAY	B
15002	46	153 WAY	B
15002	47	153 WAY	B
15003	53	153-98 SOUTH CONDUIT AVENUE	B
15004	1	154-10 SOUTH CONDUIT AVENUE	A
15004	17	155 STREET	B
15005	25	145 AVENUE	B
15005	30	155 STREET	B
15005	31	155 STREET	B
15005	34	145-12 155 STREET	B
15005	37	155 STREET	B
15005	40	155 STREET	B
15005	42	145 PLACE	B
15006	54	145 DRIVE	B
15006	55	145 ROAD	A
15006	62	155 STREET	B
15006	65	155 STREET	B
15006	70	145-40 155 STREET	A
15007	80	154-06 145 DRIVE	A
15008	1	156 STREET	B
15008	5	144-18 156 STREET	A
15008	8	144-24 156 STREET	A
15008	14	144-40 156 STREET	A
15008	28	144-25 156 STREET	A
15008	33	155-06 SOUTH CONDUIT AVENUE	A

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BLOCK	LOT	STREET ADDRESS	BID CLASS
15009	2	157 STREET	B
15009	6	144-30 157 STREET	A
15009	16	144-38 157 STREET	D
15009	17	144-42 157 STREET	D
15009	19	144-44 157 STREET	D
15009	22	144-43 156 STREET	A
15009	25	144-39 156 STREET	A
15009	29	144-29 156 STREET	A
15009	36	144-17 156 STREET	D
15009	51	156-06 ROCKAWAY BOULEVARD	A
15010	1	145-30 156 STREET	A
15010	28	145-54 156 STREET	A
15010	33	145-64 156 STREET	A
15010	46	145-61 155 STREET	A
15010	49	145-57 155 STREET	B
15010	50	155 STREET	B
15010	52	145-47 155 STREET	A
15010	55	155 STREET	B
15010	56	155 STREET	B
15010	59	155 STREET	B
15010	62	155 STREET	B
15010	63	155 STREET	B
15010	66	155 STREET	B
15011	1	145-02 157 STREET	D
15011	2	145-04 157 STREET	D
15011	4	145-08 157 STREET	D
15011	5	145-10 157 STREET	D
15011	6	145-30 157 STREET	A
15011	25	145-11 156 STREET	A
15011	29	156-15 146 AVENUE	A
15011	71	145-07 156 STREET	A
15011	74	145-03 156 STREET	A
15012	6	144-01 157 STREET	A
15012	413	144-26 158 STREET	D
15012	414	144-28 158 STREET	D
15012	415	144-30 158 STREET	D
15012	416	144-32 158 STREET	D
15012	417	144-34 158 STREET	D
15012	418	144-38 158 STREET	D

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BLOCK	LOT	STREET ADDRESS	BID CLASS
15012	419	144-40 158 STREET	D
15012	420	144-42 158 STREET	D
15012	421	144-44 158 STREET	D
15012	422	144-46 158 STREET	D
15012	423	144-48 158 STREET	D
15012	424	144-50 158 STREET	D
15012	475	144-59 157 STREET	A
15012	477	144-57 157 STREET	D
15012	478	144-55 157 STREET	D
15012	479	144-51 157 STREET	D
15012	480	144-49 157 STREET	D
15012	482	144-47 157 STREET	D
15012	483	144-45 157 STREET	D
15012	484	144-41 157 STREET	D
15012	485	144-39 157 STREET	D
15013	1	144-47 158 STREET	D
15013	2	144-45 158 STREET	D
15013	3	144-43 158 STREET	D
15013	4	144-41 158 STREET	E
15013	5	144-39 158 STREET	D
15013	6	144-37 158 STREET	D
15013	7	144-35 158 STREET	D
15013	8	144-33 158 STREET	D
15013	9	144-31 158 STREET	D
15013	11	144-29 158 STREET	D
15013	12	144-25 158 STREET	D
15013	13	144-23 158 STREET	D
15013	14	144-21 158 STREET	D
15013	15	144-19 158 STREET	D
15013	16	144-17 158 STREET	D
15013	17	144-15 158 STREET	D
15013	18	144-11 158 STREET	A
15013	22	158-02 ROCKAWAY BOULEVARD	C
15013	23	158-04 ROCKAWAY BOULEVARD	A
15013	24	158-06 ROCKAWAY BOULEVARD	C
15013	25	158-08 ROCKAWAY BOULEVARD	A
15013	26	158-10 ROCKAWAY BOULEVARD	A
15013	27	158-18 ROCKAWAY BOULEVARD	A
15013	33	144-08 159 STREET	D

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BLOCK	LOT	STREET ADDRESS	BID CLASS
15013	34	144-10 159 STREET	D
15013	35	144-12 159 STREET	D
15013	36	144-14 159 STREET	D
15013	37	144-16 159 STREET	D
15013	38	144-18 159 STREET	D
15013	39	144-20 159 STREET	D
15013	40	144-22 159 STREET	D
15013	41	144-24 159 STREET	D
15013	42	144-26 159 STREET	D
15013	44	144-30 159 STREET	D
15013	45	144-32 159 STREET	D
15013	46	144-34 159 STREET	D
15013	47	144-36 159 STREET	D
15014	425	145-26 158 STREET	D
15014	426	145-28 158 STREET	D
15014	427	145-30 158 STREET	D
15014	428	145-32 158 STREET	D
15014	429	145-34 158 STREET	D
15014	430	145-36 158 STREET	D
15014	431	145-40 158 STREET	E
15014	432	145-42 158 STREET	D
15014	434	145-44 158 STREET	D
15014	435	145-46 158 STREET	D
15014	437	145-48 158 STREET	D
15014	438	145-50 158 STREET	D
15014	439	145-52 158 STREET	D
15014	440	145-54 158 STREET	D
15014	441	145-58 158 STREET	D
15014	442	145-60 158 STREET	D
15014	443	145-62 158 STREET	D
15014	444	145-64 158 STREET	D
15014	446	145-66 158 STREET	D
15014	447	145-70 158 STREET	D
15014	448	145-72 158 STREET	D
15014	449	145-71 157 STREET	D
15014	450	145-69 157 STREET	D
15014	451	145-67 157 STREET	D
15014	452	145-65 157 STREET	D
15014	453	145-63 157 STREET	D

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BLOCK	LOT	STREET ADDRESS	BID CLASS
15014	454	145-61 157 STREET	D
15014	455	145-59 157 STREET	D
15014	456	145-57 157 STREET	D
15014	457	145-55 157 STREET	D
15014	458	145-53 157 STREET	D
15014	459	145-51 157 STREET	D
15014	460	145-47 157 STREET	D
15014	462	145-45 157 STREET	D
15014	463	145-43 157 STREET	D
15014	464	145-41 157 STREET	D
15014	465	145-39 157 STREET	D
15014	466	145-33 157 STREET	D
15014	467	145-31 157 STREET	D
15014	468	145-29 157 STREET	D
15014	469	145-27 157 STREET	D
15014	470	145-25 157 STREET	D
15015	301	145-71 158 STREET	D
15015	302	145-69 158 STREET	D
15015	303	145-67 158 STREET	D
15015	304	145-65 158 STREET	D
15015	305	145-61 158 STREET	D
15015	306	145-59 158 STREET	D
15015	307	145-57 158 STREET	D
15015	308	145-55 158 STREET	D
15015	309	145-53 158 STREET	D
15015	310	145-51 158 STREET	D
15015	311	145-49 158 STREET	D
15015	325	145-45 158 STREET	D
15015	326	145-43 158 STREET	D
15015	327	145-41 158 STREET	D
15015	328	145-39 158 STREET	D
15015	329	145-37 158 STREET	D
15015	330	145-35 158 STREET	D
15015	331	145-31 158 STREET	D
15015	332	145-29 158 STREET	D
15015	333	145-27 158 STREET	D
15015	334	145-25 158 STREET	D
15015	335	145-26 159 STREET	D
15015	336	145-28 159 STREET	D

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BLOCK	LOT	STREET ADDRESS	BID CLASS
15015	337	145-30 159 STREET	D
15015	338	145-32 159 STREET	D
15015	339	145-34 159 STREET	D
15015	340	145-36 159 STREET	D
15015	341	145-40 159 STREET	D
15015	342	145-42 159 STREET	D
15015	343	145-44 159 STREET	D
15015	344	145-46 159 STREET	D
15015	345	145-48 159 STREET	D
15015	346	145-50 159 STREET	D
15015	347	145-52 159 STREET	D
15015	348	145-54 159 STREET	D
15015	349	145-58 159 STREET	D
15015	350	145-60 159 STREET	D
15015	351	145-62 159 STREET	D
15015	352	145-64 159 STREET	D
15015	353	145-66 159 STREET	D
15015	354	145-70 159 STREET	D
15015	355	145-72 159 STREET	D