

**Community Board Ten Board Meeting Attendance  
Norwegian Christian Home  
Monday, March 21, 2011 – 7:15 pm**

Board Members Present: 42

Greg Ahl  
Liz Amato  
Allen Bortnick  
Kevin Peter Carroll  
Michael Casale  
Robert Cassara  
Judith Collins  
Doris Cruz  
Ida D'Amelio  
Anna DeMetz  
Khader El-Yateem  
Ann Falutico  
Michael Festa  
George Fontas  
Barbara Germack  
Ronald Gross  
Stephen Harrison  
Robert Hudock  
Habib Joudeh  
Katherine Khatari  
Brian Kieran  
Scott Klein  
Stella Kokolis  
Dino Lamia  
Nikolaos Leonardos  
Jeannie May  
Rhea McCone  
Rita Meade  
Mary Nolan  
Eleanor Petty  
Susan Pulaski  
Mary Quinones  
Dean Rasinya  
Husam Rimawi  
Susan Romero  
Eleanor Schiano  
Joanne Seminara  
Joseph Sokoloski  
Lawrence Stelter  
Sandy Vallas  
Fran Vella-Marrone  
Mary Ann Walsh

Board Members Excused: 4

Justin Brannan  
Judith Grimaldi  
Jean Ryan  
Dilia Schack

Board Members Absent: 2

Luigi Lobuglio  
George Prezioso

Ex-Officio:

Councilman Vincent Gentile

## COMMUNITY BOARD TEN GUESTS

Date: March 21 2011, 7:15 PM

Subject: Board Meeting; Norwegian Christian Home

PLEASE PROVIDE AS MUCH INFORMATION AS POSSIBLE. THANK YOU.

Name/Address	Phone #	Fax #	E-Mail Address	Organization/Affiliation
<del>PAY RIDGE</del> 7410 5TH AVE HAROLD EGELN	1-718- 491-6693		harold@h...kly.easle.net	PAY RIDGE EAGLE
42 Broadway N.Y. N.Y. 10004 ELLEN GIWA	212 487-2217		Egiwa@boe-nyc.ny.us <del>ellen@giwa</del>	
JUNE JOHNSON	718 745-0875		Doug.june.51@aol	American Career Society
EILEEN KASSAB	718 748-6261		e.kassab@brooklyn publiclibrary.org	LIBRARY
ANDREW GOURNARDS	<del>718</del> 917 601-400		agournards@ gmail.com	self
JANICE SCHUB	718 3228		Janice Schub @yahoo.ca	
SUSAN CIROCCA			susanctirocca@verizon. net	[unclear]
ROSA CASELLA	718-236-5266 <del>718</del>		[unclear]	N/A
BARBRA NAHOUM	718 251 8471		Barbra Jill 246 aol.com	UFT
MARIA FALCONE	(347) 392-7318		mfalcon5@schools. net.gov	UFT

## COMMUNITY BOARD TEN GUESTS

Date: March 21 2011, 7:15 PM

Subject: Board Meeting; Norwegian Christian Home

PLEASE PROVIDE AS MUCH INFORMATION AS POSSIBLE. THANK YOU.

Name/Address	Phone #	Fax #	E-Mail Address	Organization/Affiliation
MEHER NIGER	212 767 9560		meher678@yahoo.com	C
John Quaglione	718 238 - 6044		quaglione@nycenet.gov	
C. Glover	212-788 7481		cglover@cityhall.nyc.gov	Mayor's office
Rocco Buonpane	347 - 713-2390		,	CH VINCENT GENTILE LF
P Kosch	718 439-4211			68TH PCT
Sia Fryfield	(917) 513-2507		AdSales1@netscape.net	Home Reporter Adv Dept
Doug Heilman	718 439 9012		dheilman@ <sup>Council, NYC</sup> <del>NYC</del> gov	C. M. SARA Gonzalez
Lorne McAllister	718-775- 5414		Lornahamilton2002 @yahoo.com	candidate for civil court Judge Kings county
LINDA ORLANDO	718 238-9135	718- 238-9135	LINORLANDO@aol	
Joe Barr	718 238-1764			Assembly - Peter Abbate

## COMMUNITY BOARD TEN GUESTS

Date: March 21 2011, 7:15 PM

Subject: Board Meeting; Norwegian Christian Home

PLEASE PROVIDE AS MUCH INFORMATION AS POSSIBLE. THANK YOU.

Name/Address	Phone #	Fax #	E-Mail Address	Organization/Affiliation
MICHAEL A. BOVE	718-236-5266			N/A
LIAM MCCABE	718-630-5277		liam.mccabe @mail.house.gov	CONGRESSMAN CRIMM
Stephen Maresca	718 748-0154			
Bonnie Tam	347-865-8883		btam84@gmail.com	
Michelle Manetti	718- 915-2009		manetti.Michelle @gmail.com	Brooklyn Paper

**COMMUNITY BOARD TEN BOARD MEETING**  
**March 21, 2011 – Norwegian Christian Home**  
**MINUTES**

Chair Seminara called the meeting to order at 7:15 PM and introduced Marie Elaina Caggiano, Community Board Ten Intern, to lead the Honor of the Pledge.

Chair Seminara asked for a motion from the floor to adopt the Amended Agenda. Motion by BM May; second by BM Festa. Agenda adopted as amended.

Chair Seminara asked for a motion from the floor to adopt the Minutes from the February 28, 2011 Board Meeting. Motion by BM D'Amelio; second by BM Ahl. Minutes adopted as written.

**PUBLIC SESSION**

Ellen Giwa, from the New York City Board of Elections, said that she attended the meeting to recruit poll workers for the 2011 elections. She invited anyone interested in working for the polls to speak with her or her colleague, and noted there were applications available to complete and return to them during the meeting.

Eileen Kassab from the Dyker branch of the Brooklyn Public Library announced that the Library's Support Our Shelves Campaign is running through June 30th and asked everyone to show their support.

Chair Seminara invited Council Member Vincent Gentile to speak. The Councilman announced the upcoming street naming ceremonies: Auxiliary Captain Linying Gong Way on June 4<sup>th</sup> and Angela Piccini Canadé Way on May 21<sup>st</sup>. Still to be scheduled with Council Member Sara Gonzalez are Abe Kanter Way and Joe "The Great" Rollino Corner.

The Councilman commended Community Board Ten for their work on the Pedestrian Safety Report and noted this is one of the hardest working Community Boards in Brooklyn. He said that he will wait for next month's Board Meeting to announce the Community Board Ten appointments and re-appointments after he confirms with the Borough President.

Councilman Gentile announced that the Fort Hamilton Library will re-open on Monday, March 28<sup>th</sup>. With the extensive renovations that were done, we will have the best of the nostalgic and the best of modern technology. He noted that the City Council allocated \$3 Million for this renovation. The grand opening and ribbon cutting ceremony will be held on April 11<sup>th</sup>. Awards to the winners of this year's Essay Contest "The Library of the Future Will Be" sponsored by the Councilman will be presented during the ribbon cutting ceremony at 11:00 AM. The Councilman noted that he is also hosting a Library Day at City Hall Park on April 6<sup>th</sup> at 11:00 AM.

The Council Member noted that today Speaker Quinn announced a new program to fight tickets online, including parking tickets, recycling tickets, and littering tickets along with violations. People will be able to fight the ticket and submit evidence and photos online, making it possible for people to fight tickets without missing a day of work to have to appear in person. He thanked Speaker Quinn for supporting this.

Councilman Gentile stated that it is the City Council, under the leadership of Speaker Quinn, that negotiated the protection of the 20 firehouses that were threatened last year; it is the City Council that has kept senior centers open and funded and we face that same problem this year. He noted that the biggest advocate in the City of New York for library funding has been the Speaker. They could not have put \$61 Million into the Library Funding last year without the Speaker's support. He then introduced his colleague, the Speaker of the City Council, Christine Quinn.

## PRESENTATION

Speaker Quinn thanked Chair Seminara and DM Beckmann for inviting her to speak tonight. She said she was excited about the upcoming essay contest. She stated that Councilman Gentile did a great job and is an incredible advocate for the library. As a former member of Community Board 4 in Manhattan, she thanked the Board Members for their service since it is one of the most important things a citizen can do and one of the more thankless jobs.

Speaker Quinn stated that advocacy to restore the budget will continue to be a priority for the City Council. She discussed the City Council's efforts in the budget process. The Speaker went on to say that the City Council has a big responsibility to make sure that smaller issues are addressed by local government. One of those issues is parking tickets and discussed the implementation of fighting parking tickets online.

Speaker Quinn discussed areas they were working on to ease frustration and streamline the processes encountered by small business owners in obtaining permits. Two years ago they proposed streamlining the inspection process for opening a restaurant. Two hundred restaurants have opened in three months' shorter time. This led to the launching of NYC Business Link. Instead of a small business owner going to several different agencies, they would call 311 where they would be connected to a coordinator who would now be their "go to" person.

The Speaker went on to speak about the huge challenge of affordable housing. In the next few months, the City Council will be launching an online affordable housing application. People will be able to go on line, input their information, indicate what neighborhood they want, and then go online to update the status for whichever lotteries they are in.

Speaker Quinn noted that negotiations for the City budget will continue until June in Albany. One of the biggest concerns for the second year in a row is to eliminate Title XX which is about \$20 Million we get for Senior Centers. She encouraged people to sign petitions and call elected officials to advocate for restoration of funding.

Speaker Quinn then opened the floor to questions. BM Cassara spoke about the assessed value for real estate taxes being raised every year, which he feels is not right. BM Cassara also urged the City Council to press Governor Cuomo to put a moratorium on hydrofracking. Speaker Quinn responded that she agrees that hydrofracking is a real environmental danger to our state. Speaker Quinn noted she will keep Community Board Ten up to date on fracking.

BM Ahl noted a new trend in the community of large food vendor carts parking on the sidewalks, and building owners having no say in their being there. The building owners are getting summonses for litter being left behind, and restaurants have had to close because these carts are taking business away. Speaker Quinn asked BM Ahl to give the information to her representative Steve Tuozzolo and they will follow up with him. Councilman Gentile stated that they have been trying to get Commissioner Walsh of Small Business Services to convene the Vendor Review Panel, but at this point he has refused to convene such a panel. Commissioner Walsh wants it done through legislation even though this law already exists.

BM Bortnick noted that the Speaker mentioned earlier that there seems to be a two year lag between the time you start something until the time it comes to fruition. The Speaker responded that what she said was that the NYC Business Link is such a massive change in how we interact with small businesses, and that is what will take two years since they will be going sector by sector.

BM Cruz spoke about voids in transportation throughout Dyker Heights and Bay Ridge. The R train has fewer trains and terrible service. We have the least input with the MTA than any other agency in the City. BM Cruz

stated that we need advocates in the City Council and in the State, and that this is an intolerable situation. In this community we do not have one handicap accessible subway station, and will not have one for many years. We have express bus service into Manhattan on weekdays only. She feels the poor quality of our mass transit prevents people from moving here and has a major impact. Speaker Quinn responded that she knows Councilman Gentile has been very vocal at City Hall about the bus issue with the MTA. She feels BM Cruz was correct in raising the issue of children choosing a high school based on transportation, and also the parents who need to feel comfortable letting their child go. She said that she thinks the City should have its own New York City Transit Authority. She feels to subsidize Metro North and Long Island Railroad lines and not get what we want here is an outrage.

A question was asked by a middle school teacher who was present at the meeting as to why teachers were exceded when reading scores are so low. The Speaker said that she will have one of her education staff follow up with her to discuss this issue.

Speaker Quinn thanked everyone and said they will follow up on the issues discussed.

### **PUBLIC SESSION (CONTINUED)**

Janice Schiavo spoke in opposition of closing senior centers. She is a senior who belongs to the senior center on Ovington Avenue and is very upset about closing this center.

Barbara Nahoun and Maria Falcone, who are school teachers, spoke in support of the United Federation of Teachers. Ms. Nahoun wanted to clarify some of the misconceptions that are in the media.

John Quaglione, representing Senator Marty Golden, announced that this past Friday they started their pothole survey and he invited people to contact them by calling the office, emailing or on facebook as they are compiling their annual survey. He announced that the Bay Ridge/Dyker Height Town Hall meeting will be held on April 6<sup>th</sup> at 7:00 PM at Holy Cross Church, 8401 Ridge Boulevard: the annual Easter Egg Hunt on April 23<sup>rd</sup> at 2:00 PM at McKinley Park, 75<sup>th</sup> Street and Fort Hamilton Parkway. He stated that the Senate voted last week to recommend their budget to the Governor, which they approved, to restore the Title XX money to senior centers. Lastly, Senator Golden is introducing legislation with Assembly Member Alec Brook-Krasny to prohibit the use of hookah for anyone under 18 years of age.

Linda Orlando, a resident of the Bay Ridge Towers spoke about redistricting in Bay Ridge. She feels that there should be one unified Bay Ridge district with one City Council, State Senate, State Assembly and Congressional district.

Charles Glover, representing the Mayor, announced that the Mayor's Fund is taking donations on behalf of the earthquake in Japan. People can donate by calling 311 and asking for the Mayor's Fund. He noted it is one of the few places where 100% of the money donated actually goes to the charity.

He went on to state that the Mayor's office is working on a program with the Taxi and Limousine Commission to get taxi cab pick-ups in boroughs other than Manhattan. People who live in Manhattan are able to hail a cab all the time, and we should be able to do this in other boroughs. They do not have a finalization on what the plan is going to be as yet, and part of the reason is that they want to hear from people who live in these communities as to what they would like to see in this new program. He stated that people can take a survey online on the TLC website, which will give TLC a better idea of what the people want. The response has been very low in Brooklyn and he urged everyone to fill out the online survey because the Mayor and Commissioner Yassky are listening to what the people want.

## **CHAIR'S REPORT – See Attached**

Before rendering her report, Chair Seminara acknowledged the passing of Frank Griffin, who was the publisher of the Home Report and Spectator News. He was a leader in this community and a great publisher for many years; one of the people who really helped build this community.

## **DISTRICT MANAGER'S REPORT – See Attached**

Before rendering her report, DM Beckmann acknowledged the passing of Arlene Moran, a former Community Board Ten Member.

## **TREASURER'S REPORT – See Attached**

## **COMMITTEE REPORTS**

### **TRAFFIC AND TRANSPORTATION COMMITTEE**

Traffic and Transportation Committee Chair Cruz rendered the Committee report with regard to the application by HCWC Inc., Elmhurst, NY to operate a new commuter van service in Staten Island and Brooklyn. See Attached.

Chair Seminara noted that the motion was to support the Committee recommendation to approve this application; second by BM Vella-Marrone.

**MOTION: CB 10 to support the Committee's recommendation to approve the application by HCWC Inc., Elmhurst, NY to operate a new commuter van service in Staten Island and Brooklyn. All in favor. Motion carried.**

With regard to the TLC renewal application for Victory Car & Limo Service, 8807 3<sup>rd</sup> Avenue, Traffic and Transportation Committee Chair Cruz rendered the Committee report. See Attached.

Committee Chair Cruz noted that the motion was to support the Committee's recommendation to disapprove the license renewal unless Victory Car Service agreed to the outlined stipulations. Second BM Ahl. Discussion followed.

BM Quinones asked what double dipping meant and was told that you are only allowed to park in a meter for the designated time on the sign. If you park there a longer time, you are feeding the meter.

BM El-Yateem asked how these conditions for Victory applied to other licenses because he is concerned that it is discriminatory if there are other car services doing the same thing and nothing is being done about it. He feels the conditions should be applied to every company. Committee Chair Cruz responded that as licenses come up for renewal, the Committee will ask them to come to the Board and we will do the same process with them. BM El-Yateem reiterated that he felt the conditions should apply to everyone. Committee Chair Cruz responded that the conditions are the law, so we are not really imposing any new conditions on Victory. They are the conditions that are imposed on them with their license. BM El-Yateem specified that he did not think the condition of having a surveillance camera was the law. Committee Chair Cruz responded that the cameras were the recommendation of Victory's representative who attended the meeting. Chair Seminara said that BM El-Yateem's point was well taken and we need to be consistent. Committee Chair Cruz noted that they have had this discussion with Black Sea Car Service, and they went through similar conditions with the new car service on 64<sup>th</sup> Street.

BM May stated that the same thing could apply to valet parkers who are probably the biggest culprits of double parking and taking up street space. Committee Chair Cruz noted that this issue would be discussed in the next report.

BM Nolan stated that she and her son take Victory Car Service and she finds them to be very nice people, very cooperative, and she has never had a problem. She feels that the area is mostly restaurants who do not comply with anything we ask them to do, and feels we should apply the same rules to all these places that double park. Committee Chair Cruz responded that we will address this during the valet parking session.

BM Romero asked how often the applications are renewed, and the response was every two years. Committee Chair Cruz and DM Beckmann noted the business is only asked to attend meetings if it has a history of complaints. Committee Chair Cruz recommended we make a motion to have all the businesses come to the meeting as a matter of course so we are not being discriminatory. DM Beckmann stated that currently when a renewal comes in, the District Office looks at their complaint log and then calls the Precinct. If either the complaint log or the Precinct has a complaint, then they are called in. Committee Chair Cruz suggested that if anyone sees an establishment that is guilty of some of the same infractions, they should let the District Office know so we can insure they are called in.

**Motion: CB 10 to support the Committee's recommendation to disapprove the license renewal for Victory Car Service, 8807 3<sup>rd</sup> Avenue, unless Victory Car Service meets the following conditions:**

- **Victory will install cameras outside to check that the drivers are not double parking. They will also post signs noting the same.**
- **Victory establish a training program for their drivers which would include but not be limited to the following:**
  - **No double parking**
  - **No feeding meters (double dipping)**
  - **No honking**
  - **ID's must be displayed**
  - **Victory must have driver information readily available for review**

**All in favor; Motion carried.**

With regard to valet parking and the feasibility of using the Century 21 parking garage for valet parking, Committee Chair Cruz rendered the informational report. Discussion followed.

BM Kokolis thought that the Century parking garage would cause confusion since they have one entrance and one exit. Committee Chair Cruz said that Century 21 felt this would not be an issue and that they would have their lot manager work out the logistics.

With regard to truck and bus parking on 7<sup>th</sup> Avenue, BM Cassara stated that commercial vehicles are still parking there. He noted it was on today's news that 14 buses were stopped, and all 14 did not pass inspection. In light of what is going on with inspection of buses, he feels sure that the buses and trucks that are parked on 7<sup>th</sup> Avenue would not pass inspection. Chair Seminara noted that if something is illegal, we should bring it to the enforcement authorities, and this is something we need to look into.

### **ENVIRONMENTAL COMMITTEE**

Environmental Committee Chair Ahl rendered the informational report. See Attached.

## POLICE AND PUBLIC SAFETY COMMITTEE

With regard to the SLA renewal application for The Village, 7902 3<sup>rd</sup> Avenue, Police and Public Safety Committee Chair Pulaski rendered the Committee Report. See Attached. Discussion followed.

Chair Seminara noted that the motion was to approve this SLA renewal application. BM Harrison stated that the establishment has music playing outside on speakers on the 3<sup>rd</sup> Avenue side. Committee Chair Pulaski noted that we can have that issue as a stipulation. Chair Seminara asked if there was a second to this motion. Second by BM Vella-Marrone. Chair Seminara asked if the motion should be amended to include the stipulation that there would be no speaker from which music is emanating on the street, and the response was yes. Chair Seminara asked if the owner was present, and he was not. Chair Seminara stated the motion to deny the application unless they discontinue the use of speakers on the outside of the premises.

BM Romero asked if there have been any complaints about The Village. DM Beckmann responded that there have been many complaints about the Village, but the latest ones were approximately one month ago. She noted that at the meeting, the owner said that he addressed the noise issues and that the problems with underage kids and fighting at the Hookah Bar ended when it was discontinued. There were questions as to whether or not the hookah lounge had indeed closed. Chair Seminara restated the motion that we deny the renewal application unless they maintain discontinuance of the hookah bar and refrain from producing music that is emanating outside the premises.

**Motion: CB 10 to deny the SLA renewal application for The Village, 7902 3<sup>rd</sup> Avenue, unless they maintain the discontinuance of the hookah lounge and refrain from producing music that is emanating outside the premises. All in favor; motion carried.**

With regard to the new SLA application for The 8530 3<sup>rd</sup> Avenue Restaurant Group, d/b/a Gold Coast Delicatessen, 8530 3<sup>rd</sup> Avenue, Police and Public Safety Committee Chair Pulaski rendered the Committee report. See Attached.

Chair Seminara asked for a motion from the floor. Motion by BM McCone.

**Motion: CB 10 to support the Committee's recommendation to approve the new SLA application for The 8530 3<sup>rd</sup> Avenue Restaurant Group, d/b/a Gold Coast Delicatessen, 8530 3<sup>rd</sup> Avenue. All in favor; motion carried.**

With regard to the ongoing noise complaints and cabaret application for V Lounge, 834 62<sup>nd</sup> Street, Police and Public Safety Committee Chair Pulaski rendered the Committee report. See Attached. Discussion followed.

Chair Seminara stated that the motion on the floor was to disapprove the application for a cabaret license until certain outlined stipulations were met.

BM Harrison is very concerned that their acoustic engineer is in Eugene, Oregon, and they have absolutely no jurisdiction over the results and information they have given us. He finds this to be totally unreliable and asked if we had received anything from that engineer in Oregon. Committee Chair replied that their letter indicated it could be done offsite. BM Harrison noted that we have not had the opportunity to talk to them about how it can be done offsite. He has real problems with that situation. He personally believes that this is a situation where we just should say no. He thinks the Committee did a great job coming up with some appropriate restrictions, however he votes against it. He does not think V Lounge will maintain the restrictions. He also feels that by not using an engineer in the neighborhood who we could talk to shows lack of good faith.

BM Vella-Marrone asked if V Lounge could do this anyway. BM Fontas replied that he made a motion that day. He explained that generally with cabaret licenses if you meet certain requirements the Department of Consumer Affairs will grant you a cabaret license. Community Boards are less powerful when it comes to cabarets. Our goal in crafting this language was to do two things: (1) to try to get them to temporarily stop moving forward on their cabaret, which they agreed to do, by asking DCA to put that on hold until all the other items happen; (2) when their application for SLA comes back up, we will be able to site more information to the SLA saying they are not good operators, they did not listen to the Community Board although they signed a document and agreed to do such things. In other words, ask the SLA to disapprove their renewal because they said they would do one thing and they lied to us.

BM Lamia said it seems to him that this establishment has been nothing but a problem for the last two years. They have never complied with any of our requests, and he is not sure we should even continue with this. He agrees with BM Harrison that we should deny the application period.

BM Harrison asked if the establishment has to comply with the Community Board's stipulations in order to get a cabaret license. BM Fontas replied that they do not. BM Gross said that if he understands BM Fontas correctly, if we vote against this application now, they are going to pass it and let them do it anyway. However we have in our arsenal this agreement that they then failed to do that we can use with the SLA when the application comes back up. BM Fontas said that we should vote for this application.

BM Falutico thinks that we have a limited say as to what consultants they use, but maybe we could add that we would like the testing agencies to be local. Chair Seminara responded that this is something we can add to the stipulations.

BM Nolan said that their excuse was the snow; that there was a vent on the roof through from which the base sound was coming. BM May said that she cannot imagine that a cabaret would be less noisy.

Chair Seminara noted that there are two opinions that have been expressed: one is to deny the application all together and the other is that we agree to the Committee's recommendation with stipulations. The motion is on the floor that we recommend the Committee's recommendation.

**Motion: CB 10 to support the Committee's recommendation to disapprove the application for a cabaret license at V Lounge, 834 62<sup>nd</sup> Street, until the following stipulations are met:**

- 1. V Lounge is to report back to the Department of Consumer Affairs telling them that they are putting their cabaret application on hold.**
- 2. V Lounge is to notify the Board that the insulation work at the Lounge has been completed.**
- 3. V Lounge is to demonstrate that the insulation work is successful, when the neighbors see a change in their noise environment.**
- 4. While awaiting the insulation work to be completed, the base and noise level at the Lounge is to be lowered below legal decibel limits.**
- 5. Phone numbers and licenses of security personnel at the Lounge are to be given to the Board.**
- 6. Sound testing to be conducted by entity located in New York City.**

**38 in favor; 4 opposed – BM Carroll; BM Germack; BM Harrison; BM Nolan. Motion carried.**

#### **SELECT COMMITTEE ON PEDESTRIAN SAFETY**

Select Committee on Pedestrian Safety Chair Fontas rendered the Committee report. See Attached. Select Committee Chair Fontas noted the motion on the floor was to send the report to the Department of Transportation. Discussion followed.

BM May noted that what she experiences most is trying to cross the street while a car is trying to make a U-turn, and asked if this was covered in the report. Select Committee Chair Fontas responded that it was.

With regard to the Select Committee's report, BM Bortnick complimented Select Committee Chair Fontas on an excellent piece of work, saying it was very well written.

With regard to the double parking issue, BM Gross noted that we live in a society which is going to use cars to run errands, and we are not giving these people any options. He said that he had mentioned the fact that Boston has five minute meters to Councilman Gentile a few years ago. Select Committee Chair Fontas replied that the Councilman introduced legislation a couple of years ago that he felt was good legislation, but there were serious challenges. The Select Committee spoke about this issue quite a bit and determined that as a Community Board we are technically a city agency and the last thing we wanted to do was say that people should be allowed to break the law. The Select Committee came up with a coordinated campaign with the Department of Transportation which is described in their report. They also asked DOT to come back to them and that additional ticketing has never been the solution to the problem. This is an issue that the Select Committee will continue to work on.

Chair Seminara stated that the recommendation of the Select Committee is to send the report to the Department of Transportation and any other city officials so we can call attention to it and ask for assistance with regard to making recommendations. Motion by BM Romero; second by BM Ahl.

**Motion: CB 10 to send the Select Committee on Pedestrian Safety Report to the Department of Transportation and other City officials. All in favor. Motion carried.**

### **ZONING AND LAND USE COMMITTEE**

Zoning and Land Use Committee Chair Harrison rendered a verbal Committee report.

With regard to the Parking Fairness Initiative (PFI), Committee Chair Harrison thanked BM Cruz for her presentation at last month's Board Meeting in his absence, and noted that they expect to give the actual PFI report in May. Committee Chair Harrison stated that they subsequently had another meeting with the members of the Zoning and Land Use Committee, and there are 11 people who are contributing and writing this report. The intent is to do a big launch of this in June, try to bring in other Community Boards that have similar problems throughout the entire city, and he hoped everyone will join them on the day it is introduced.

### **PARKS, CULTURAL AFFAIRS, COMMUNICATIONS AND PUBLIC RELATIONS COMMITTEE**

Parks, Cultural Affairs, Communications and Public Relations Committee Chair Festa rendered the informational report. See Attached.

### **OLD BUSINESS**

### **NEW BUSINESS**

BM Petty stated that an invitation would be emailed soon for the Lutheran Medical Center Auxiliary Spring Luncheon which will be at Sirico's on Wednesday, May 18<sup>th</sup> at 12:00 noon.

BM Stelter noted New Yorker Magazine on March 21<sup>st</sup> had an article entitled "Back to the Harbor" about the seals coming back to the harbor, and said we may have a Wildlife Subcommittee one day.

Motion from the floor to adjourn. With no further business, Chair Seminara adjourned the meeting at 9:15 PM.

**Chair's Report  
Community Board 10, Brooklyn  
March 21, 2011**

Dear Board Members and guests:

Good evening.

I am happy to announce several exciting new projects this month which you will hear about shortly. First, I wish to recognize the intensive work of our Pedestrian Safety Select Committee, a subcommittee of our Traffic and Transportation Committee, which is expertly chaired by George Fontas, with the assistance of T & T Chair Doris Cruz. This special committee, which is comprised of 4 CB10 members of 4 active community members, has gathered detailed information from hosts of intersections and streets in Bay Ridge in order to identify the causes of unsafe traffic conditions and incidents with the goal of finding real solutions, whether enforcement, traffic calming or education. I hope you will look at the data which was assembled into tables – a lot of detail -- with suggestions from DOT personnel. This job can only be done by those who have an intimate knowledge of our streets. I congratulate this committee and George Fontas and thank them for their diligent and life-saving work. I am particularly happy that we were able to include community members in this work which has greatly enhanced the work of this committee. I hope we can use this as a model to attract more community participation and interest in our board.

This month our ZALUC and T & T committees jointly launched the Parking Fairness Initiative. Initially, they will focus on the scourge of illegal curb cuts and problems associated with valet parking with an aggressive agenda to listen to the community and propose concrete solutions and programs this spring. Earlier this month we held a public hearing at the CB 10 office which was well attended by residents and representatives of the business community to frame the issues and identify possible solutions, as we begin our discussions with Century 21 to develop plans for use of its parking lot to provide parking space for valet parkers.

We also report some effective enforcement, as more is needed, in connection with pursuing the illegal overnight and weekend parking of large trailer trucks on 7<sup>th</sup> Avenue.

Stay tuned for two exciting spring events we have planned.

Finally, I would like to extend a special thanks to Ruth Berg who has resigned from the Board after many years of sustained faithful service and wish her well.

I look forward to welcoming our new board members in a few short weeks.

Happy Spring.

Respectfully submitted,

  
Joanne Seminara, Chair

**District Manager Report**  
**March 21, 2011**

Dear Board Members,

As we all know this past month, our Community was in fear and shock at the sexual assaults that took place on 82<sup>nd</sup> and 5<sup>th</sup> Avenue and 82<sup>nd</sup> and Fort Hamilton Parkway. Fortunately, due to the fine investigative work of our Police Officers under the Command of DI Eric Rodriguez, the suspect was arrested and taken off the street.

The District Office received notice from DOT that new parking meters are going to be installed on 3<sup>rd</sup> Avenue between 83<sup>rd</sup> and 84<sup>th</sup> Street. This block is commercially zoned and has seen new stores open.

I was updated by School Construction Authority representative Steve Gonzalez who briefed us on an upcoming upgrade project of the oil tanks at Fort Hamilton High School. Sometime during the Spring work will commence which will involve the removal of the old tanks that lie adjacent to the main entrance on Narrows Avenue. He also let us know that foundation work continues at the new school P.S. 331 at 7002 Third Avenue scheduled to open September of 2013. Work also continues at P.S. 310 62<sup>nd</sup> Street at Fort Hamilton Parkway which is also scheduled to open September of 2013 as well as work at P.S. 264 – 4<sup>th</sup> Avenue at 89<sup>th</sup> Street scheduled to open September 2012. These three projects will create a total of 1,551 seats.

There will be a Public Information meeting regarding a \$350 million dollar FY 2012 budget cut to the Community Services Block Grant Program. NYC could lose up to \$31.9 million which provides services to 30,000 people in need in our community. AN important meeting will be held on March 24, 2011 from 5:30 – 7:30 PM at PS 503/PS506 330 59<sup>th</sup> Street.

Full Roadway Closure for much needed paving of the Belt Parkway East Bound – Flatbush Avenue to the Mill Basin Bridge.. It begins tonight at 11pm. – 5AM - Monday Through Thursday. Friday and Saturday it will be 11pm to 7AM. Work should be complete by Saturday morning at 7AM. I have brought copies with me tonight for anyone who is interested.

A Traffic Signal has been approved for Ridge Blvd at 81<sup>st</sup> Street – work is to be completed by May 31, 2011.

Great News!! The Fort Hamilton Branch will be open for business at 10AM on March 28, 2011. The Grand Opening Celebration will take place on Monday, April 11, 2011 at 10:30 AM.

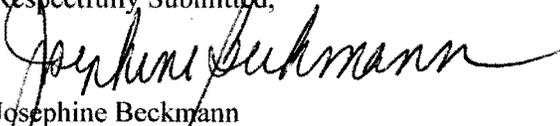
**Announcements**

Brooklyn Saint Patrick's Parade will be held on **Sunday, March 27, 2011**. The Parade will form on Marine Avenue at 4<sup>th</sup> Avenue at 11AM. At 1:00 the Parade will kick-off and travel North on 4<sup>th</sup> Avenue from Marine Avenue to 94<sup>th</sup> Street and right onto 5<sup>th</sup> Avenue to 67<sup>th</sup> Street.

I would also like to take a moment to congratulate Board Member Fran Vella Marrone who will be honored by Brooklyn District Attorney Charles J. Hynes for Women's History Month. The event will take place on March 29, 2011.

The next General Board Meeting will take place on **Monday, April 11<sup>h</sup>** at the **Norwegian Christian Home 1250 67 Street**.

Respectfully Submitted,

  
Josephine Beckmann  
District Manager

**COMMUNITY BOARD TEN**

Fiscal Year: July 1, 2010 to June 30, 2011

Budget Appropriation for FY 11

\$198,895.00

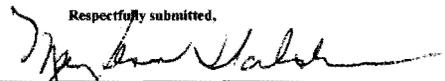
	7/31/10	8/31/10	9/30/10	10/31/10	11/30/10	12/31/10	1/31/11	2/28/11	3/31/11	4/30/11	5/31/11	6/30/11	Y - T - D
DISTRICT MANAGER	\$7,585.46	\$7,585.46	\$7,585.46	\$7,585.46	\$11,378.19	\$7,585.46	\$7,585.46	\$7,585.46					
COMMUNITY COORDINATOR	\$4,609.26	\$4,609.26	\$4,609.26	\$4,609.26	\$7,413.89	\$4,609.26	\$4,609.26	\$4,609.26					
COMMUNITY ASSOCIATE													
COMMUNITY ASSISTANT		\$360.24	\$1,440.96	\$2,161.44	\$1,440.96	\$1,440.96	\$1,440.96	\$2,161.44					
<b>Total Personal Services</b>	<b>\$12,194.72</b>	<b>\$12,554.96</b>	<b>\$13,635.68</b>	<b>\$14,356.16</b>	<b>\$20,233.04</b>	<b>\$13,635.68</b>	<b>\$13,635.68</b>	<b>\$14,356.16</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$114,602.08</b>

ExpensesCode	Description	7/31/10	8/31/10	9/30/10	10/31/10	11/30/10	12/31/10	1/31/11	2/28/11	3/31/11	4/30/11	5/31/11	6/30/11	Y - T - D
10B	Telephone	188.71	193.34	189.06	187.05	185.36	183.19	183.85	188.44					
10X	Intra-City Supplies													
40B	Intra-City Telephone													
100	Supplies & Materials		50.64			254.93		107.74						
101	Printing Supplies													
117	Postage													
170	Cleaning Supplies													
199	Data Processing Supplies													
302	Telecomm. Equipment													
314	Office furniture													
315	Office Equipment													
319	Security Equipment	135.00		135.00										
332	Data Process. Equipment				66.03									
337	Books													
402	Tel./Communications													
412	Rental/Misc./Equip	44.41	44.41	44.41	804.41	234.41	44.41	424.41	234.41					
417	Advertising													
431	Leasing Misc. Equip.													
451	Local travel expenditures				224.00		400.00		400.00					
602	Telecomm. Maintenance	43.40	21.70	21.70	21.70		21.70	21.70	21.70					
612	Office Equip. Maint													
613	Data Process Equipment													
615	Printing Supplies													
622	Temporary Services-contractual	1,080.00			665.00	600.00	735.00	800.00						
624	Cleaning Services	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00					
414	Water, Sewer, Utility								1,122.77					
	<b>Total Other than Personal Services</b>	<b>\$1,651.52</b>	<b>\$470.09</b>	<b>\$550.17</b>	<b>\$2,128.19</b>	<b>\$1,434.70</b>	<b>\$1,544.30</b>	<b>\$1,697.70</b>	<b>\$2,127.32</b>					<b>\$11,603.99</b>
	<b>TOTAL PS AND OI/PS EXPENSES</b>	<b>13,846.24</b>	<b>13,025.05</b>	<b>14,185.85</b>	<b>16,484.35</b>	<b>21,667.74</b>	<b>15,179.98</b>	<b>15,333.38</b>	<b>16,483.48</b>					<b>126,206.07</b>

**TOTAL UNCOMBURED BUDGET BALANCE**

**\$72,688.93**

Respectfully submitted,



Mary Ann Walsh, Treasurer

## **TRAFFIC & TRANSPORTATION COMMITTEE REPORT FOR MARCH 2011**

The committee met in quorum on Tuesday, March 15, 2011 at the district office.

### **VALET PARKING**

The first item on the agenda was valet parking and the feasibility of using the Century 21 parking garage for valet parking. When CB 10 approved a zoning change for the Century 21 parking garage, it included a condition that the garage be available for valet parking.

James Betesh attended the meeting on behalf of Century 21. Mr. Betesh also attended a brief meeting at the District Office with DM Beckmann and T&T Chair Doris Cruz a week prior. Century 21 is willing to open its lot for valet parking. The lot has approx. 400 spots, is open 24 hours, and has security cameras and a secure entrance procedure. The lot has some monthly residential customers and some commercial customers including Honda. It has had some experience with valet parking for a club in close proximity to the lot. Century 21 is not prepared to offer specifics at this time. Century 21 is a retailer, they have hired a parking garage management company for the lot and many of the details would be coordinated through the management company.

Board members expressed concerns that this may not be a viable option for restaurants that are not in close proximity to Century 21. Also, some valet services already have arrangements with other facilities and there was concern that they might be forced to use the Century 21 lot. Would valets be required to use the lot even if there was a legal space right in front of the restaurant? Would there be problems with valets speeding to and from the lot? Would cars be staged at the restaurant? Restaurants need a defined rate to know their costs.

The question was raised about the legality of on street valet parking. Is it legal to valet park on city streets, or must a valet service use an off street facility? We will explore this further.

Century 21 was asked if a patron could self park at the lot. Mr. Betesh assured us that they could. There could be a validation process between the parker, the restaurant and the lot.

These were issues raised in preparation for the next step which will be a meeting with CB10, restaurant owners and valet services. We appreciate your comments for our discussions.

This is an information report. No vote is required.

## TLC License Renewal for Victory Car Service at 8807 Third Avenue

Aladdin was present representing Victory.

The District Office does not have a history of complaints about this car service or this location. However, the 68<sup>th</sup> Precinct has had problems with this location and Officer Curran attended the meeting to address those issues. Officer Curran noted that there are severe double parking problems in this area which has several restaurants with valet parking, a day spa and the car service. He noted that Thursday, Friday and Saturday nights, Third Avenue can become a one lane street. Victory is not solely responsible for this, but they do contribute.

Aladdin advised us that he has 14 cars and 7 off street parking spaces. This is the law, 50% off street parking. When drivers are not on a call, they tend to gather at the base. This results in double parking and meter feeding near the base. Officer Curran asked why the drivers are out of the car. He suggested that the drivers wait near the base, not directly outside the base. Aladdin advised they have many customers who come to the base to order a car, thus the need for some cars near the base (or dispatch). The committee noted that with the many facilities near Victory, this was understandable and advantageous.

Aladdin was willing to work with the committee, the board and the 68<sup>th</sup> precinct to resolve these problems. The committee felt that he will work to resolve the issues.

Following the success of the Police and Public Safety Committee on SLA applications, it was suggested that the T&T committee vote to disapprove the license renewal unless Victory Car Service meet the following conditions. All agencies are different. If wording our suggestion in a negative format will cause problems with the TLC, we will change the structure, but keep the intent.

The conditions are

Victory will install cameras outside to check that the drivers are not double parking. This was Aladdin's suggestion. He will also post signs noting the same.

Victory establish a training program for their drivers which would include but not be limited to the following:

No double parking

No feeding meters (double dipping)

No honking

ID's must be displayed.

Victory must have driver information readily available for review. Officer Curran suggested that they keep a file handy, but everything including photo ID is on their computer.

The committee unanimously approved the license renewal as detailed above.

There was one other serious issue about Victory. Liz Amato used Victory in January. The car showed up with no outside identification, it was late and she needed to pick up her son, so she took it. Only when the car was on its way to the airport did her son notice that there was no driver identification card. She became very uncomfortable.

Aladdin insisted that his cars always have outside identification and the drivers ID and license info displayed in the back seat.

However an unmarked, unlicensed car did show up responding to Liz's call. I have had a similar experience in a yellow cab and it is very disconcerting.

We must be aware and make others aware that if a car does not have TLC plates and an identifying decal or sign, you should not get in the car.

### **HCWC Inc. Application**

This company is applying to operate a new commuter van service between Staten Island and Sunset Park. The vans will go to the mall.

They will operate 15 20 passenger Dodge Spirits. The service will operate Monday through Saturday from 6AM to 10 PM. The vans are equipped with seat belts.

The company operates commuter van service for other areas; this is their first service in south Brooklyn.

The application's Proposed Service Area – From the Borough of Staten Island bounded on the west of Willowbrook Road and Forest Avenue to Victory Blvd. From Victory Blvd to Bay Street. Bounded on the south of Bay Street and Vanderbuildt Road to Narrow Road. From Narrow Road to Clove Road. Bounded on the south of Clove Road and Victory Blvd. to Manor Road. From Manor Road back to Willowbrook Road. To a residential area in the Borough of Brooklyn bounded on the east of 40<sup>th</sup> Street and 5<sup>th</sup> Avenue to 73 Street. Bounded on the south of 6<sup>th</sup> Avenue and 72 Street to 12<sup>th</sup> Avenue. From 12<sup>th</sup> Avenue to 40<sup>th</sup> Street and back to 5<sup>th</sup> Avenue.

This was confusing to the committee, but the applicant explained that this was a catchment area, not a route. They plan to travel from Staten Island, exit at 65<sup>th</sup> Street and continue on 5<sup>th</sup> Avenue to 40<sup>th</sup> Street and return on 6<sup>th</sup> Avenue. Initially, riders will call for pick up at a defined location. The locations are not yet defined. The price is not yet determined but will probably be around \$2.50. These are not "dollar vans". There will be specific pick up and drop off locations. They are prohibited from using bus stops. They will work with their drivers, discourage double parking and discourage passengers from congregating where they may be conspicuous. The chair advised them of problems on 65<sup>th</sup> street where passengers were disrespectful of the property owners and drivers

made frequent stops. They assured us that this was not the type of service they would be providing. All of their vehicles will be marked with the company name and phone number in Chinese and English. Their goal is to provide efficient transportation to a defined market. On their existing routes, they can provide service in 35 minutes for MTA service that is over an hour.

This company came to us with experience and a well executed business model. They are aware of TLC and MTA regulations and work with them. It did not seem that they wanted to work around regulations or avoid regulations.

The chair expressed concern that their catchment area included 72<sup>nd</sup> and 73<sup>rd</sup> streets from 6<sup>th</sup> Avenue to 12<sup>th</sup> Avenue. They were advised that these are residential streets and residents would not be happy seeing commercial van service on their blocks. Their spokesperson, Bernard, said they would be respectful of that.

Because they will provide service to the Staten Island mall, it was asked if they would consider service to and from Bay Ridge. It would be very attractive to many in our community where the stated MTA time from Bay Ridge to the SI mall is 65 minutes. They will consider it.

The committee unanimously approved the application for HCWC Inc. to provide commuter van service from Staten Island to Sunset Park.

### **Old Business**

Truck and Bus parking on 7<sup>th</sup> Avenue as decreased but not been eliminated. The 68<sup>th</sup> Precinct will continue enforcement.

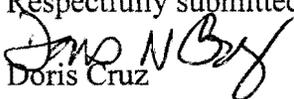
### **New Business**

Can safety markings be installed on Bay Ridge Avenue by the new Key Food?

Can the new traffic light at Ridge Boulevard be timed so there is a shorter stop interval at off hours?

There was an inquiry about traffic lights being installed on Shore Road at 72<sup>nd</sup> Street and 77<sup>th</sup> Street. The District Office checked with DOT and traffic lights are not planned for either of these locations.

Respectfully submitted

  
Doris Cruz

Environmental Committee  
Community Board Ten  
March 2, 2011

Present: Greg Ahl, Chair, Allen Bortnick, Ann Falutico, Ronald Gross, Katherine Khatari, Nicolaos Leonardos, Mary Nolan, Eleanor Petty, Larry Stelter, and Josephine Beckmann, District Manager.

Excused: Dino Lamia, Jeannie May, Dilia Schack.

Absent: George Prezioso

Also Attending, Justin Brannan, CB10 member, PO Joseph DiPaolo, 68 Precinct, PO Harry Kirschner, 68 Precinct.

Meeting Location: Community Board Ten Office at 8119-5<sup>th</sup> Avenue, Brooklyn, N. Y.

A quorum was met.

The meeting Commenced at 7:10 PM

#### Ecycling Day

The event will be held on Saturday April 30<sup>th</sup> with a rain date of Saturday May 7<sup>th</sup>.

Xaverian High School has volunteered their parking lot as the location of the event at no charge. The parking lot is located at 71 Street and Narrows Ave. It will be done as a drive thru event. You pull into the parking lot and stop long enough for one of the volunteers to remove the items from you car. You will not need to park at all. We are trying to make it as easy as possible for people to participate. The Board will also have a limited number of cars available to pick up items if you are unable to drive to the event.

A new law is going into effect on April 1<sup>st</sup> that prohibits recyclers for charging for this type of event. The electronic manufacturers pay for TV and monitor recycling. The recyclers get the precious metals in the other electronics. Cost to the Board - zero.

The company is WeRecycle from Mount Vernon. The Lower Eastside Ecology Center has offered to help us get the word out. The committee will explore this offer at our next meeting.

Respectfully submitted



Gregory J. Ahl  
Chair, Environmental Committee

## Police and Public Safety Committee Report of March 21, 2011

The Committee met on Wednesday, March 16th at the Community Board Office at 7:00 PM to discuss a renewal SLA application for Cafeteria on 3<sup>rd</sup> Avenue known as The Village, a new SLA application for The 8503 3<sup>rd</sup> Avenue Restaurant Group known as Gold Coast Delicatessen and continued noise complaints and a new Cabaret License application at V Lounge.

The committee met in quorum. Also attending were Josephine Beckmann, District Manager; Rocco Buonpane from Councilman Gentile's office; Harry Kirschner and Anthony Curran, Community Affairs Police Officers representing the 68<sup>th</sup> Precinct; Ramy Rezvalla, owner of The Village; Ted Mann and Mike Esposito, owners of the Gold Coast Delicatessen; representing V Lounge, owner Bi Zhu Li, attorney Michael Brand, Security Supervisor from the ASP Security Consulting Company, Peter Dzuik, new manager, Angie Chow; Laurie Windsor, representative from the Community Education Council attending on behalf of P.S. 69; and about 12 concerned residents.

[Committee members attending were Judith Collins, Michael Festa, George Fontas, Nikolaos Leonardos, Luigi Lobuglio, Mary Nolan, Sandy Vallas, Mary Ann Walsh and Susan Pulaski, Chair.]

### **Item 1: SLA Renewal Application for The Village (Cafeteria on 3<sup>rd</sup> Avenue, Inc.) at 7902 3rd Avenue.**

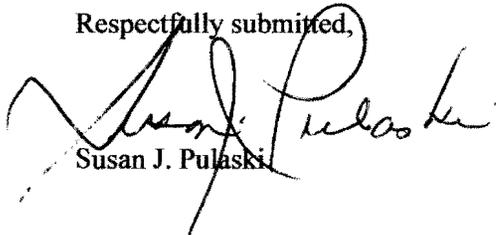
This is a corner property across from Rite Aid. The owner attended our meeting. Previously, this establishment has come before the Board with complaints, initially when they first opened in October 2010 and had hired promoters for weekend nights. The owner got rid of them quickly when he found he didn't approve of the large unruly underage crowd that the promoters attracted to his place. As a result, whatever new endeavors the owner has placed in his establishment, when they prove to create problems, he moves to correct the situation, i.e. the placing of a hookah lounge on the 79<sup>th</sup> Street side of the restaurant. When it attracted a lot of young kids, causing noise complaints from neighbors, the owner got rid of it in February. Also, he rented the apartment directly above the restaurant as his living quarters. He personally monitors the sound levels; he knows if he can't hear the noise in his place, then the sound is low enough. The Village is a restaurant and it only serves wine and beer. He closes by midnight during the week and on the weekends by 2 AM. He caters to senior groups on Friday and Saturday nights from 6-10 PM for karaoke. The owner is always on site. There was an SLA violation 6-7 months ago stemming from cigarette smoking in front of his place. The committee voted unanimously on the following **Motion**: To approve this SLA renewal application.

**Item 2: New SLA Application for the Gold Coast Delicatessen (The 8530 3<sup>rd</sup> Avenue Restaurant Group) at 8530 3<sup>rd</sup> Avenue.** The owners attended the meeting and gave a presentation of their plans. They have leased this space, the former location of Chianti's, on the corner of 86<sup>th</sup> Street and Third Avenue. Their establishment, the Gold Coast Delicatessen, will be a New York deli styled after the Katz and Carnegie Deli's of Manhattan. Their name is taken from a descriptive given to Shore Road in the late 1800's by wealthy New Yorkers who built their summer mansions on the breezy shore of Bay Ridge. The owners, who are Bay Ridgeites, own Cebu, a 9-year old Bay Ridge restaurant a few blocks away and 10 other eateries in other Brooklyn neighborhoods, namely Bushwick, Park Slope, Williamsburg and Greenpoint. It will be a full restaurant catering to a clientele looking for a casual dining experience. It will be open initially from 11 AM to Midnight and eventually earlier morning hours and, perhaps, later evening hours until 1 AM on Fridays and Saturdays. It will have a full liquor license, but will mainly serve wine and beer. There will be a bar with 8 seats, 14 tables with 56 seats, the present enclosed outdoor café of Chianti's and a deli counter located in the kitchen. It has been under construction for awhile with plans for a June 1st opening. There will be no valet parking, nor double parking. They are looking in to the idea of having "delivery to the car," a concept of calling in your order a head of time. The wait staff will include a bartender and an owner-manager. There will be no music, no dancing and no security staff. There is no adverse history at this site. The committee noted previous problems of high school students hanging out on the corner of 85<sup>th</sup> Street and Third Avenue before and after school hours. There will be a 500' hearing. The committee passed unanimously the following **Motion**: To approve this new SLA application.

**Item 3: V Lounge at 834 62<sup>nd</sup> Street.** We discussed two items at our meeting for this establishment: the ongoing noise complaints and the request for a new Cabaret license. We have already addressed the noise complaints and the cabaret license at our meetings in the past five months. At the January meeting, the owners stated they wanted to be “proactive” in maintaining a club that was law abiding. The owners agreed to come back to the Board in three weeks with a plan for lowering the noise and base level of their music. On February 4<sup>th</sup>, the Board received a copy of a proposal dated January 28th sent to V Lounge from Acoustic Sciences Corporation in Eugene Oregon, to remedy the loud noise levels at the Lounge. As of this date, none of the work has been started, per the owner’s attorney, because of this winter’s snowy weather. The noise escapes via the roof, so the insulation work is “roof work” and can only be done in good weather. The work is to be completed about May 1st. Many of the same neighbors come again to our meeting to voice their noise complaints. They asked, “While we are waiting for the insulation work to be done, why can’t V Lounge lower its noise levels? There is no excuse.” Crown KTV, which is in the same vicinity, has been able to lower their music successfully, so the neighbors know that this situation is attainable. The representative for P.S. 69 also stated that it is hard for the children of the school to get a proper night’s sleep because of the noise emanating from the club. In addition, there were 2 SLA violations since January, one for underage drunkenness; one arrest for illegal drugs; and 3 assaults stemming from one incident. Our committee is very concerned about their security issues. We were told all customers were “waned” upon entry in the club and the assaults occurred with the use of house/car keys.

As to the cabaret license application, V Lounge made a request in November 2010 for the same application. We were not able to take a vote then because the application was for NY Hollywood Club, Inc. Since November, V Lounge has reverted back to this name and dropped NY Hollywood Club, Inc. After assessing all the security, violations and noise concerns, our committee passed the following **Motion** unanimously: To disapprove the application for a cabaret license until the following stipulations are met: 1. V Lounge is to report back to the Department of Consumer Affairs telling them that they are putting their cabaret application on hold. 2. V Lounge is to notify the Board that the insulation work at the Lounge has been completed. 3. V Lounge is to demonstrate that the insulation work is successful, when the neighbors see a change in their noise environment. 4. While awaiting the insulation work to be completed, the base and noise level at the Lounge is to be lowered. 5. Phone numbers and licenses of security personnel at the Lounge are to be given to the Board.

Respectfully submitted,



Susan J. Pulaski

# **BROOKLYN COMMUNITY BOARD TEN**

## **Report: Pedestrian Safety Conditions in 11209 and 11220**

---

Community Board Ten, Chair  
Joanne Seminara

Select Committee on Pedestrian Safety, Chair  
George M. Fontas

March 14, 2011

## **Brooklyn Community Board Ten: Pedestrian Safety Committee**

---

### **Members:**

Elizabeth Amato, Board Member  
Doris Cruz, Board Member  
George M. Fontas, Board Member  
Susan Romero, Board Member  
Jean Ryan, Board Member  
Joanne Seminara, Board Member  
Mary Ann Walsh, Board Member

Michelle Kennedy, Public Member  
Maureen Landers, Public Member  
Jeanne Solomon, Public Member  
Stefania Vasquez, Public Member

### **Additional Contributors:**

Alan Bortnick, Board Member  
Robert HuDock, Board Member

### **Community Board Ten Assistance:**

Josephine Beckmann, District Manager  
Dorothy Garuccio, Community Coordinator  
JoAnn Del Pin, Community Liaison

### **Additional assistance:**

Office of City Council Member Vincent J. Gentile  
Office of State Senator Martin Golden  
Office of State Senator Diane Savino  
Office of Assembly Member Alec Brook-Krasny  
Office of Assembly Member Peter J. Abbate  
New York City Police Department: 68<sup>th</sup> Precinct

# Table of Contents

---

Introduction .....	1
Summary .....	2
• Community Survey	
• High vehicular traffic locations	
• Speeding	
• T-Intersections	
• Double Parking	
• ADA Compliant Pedestrian Ramps	
The Rankings .....	4
• Tier 1: Highest Concern Intersections	
• Tier 2: Moderate Concern Intersections	
• Tier 3: Additional Intersections	
Problematic Conditions .....	6
Suggestions and Requests .....	9
Addendum 1: Community Survey Spreadsheet (print on 11x17)	

## INTRODUCTION

---

Located in the Southwestern corner of Brooklyn, Community District Ten is a diverse community of single and multi-family homes with large shopping districts, numerous parks and places of assembly, as well as a range of public, private and parochial schools. The Community Board encompasses the zip codes of 11209 in totality, as well as a large section of 11228 and portions of 11219, 11220.

According to the 2006 US Census – American Community Survey, Community District Ten has an estimated population of 123,447 residents<sup>i</sup>. It is home to mature shopping districts along its 86<sup>th</sup> Street corridor; Third, Fifth, and Thirteenth Avenues; and portions of 4<sup>th</sup> Avenue and Ft. Hamilton Parkway. Geographically located between two major highways and the Verrazano–Narrows Bridge, Community District Ten remains a major retail, dining and entertainment destination for residents in communities through Brooklyn and Staten Island as well as a major transit hub for travelers to the Bay Ridge, Dyker Heights, Bensonhurst and Staten Island communities.

The community is further identified with its unique blend of young families and aged populations. The survey area is the recent recipient of two new public schools to house its growing population of school-aged children numbering 21,236 but is also recognized as a Naturally Occurring Retirement Community with a population of 23,778 of persons over age 60.<sup>ii</sup>

The community is also home to numerous public, spaces including 18 parks that total approximately 350 acres of park land according NYC Department of City Planning, 36 schools, 4 libraries, 35 places of worship.<sup>iii</sup>

Due to the existing demographic, geographic, public transportation, and retail conditions, and the natural mixing of vehicular traffic and pedestrians, Community Board Ten is especially vulnerable to Pedestrian-Vehicular accidents.

## SUMMARY

---

Over a recent five year period (2005-2009), within the boundaries of Community District Ten, there were 21 fatalities, of which 16 were pedestrian fatalities. There were 834 pedestrian injuries (not just severe injuries).<sup>iv</sup> Due to the rise of these accidents and anecdotal evidence of near accidents involving pedestrians, Community Board Ten sought to identify the existing conditions that are leading to an issue of pedestrian safety and to suggest measures to best prevent pedestrian-vehicular accidents in the future.

Community Board Ten formed the Select Committee of Pedestrian Safety to identify a methodology for quantifying the issue at hand. It was determined by the committee that as the Dyker Heights community of Community Board Ten was undergoing formal traffic studies by the New York City Department of Transportation, therefore the committee should focus its survey area in the 11209 and 11220 and a section of 11219 zip codes. The survey area includes all avenues west of, and including, Ft. Hamilton Parkway (the only exceptions being 8<sup>th</sup> and 9<sup>th</sup> Avenues). The surveys were conducted over the summer of 2010.

The first goal was to identify which streets and intersections were especially dangerous. The committee devised a community survey that would look for conditions that would either lead to a mingling of large groups of pedestrians and vehicles or for street conditions and vehicular tendencies that could lead to especially dangerous situations.

The conditions the survey looked for:

- School location
- Park or Playground
- Subway Entrance/Exit
- Multiple Bus Stops
- High Car Traffic Location
- High rate of double parking
- T - Intersection
- Street and Avenue do not meet at 90 degree angle
- Long stretch without stopping
- Tree or other obstacles narrow sidewalk
- Corner does not have a sidewalk ramp
- Pedestrians disrupting flow of traffic
- Pedestrians do not obey walk signals
- Vehicles speeding
- Vehicles speed to catch green light
- Vehicles turning from avenue onto a street have low visibility
- Other

Using this survey, committee members and volunteers would travel designated corridors in the survey area searching for the pre-determined conditions and adding comments on conditions they witnessed. Once returned, the surveys were plotted on a spreadsheet using a scoring system to identify especially dangerous existing conditions from less dangerous conditions. For each condition witnessed would be scored with 1 point for an existing condition, 2 points for an existing condition of heightened concern, and 3 points for an existing condition of the highest concern.

For example, the intersection of 86<sup>th</sup> Street and 4<sup>th</sup> Avenue received 3 points for “subway entrance/exit” but no points for “school location” as there are no schools located at this particular intersection.

Finally the survey included an “additional comments” section in which the surveyor could add his or her comments on dangerous conditions that they witnessed. This information was similarly plotted on the spreadsheet and a score of 1, 2, or 3 was assigned depending on the severity of the additional comments.

As the survey was completed and spreadsheet created, this Pedestrian Safety Committee reviewed the raw data and suggested some minor changes. Using their knowledge of the local community, the committee elevated a handful of intersections as highly dangerous. While the entire survey and point system is generally unscientific, the committee felt that the survey did an excellent job of suggesting the danger levels, identifying locations of concern, and major issues areas that need to be addressed.

Ultimately the points for each condition were subtotaled then added to the points associated with the additional comments and a final total was assigned to each intersection. Intersections with the most points were deemed to be the most dangerous. Intersections that had zero points were excluded from the spreadsheet. The intersections were then sorted into the categories of:

1. Concern: possible dangerous conditions exist;
2. Moderate concern: moderately dangerous conditions exist; and
3. Highest concern: highly dangerous conditions exist

NYCDOT statistics suggest:

Crashes mostly occur at intersections, but are widely dispersed along dangerous corridors.<sup>v</sup>

## THE RANKINGS

The Committee reviewed the data collected in detail. It placed into 3 categories particular intersections that it would like further studied by the New York City Department of Transportation (NYCDOT) and a report back to Community Board Ten on its suggestions for mitigating potential dangerous situations. The board placed into tiers the following intersections:

### Tier 1: Highest concern: Locations rated the most dangerous by points awarded

- 78<sup>th</sup> street and Ft. Hamilton Parkway – 15 points
- 86<sup>th</sup> Street and 4<sup>th</sup> Avenue – 13 points
- 96<sup>th</sup> Street and 3<sup>rd</sup> Avenue – 12 points
- 91<sup>st</sup> Street and 3<sup>rd</sup> Avenue (location of pedestrian fatality) – 11 points
- Bay Ridge Parkway and Ft. Hamilton Parkway (fatality) – 11 points
- 95<sup>th</sup> Street and 4<sup>th</sup> Avenue – 10 points
- Bay Ridge Parkway and 7<sup>th</sup> Avenue (southbound) – 10 points
- Bay Ridge Parkway and 3<sup>rd</sup> Avenue – 10 points
- 86<sup>th</sup> Street and 3<sup>rd</sup> Avenue – 10 points
- 92<sup>nd</sup> Street and Ft. Hamilton Parkway – 10 points
- 65<sup>th</sup> Street and 3<sup>rd</sup> Avenue – 9 points
- 74<sup>th</sup> Street and Ft. Hamilton Parkway – 9 points
- 67<sup>th</sup> street and 7<sup>th</sup> Avenue (Fatality)
- 65<sup>th</sup> Street between 8<sup>th</sup> and 9<sup>th</sup> Avenues (Fatality)
- Bay Ridge Parkway and 13<sup>th</sup> Avenue (Fatality)

(Note: CB 10 has not been able to identify all 16 pedestrian safety locations since 2005)

### Tier 2: Moderate concern: Locations rated the moderately dangerous by points awarded

- |   |   |
|---|---|
| • 86 <sup>th</sup> Street and 5 <sup>th</sup> Avenue – 8 Points | • 89 <sup>th</sup> Street and 3 <sup>rd</sup> Avenue – 7 points |
| • 88 <sup>th</sup> Street and 4 <sup>th</sup> Avenue            | • 85 <sup>th</sup> Street and Colonial Rd.                      |
| • 92 <sup>nd</sup> Street and 4 <sup>th</sup> Avenue            | • 86 <sup>th</sup> Street and Narrows Avenue                    |
| • Bay Ridge Avenue and 4 <sup>th</sup> Avenue                   | • 85 <sup>th</sup> Street and Narrows Avenue                    |
| • Bay Ridge Avenue and 3 <sup>rd</sup> Avenue                   | • 83 <sup>rd</sup> Street and Narrows Avenue                    |
| • 88 <sup>th</sup> Street and 3 <sup>rd</sup> Avenue            | • 73 <sup>rd</sup> Street and Ft. Hamilton Parkway              |
| • 86 <sup>th</sup> Street and Ft. Hamilton Parkway              | • 77 <sup>th</sup> Street and Ft. Hamilton Parkway              |
| • 89 <sup>th</sup> Street and 5 <sup>th</sup> Avenue – 7 points | Added by Committee:   |
| • 82 <sup>nd</sup> Street and 4 <sup>th</sup> Avenue            | • 83 <sup>rd</sup> Street and Colonial Road                     |
| • 87 <sup>th</sup> Street and 4 <sup>th</sup> Avenue            | • 84 <sup>th</sup> Street and Colonial Road                     |
| • 89 <sup>th</sup> Street and 4 <sup>th</sup> Avenue            | • Ovington Avenue and 4 <sup>th</sup> Avenue                    |
| • 93 <sup>rd</sup> Street and 4 <sup>th</sup> Avenue            | • Gatling Place and 86 <sup>th</sup> Street                     |
| • Ovington Avenue and 3 <sup>rd</sup> Avenue                    | • Gelston Avenue and 86 <sup>th</sup> Street                    |
| • 85 <sup>th</sup> Street and 3 <sup>rd</sup> Avenue            |   |

Tier 3: Concern: Locations rated possibly dangerous by points awarded

- 87<sup>th</sup> Street and 5<sup>th</sup> Avenue – 6 points
- Bay Ridge Avenue and 5<sup>th</sup> Avenue
- 92<sup>nd</sup> Street and 5<sup>th</sup> Avenue
- Bay Ridge Avenue and 4<sup>th</sup> Avenue
- Bay Ridge Parkway and 4<sup>th</sup> Avenue
- 85<sup>th</sup> Street and 4<sup>th</sup> Avenue
- 96<sup>th</sup> Street and 4<sup>th</sup> Avenue
- 92<sup>nd</sup> Street and 3<sup>rd</sup> Avenue
- 99 Street and 3<sup>rd</sup> Avenue
- Shore Road and Narrows Avenue
- 72<sup>nd</sup> Street and Narrows Avenue
- 71<sup>st</sup> Street and Narrows Avenue
- 65<sup>th</sup> Street and 6<sup>th</sup> Avenue
- 86<sup>th</sup> Street and Ridge Boulevard
- 85<sup>th</sup> Street and Ridge Boulevard
- 96<sup>th</sup> Street and Marine Avenue
- 95<sup>th</sup> Street, Ridge Boulevard, and Marine Avenue
- 65<sup>th</sup> Street and Ft. Hamilton Parkway
- 79<sup>th</sup> Street and Ft. Hamilton Parkway
- 4<sup>th</sup> Avenue and Shore Road
- 3<sup>rd</sup> Avenue and Shore Road
- 94<sup>th</sup> Street and 5<sup>th</sup> Avenue - 5 points
- 94<sup>th</sup> Street and 4<sup>th</sup> Avenue
- 77<sup>th</sup> Street and 4<sup>th</sup> Avenue
- 97<sup>th</sup> Street and 4<sup>th</sup> Avenue
- 68<sup>th</sup> Street and 3<sup>rd</sup> Avenue
- 90<sup>th</sup> Street and 3<sup>rd</sup> Avenue
- 95<sup>th</sup> Street and Ridge Boulevard
- Bay Ridge Avenue and Narrows Ave
- Bay Ridge Parkway and 6<sup>th</sup> Avenue
- 73<sup>rd</sup> Street and 6<sup>th</sup> Avenue
- 72<sup>nd</sup> Street and Ridge Boulevard
- 3<sup>rd</sup> Avenue and Marine Avenue
- 94<sup>th</sup> Street and Marine Avenue
- 97<sup>th</sup> Street and Ft. Hamilton Parkway
- 100 Street and Ft. Hamilton Parkway
- 3<sup>rd</sup> Avenue and Shore Road
- 93 Street and 5<sup>th</sup> Avenue

## **PROBLEMATIC CONDITIONS**

---

The community survey was useful in two regards. First, it suggested which existing conditions are most troubling in relation to pedestrian safety and clearly identifies sections of avenues where these problems tend to amass. Secondly, it suggested that some intersections generally located on major avenues near major transit hubs and through-streets are clearly more dangerous than others.

In particular the survey identified a number of conditions that, in aggregate there were conditions clearly distinguishable as the most concerning. The committee suggested additional concerns that it identified during its discussions.

### **1. High vehicular traffic locations**

The survey area has become a major consolidation point of vehicular traffic due to a number of conditions including but not limited to its proximity to two major highways (Gowanus Expressway and Belt Parkway), access to the Verrazano-Narrows Bridge, major thoroughfares at 65<sup>th</sup> Street, Bay Ridge Parkway and 86<sup>th</sup> Street, mature retail and restaurant districts, travel distances from some residential areas to points throughout the community, large number of churches and schools, and lack of supermarkets. The survey suggests the issue is most acute along:

- 3<sup>rd</sup> Avenue
- 4<sup>th</sup> Avenue
- 7<sup>th</sup> Avenue (southbound)
- 5<sup>th</sup> Avenue
- Ft. Hamilton Parkway
- Ridge Boulevard

NYCDOT statistics suggest:

Serious pedestrian crashes are about **two-thirds** more deadly on major street corridors than on smaller local streets.<sup>vi</sup>

.....

Arterial streets account for **~60%** of pedestrian fatalities but only 15% of the road network.<sup>vii</sup>

.....

**27%** of crashes that killed or seriously injure pedestrians involved driver failure to yield.<sup>viii</sup>

## 2. Speeding

The survey suggested speeding as the biggest issue facing the community. The issue was most acute along a number of north-south corridors:

- Largely the entire 4<sup>th</sup> Avenue
- Largely the entire Colonial Road
- Largely the entire Marine Avenue
- Stretches of Ft. Hamilton Parkway
- Stretches of 7<sup>th</sup> Avenue (southbound, towards Verrazano-Narrows Bridge)

NYCDOT statistics suggest:

Serious pedestrian crashes involving unsafe speeds are **twice** as deadly as other such crashes.<sup>ix</sup>

.....

**Most** New Yorkers do not know that the standard speed limit for city streets is 30mph.<sup>x</sup>

## 3. T-Intersections

T-intersections were identified in the survey area as a major existing condition. It is unclear how badly they affect pedestrian safety issues. While identified as existing conditions their inclusion in this list is skewed given that T-intersections exist along the entirety of Shore Road (approximately 30 blocks).

## 4. Double Parking

Double parking has long been an issue that residents and businesses in the survey area have confronted. The survey further suggests that double parking continues to be an area of concern but it provides more detailed information regarding locations throughout the survey area. The survey suggests the condition is most acute at the following conditions:

- 3<sup>rd</sup> Avenue
- 4<sup>th</sup> Avenue
- 5<sup>th</sup> Avenue

Further study of these locations will likely identify key points in the community that are leading to the issue. The data suggests that the problem is most acute along the commercial strips in the survey area and in areas where multiple schools cluster with close proximity to each other.

## **5. Pedestrian Ramps**

The data suggests the challenges facing disable pedestrians particularly at intersections are not as prevalent as they in fact are. The data shows detailed analysis of corridors surveyed by individuals with physical disabilities verses corridors surveyed by individuals without physical disabilities. The varied data would suggest that those with a physical disability were more aware of the challenges these individuals face and therefore paid particular attention to this condition. The committee members recognized this issue and determined that the issue of inadequate pedestrian ramps is a larger problem the survey suggests.

NYCDOT statistics suggest:

Vulnerable road users account for 71% of all New York City traffic fatalities.<sup>xi</sup> (Defined as road users outside a closed vehicle including pedestrians, bicyclists, motorcyclists)

## **6. Yielding to Pedestrians (added by committee)**

The committee did not survey yielding to pedestrians. However, in review of the collected data the committee felt strongly that vehicles routinely fail to yield to pedestrians and highlighted this issue as a major contributor to pedestrian accidents and near accidents.

## **7. Fourth Avenue (added by committee)**

The committee is greatly concerned with the danger that 4<sup>th</sup> Avenue poses. 4<sup>th</sup> Avenue is unique in the survey area in that is the main arterial roadway that runs from Atlantic Avenue to the Verrazano Bridge. It is a 6 lane roadway including 1 lane on each side for parking and timed lights in sections which enable vehicular traffic to flow easily but also allow speeding along the avenue. In the survey area the distance between corners is not broken up by a median separating the lanes. This creates a situation where the pedestrian has a long distance to travel from corner to corner (east-west). Turning off of 4<sup>th</sup> Avenue also tends to be problematic for pedestrians as the high speeds that the avenue produces causes vehicles to turn off of the avenue at high speed.

## **8. U-turns (added by committee)**

The committee felt strongly that it was necessary to highlight u-turns as a major problem within the survey area. U-turns pose major problems for pedestrians and other vehicles alike particularly in commercial areas where large volumes of pedestrians and vehicles mingle.

## SUGGESTIONS AND REQUESTS

Community Board Ten determined that the danger to pedestrians is caused by both the vehicle and the pedestrian themselves. For example, while speeding is a major problem, crossing against a signal is similarly problematic.

NYCDOT statistics suggest:

Both drivers' failure to yield to pedestrians in the crosswalk as well as pedestrians' failure to follow traffic signals are both leading factors leading to killed or severely injured crashes at intersections.<sup>xii</sup>

Community Board Ten requests that the New York City Department of Transportation reviews the data collected and its subsequent report. The suggestions below only reflect some of the concepts that the committee recognized. The New York City Department of Transportation should consider the suggestions below along with alternative remedies that may be appropriate.

Community Board 10 requests that NYDOT return to the Community Board with a plan to address the issues that we have identified.

In the committee's review of the surveys it had the following suggestions:

---

### Vehicular and Roadway Changes

- Signal timing: Adjust the signal timing so cars in high-speed locations are forced to stop before gaining speed.
- Slow Speed Zones: Install these zones in locations where speeding has been identified as a major issue.
- Left Turn Day Lighting: Remove a parking spot from the corner of locations that have both high pedestrian and high vehicular traffic. We anticipate this will amount to only a minimal number of lost parking spots.<sup>xiii</sup>
- Restriping: Use striping to assist in mitigating congestion. In addition stripe crosswalks in high pedestrian locations, particularly around schools, large parks, and churches.
  - Improved Lane Markings
- Signage: Identify signage that is available to place on sidewalks (e.g. School Crossing)

- Additional controls: Identify additional controls such as: speeding cameras that are used in other cities to change green lights to red when a vehicles speed is recorded above a limit.
- 

### Sidewalk and Crosswalk Changes

- Lead Pedestrian Intervals: Give pedestrians an opportunity to cross busy intersections with all traffic stopped. Community Board Ten asks that NYC DOT immediately implement LPs at the Tier 1 intersections and at school locations in the Community District.
  - Neckdowns: Create shorter crossing distances on major arterials such as 4<sup>th</sup> Avenue
  - New Crosswalk Signals with Countdown Timers: NYC is installing these new devices in 1500 locations throughout the City. We request an initial outfitting of these devices at least our Tier 1 locations.
  - Build/Rebuild Pedestrian Ramps: The committee identified poorly maintained and broken crosswalks are a major issue in the survey area. NYCDOT should immediately seek to catalogue the problematic locations and seek to fix them.
- 

### Pedestrian Habits and Double Parking

- Educational campaign joint with DOT and CB10 Public Relations Committee: Community Board Ten believes that a comprehensive approach to double parking must be designed with DOT. To date expanded ticketing of double parked vehicles in the community has not adequately solved the issue. The Board suggests included within a comprehensive approach, a public awareness campaign and materials that will be distributed to the general community through partnerships with civic organizations, schools, elected officials, churches and merchants associations, to seek to address this problem.
- 

### Additional Items

- Safe Routes to Schools: Implement the NYCDOT's own program at all of Community District Ten's schools.<sup>xiv</sup>
- Safe Streets for Seniors: Implement the NYCDOT's own program throughout targeted locations in Community District Ten.<sup>xv</sup>

## End Notes

---

<sup>i</sup> United State Census Bureau. 2006. *General Demographic Characteristics American Community Survey NYC Community Districts and PUMA Areas*. Washington, DC: United States Census Bureau

<sup>ii</sup> *ibid*

<sup>iii</sup> New York City Department of City Planning, *Brooklyn Community District 10*  
<http://www.nyc.gov/html/dcp/pdf/lucds/bk10profile.pdf> (Dec. 12, 2009).

<sup>iv</sup> Information provided by New York City Department of Transportation

<sup>v</sup> City of New York; Department of Transportation, *The New York City Pedestrian Safety Study & Action Plan, August 2010 (New York, NY)*

<sup>vi</sup> *ibid*

<sup>vii</sup> *ibid*

<sup>viii</sup> *ibid*

<sup>ix</sup> *ibid*

<sup>x</sup> *ibid*

<sup>xi</sup> *ibid*

<sup>xii</sup> *ibid*

<sup>xiii</sup> *ibid*

<sup>xiv</sup> *ibid*

<sup>xv</sup> *Ibid*

Community Board 106K: Pedestrian Safety Committee, Community Street Survey Data

Street	Avenue	School Location	Park or Playground	Subway Entrance / Exit	Multiple Bus Stops	High Car Traffic Location	High rate of double parking	T - Intersection	Street and Ave. do not meet at 90 degree angle	Long Stretch with out stopping	Tree or other obstacles narrow sidewalk	Comer does not have a sidewalk ramp	Pedestrians disrupting flow of traffic	Pedestrians do not obey walk signals	Vehicles speeding	Vehicles speed to catch green light	Vehicles turning from ave. onto a street have low visibility	Sub Total	Other	Other score	Street	Ave.
68th Street	Shore Rd		1					1										2			68 St.	Shore Rd
BR Ave.	Shore Rd		1		1			1										3			BR Ave.	Shore Rd
70 Street	Shore Rd		1					1										2			70 St.	Shore Rd
71 Street	Shore Rd		1		1	1		1										4			71 St.	Shore Rd
72 Street	Shore Rd							1										1			72 St.	Shore Rd
73 Street	Shore Rd		1					1										2			73 St.	Shore Rd
74 Street	Shore Rd							1										1			74 St.	Shore Rd
BR Pkway	Shore Rd		2					1										3			BR Pkwy	Shore Rd
76 Street	Shore Rd							1										1			76 St.	Shore Rd
77 Street	Shore Rd							1										1			77 St.	Shore Rd
78 Street	Shore Rd							1										1			78 St.	Shore Rd
79 Street	Shore Rd		2					1										3			79 St.	Shore Rd
80 Street	Shore Rd							1										1			80 St.	Shore Rd
81 Street	Shore Rd		1					1										2			81 St.	Shore Rd
82 Street	Shore Rd							1										1			82 St.	Shore Rd
83 Street	Shore Rd		1					1										2			83 St.	Shore Rd
84 Street	Shore Rd							1										1			84 St.	Shore Rd
85 Street	Shore Rd							1										1			85 St.	Shore Rd
86 Street	Shore Rd					1		1										2			86 St.	Shore Rd
87 Street	Shore Rd							1										1			87 St.	Shore Rd
88 Street	Shore Rd							1										1			88 St.	Shore Rd
89 Street	Shore Rd		1					1										2			89 St.	Shore Rd
90 Street	Shore Rd		1					1										2			90 St.	Shore Rd
91 Street	Shore Rd							1										1			91 St.	Shore Rd
Oliver St.	Shore Rd							1										1			Oliver St.	Shore Rd
93 Street	Shore Rd							1										1	Large parking area	1	93 St.	Shore Rd
Ridge Blvd.	Shore Rd							1										1	Large parking area	1	Ridge Blvd.	Shore Rd
95 Street	Shore Rd							1										1	Large parking area	1	95 St.	Shore Rd
96 Street	Shore Rd							1										1	Large parking area	1	96 St.	Shore Rd
97 Street	Shore Rd		1					1										2			97 St.	Shore Rd
98 Street	Shore Rd							1										1			98 St.	Shore Rd
99 Street	Shore Rd							1										1			99 St.	Shore Rd
4th Avenue	Shore Rd		1		1	3		1										6			4th Ave	Shore Rd
Shore	Narrows		1		1	1		1				1						5			Shore	Narrows
89 Street	Narrows				1			1										2			89 St.	Narrows
86 Street	Narrows	1			1	1							1	1				5	Students disregard Traffic	2	86 St.	Narrows
85 Street	Narrows	1				1	1	1					1					5	Students disregard Traffic	2	85 St.	Narrows
83 Street	Narrows	1				1		1				1	2	1				7			83 St.	Narrows
81 Street	Narrows							1										1			81 St.	Narrows
80 Street	Narrows							1	1							1		3			80 St.	Narrows
78 Street	Narrows							1										1			78 St.	Narrows
77 Street	Narrows											1						1			77 St.	Narrows
76 Street	Narrows							1										1			76 St.	Narrows
BR Pkway	Narrows					1						1						2	Vehicles disregard blinking Red Light	2	BR Pkway	Narrows
74 Street	Narrows											1						1			74 St.	Narrows
73 Street	Narrows							1				1						2			73 St.	Narrows
72 Street	Narrows	1			1	1	1					1	1					6			72 St.	Narrows
71 Street	Narrows	1				1	1						1				1	6	Bus route causes visibility issues for cars during school drop off and pick up	1	71 St.	Narrows

Community Board 10BK: Pedestrian Safety Committee, Community Street Survey Data

Street	Avenue	School Location	Park or Playground	Subway Entrance / Exit	Multiple Bus Stops	High Car Traffic Location	High rate of double parking	T - Intersection	Street and Ave. do not meet at 90 degree angle	Long Stretch with out stopping	Tree or other obstacles narrow sidewalk	Corner does not have a sidewalk ramp	Pedestrians disrupting flow of traffic	Pedestrians do not obey walk signals	Vehicles speeding	Vehicles speed to catch green light	Vehicles turning from ave. onto a street have low visibility	Sub Total	Other	Other score	Street	Ave.
Mackay Pl.	Narrows											1						1			Mackay Pl.	Narrows
BR Ave.	Narrows				1	1						1					1	4	Buses cause visibility and congestion issues	1	BR Ave.	Narrows
68 Street	Narrows		1			1												4			68 St.	Narrows
67 Street	Colonial		1					1										3			67 St.	Colonial
68 Street	Colonial							1										2			68 St.	Colonial
Mackay Pl.	Colonial							1										2			Mackay Pl.	Colonial
71 Street	Colonial															1		1			71 St.	Colonial
72 Street	Colonial															1		1			72 St.	Colonial
73 Street	Colonial									1						1		2			73 St.	Colonial
74 Street	Colonial									1						1		2			74 St.	Colonial
BR Pkway	Colonial															1	1	2			BR Pkway	Colonial
76 Street	Colonial															1		1			76 St.	Colonial
77 Street	Colonial				1											1		2			77 St.	Colonial
78 Street	Colonial															1		1			78 St.	Colonial
79 Street	Colonial															1		1			79 St.	Colonial
80 Street	Colonial															1		1	Vehicles do not stop at Stop Sign	1	80 St.	Colonial
81 Street	Colonial															1	1	2			81 St.	Colonial
82 Street	Colonial															1		1			82 St.	Colonial
83 Street	Colonial	1	1			1												3			83 St.	Colonial
84 Street	Colonial	1	1					1										3			84 St.	Colonial
85 Street	Colonial	1	1			1			1							1		7			85 St.	Colonial
86 Street	Colonial	1			1											1		3			86 St.	Colonial
92 Street	Colonial								1									1			92 St.	Colonial
Ft. Ham Pk.	Marine		1			1		1										3			Ft. Ham Pk.	Marine
4th Avenue	Marine														1	1		2	Laundromat Parking lot	1	4 Ave.	Marine
3 Avenue	Marine				1	1			1						1	1		6			3 Ave.	Marine
98 Street	Marine							1							1	1		3			98 St.	Marine
97 Street	Marine							1	1	1					1			4	Streets do not align	1	97 St.	Marine
96 Street	Marine							1	1	1							1	5	Cars parked to close to curb	1	96 St.	Marine
95 Street	Marine							1	1							1		3			95 St.	Marine
95 Street/Ridge	Marine					1			1							1		3	A very confusing intersection is very dangerous to pedestrians.	3	95 St./Ridge Blvd.	Marine
94 Street	Marine							1	1					1	1			4	Streets not aligned	1	94 St.	Marine
93 Street	Marine							1	1	1					1			4			93 St.	Marine
Oliver St.	Marine							1							1			2			Oliver St.	Marine
92 Street	Marine								1						1			2			92 St.	Marine
95 Street	Ridge					1			1									7	Very Confusing intersection with numerous stop signs	3	95 St.	Ridge Blvd.
93 Street	Ridge																	6	Vehicles do not wait for pedestrians to cross	2	93 St.	Ridge

Community Board 10BK: Pedestrian Safety Committee, Community Street Survey Data

Street	Avenue	School Location	Park or Playground	Subway Entrance / Exit	Multiple Bus Stops	High Car Traffic Location	High rate of double parking	T - Intersections	Street and Ave. do not meet at 90 degree angle	Long Stretch with out stopping	Tree or other obstacles narrow sidewalk	Corner does not have a sidewalk ramp	Pedestrians disrupting flow of traffic	Pedestrians do not obey walk signals	Vehicles speeding	Vehicles speed to catch green light	Vehicles turning from ave. onto a street have low visibility	Sub Total	Other	Other score	Street	Ave.
92 Street	Ridge																1	1	Cars parked too close to corner	1	92 St.	Ridge
91 Street	Ridge						1											1			91 St.	Ridge
90 Street	Ridge						1											1			90 St.	Ridge
89 Street	Ridge						1											1			89 St.	Ridge
87 Street	Ridge	1																1			87 St.	Ridge
86 Street	Ridge	1				1		1						1	1	1		5			86 St.	Ridge
85 Street	Ridge	1				1		1						1	1	1		6			85 St.	Ridge
84 Street	Ridge																1	1	Cars parked too close to curb, Church	1	84 St.	Ridge
81 Street	Ridge	1				1												2	Church and school	2	81 St.	Ridge
80 Street	Ridge									1								1			80 St.	Ridge
76 Street	Ridge																1	1	Cars parked to close to corner	1	76 St.	Ridge
BR Pkwy	Ridge					1									1	1		3			BR Pkwy.	Ridge
73 Street	Ridge					1									1			3	Library	1	73 St.	Ridge
72 Street	Ridge	1				1		1					1	1				5			72 St.	Ridge
71 Street	Ridge	1				1		1										3			71 St.	Ridge
Ovington Av	Ridge																	1			70 St.	Ridge
BR Ave.	Ridge				1											1		2			BR Ave.	Ridge
68 Street	Ridge					1									1			2			68 St.	Ridge
Senator Sr.	Ridge								1									1			Sen. St.	Ridge
65 Street	3 Ave.		1		1	1		1	1					1				6	High concentration of Senior Citizens, High Speed Police Cars, high pedestrian traffic, confusing due to numerous lanes.	3	65 St.	3 Ave.
Wakeman	3 Ave.								1									1	Fire House	1	Wakeman	3 Ave.
67 Street	3 Ave.								1									1			67 St.	3 Ave.
68 Street	3 Ave.	1						1	1									3	Guild for Exceptional Children, U-turns	2	68 St.	3 Ave.
BR Ave.	3 Ave.				1	1	1						1	1			1	6	Supermarket, High pedestrian Traffic, dangerous due to high traffic and narrow street	2	BR Ave.	3 Ave.
Ovington	3 Ave.					1	2	1	1				1	1				7			Ovington	3 Ave.
71 Street	3 Ave.						1	1										2	U-Turns and dangerous Bike traffic	1	71 St.	3 Ave.
72 Street	3 Ave.						1											1			72 St.	3 Ave.
73 Street	3 Ave.						1											1			73 St.	3 Ave.
74 Street	3 Ave.						1											1	U-Turns	1	74 St.	3 Ave.
BR Pkwy	3 Ave.				1	1	2						1	1		1	1	8	Supermarket and Starbucks	2	BR Pkwy	3 Ave.
76 Street	3 Ave.					1	1							1				9	Bike Traffic causing dangerous condition	1	76 St.	3 Ave.
77 Street	3 Ave.				1		1											2	U-Turns	1	77 St.	3 Ave.
78 Street	3 Ave.				1													1	U-Turns	1	78 St.	3 Ave.
79 Street	3 Ave.				1													1			79 St.	3 Ave.
80 Street	3 Ave.				1		1							1		1		4			80 St.	3 Ave.

Community Board 10BK: Pedestrian Safety Committee, Community Street Survey Data

Street	Avenue	School Location	Park or Playground	Subway Entrance / Exit	Multiple Bus Stops	High Car Traffic Location	High rate of double parking	T - Intersections	Street and Ave. do not meet at 90 degree angle	Long Stretch with out stopping	Tree or other obstacles narrow sidewalk	Corner does not have a sidewalk ramp	Pedestrians disrupting flow of traffic	Pedestrians do not obey walk signals	Vehicles speeding	Vehicles speed to catch green light	Vehicles turning from ave. onto a street have low visibility	Sub Total	Other	Other score	Street	Ave.
81 Street	3 Ave.						1											1			81 St.	3 Ave.
82 Street	3 Ave.						1											1			82 St.	3 Ave.
83 Street	3 Ave.	1				1	1											3			83 St.	3 Ave.
84 Street	3 Ave.																	0			84 St.	3 Ave.
85 Street	3 Ave.	1				1	1						1	1				5	Students in Streets	2	85 St.	3 Ave.
86 Street	3 Ave.	1			1	2	2						1	1	1	1		10			86 St.	3 Ave.
88 Street	3 Ave.					2	2									1		5	Very Congested due to restaurants	3	88 St.	3 Ave.
89 Street	3 Ave.					2	2											4	Very Congested due to restaurants	3	89 St.	3 Ave.
90 Street	3 Ave.					1	1	1										3	difficult to cross at intersections, Large parking lot, through street not aligned	2	90 St.	3 Ave.
91 Street	3 Ave.					3	3	1					1					6	through street not aligned, large parking lot for supermarket, church, excessive double parking, site of pedestrian fatality left turns block traffic because of pedestrians	3	91 St.	3 Ave.
92 Street	3 Ave.				1	1		1					1					4	through street not aligned, large bank parking lot	2	92 St.	3 Ave.
93 Street	3 Ave.						1		1									2	Through Streets do not align		93 St.	3 Ave.
94 Street	3 Ave.																	1			94 St.	3 Ave.
95 Street	3 Ave.			1										1				2	Large Parking lot	1	95 St.	3 Ave.
96 Street	3 Ave.					1	2	1	1		2		1				1	9	Double Parked cars and cars illegally parked cause low visibility and force vehicles to make unorthodox maneuvers to move through traffic.	3	96 St.	3 Ave.
97 Street	3 Ave.						1		1								1	3	Poor Visibility	1	97 St.	3 Ave.
98 Street	3 Ave.							1										1			98 St.	3 Ave.
Marine Ave.	3 Ave.				1													1			Marine Ave.	3 Ave.
99 Street	3 Ave.							1	1						1	1	1	5	Very poor visibility	1	99 St.	3 Ave.
100 Street	3 Ave.							1										1			100 St.	3 Ave.
101 Street	3 Ave.				1			1	1									3			101 St.	3 Ave.
Shore Rd	3 Ave.		1		1	1									1	1		5	Right Turn on Red	1	Shore .	3 Ave.
65 Street	4th Ave.					1												1			65 St.	4 Ave.
66 Street	4th Ave.					1												1			66 St.	4 Ave.
Wakeman pl	4th Ave.	1	1															2			67 St.	4 Ave.
67 Street	4th Ave.	1																1			67 St.	4 Ave.
68 Street	4th Ave.				1								1					2			68 St.	4 Ave.
BR Ave	4th Ave.			2	1	1	1						1		1	1		8			BR Ave.	4 Ave.
Ovington Av	4th Ave.	1											1	1				1	Church	1	Ovingt on	4 Ave.
72 Street	4th Ave.														1	1		2			72 St.	4 Ave.
73 Street	4th Ave.														1	1		2	Church	1	73 St.	4 Ave.
74 Street	4th Ave.	2													1	1		4			74 St.	4 Ave.

Community Board 10BK: Pedestrian Safety Committee, Community Street Survey Data

Street	Avenue	School Location	Park or Playground	Subway Entrance / Exit	Multiple Bus Stops	High Car Traffic Location	High rate of double parking	T - Intersection	Street and Ave. do not meet at 90 degree angle	Long Stretch with out stopping	Tree or other obstacles narrow sidewalk	Corner does not have a sidewalk ramp	Pedestrians disrupting flow of traffic	Pedestrians do not obey walk signals	Vehicles speeding	Vehicles speed to catch green light	Vehicles turning from ave. onto a street have low visibility	5th Ave	Other	Other score	Street	Ave.
BR Pkway	4th Ave.					2			1						1	1		5	Church	1	BR Pkway	4 Ave.
76 Street	4th Ave.														1	1		2			76 St.	4 Ave.
77 Street	4th Ave.			2											1	1		4	Church	1	77 St.	4 Ave.
78 Street	4th Ave.														1	1		2			78 St.	4 Ave.
79 Street	4th Ave.														1	1		2			79 St.	4 Ave.
80 Street	4th Ave.	1													1	1		3	Church	1	80 St.	4 Ave.
81 Street	4th Ave.														1	1		2	Synagogue	1	81 St.	4 Ave.
82 Street	4th Ave.					1							1	1	1	1		5	Church, large parking lot	2	82 St.	4 Ave.
83 Street	4th Ave.	1				1									1	1		4			83 St.	4 Ave.
84 Street	4th Ave.					1			1									2			84 St.	4 Ave.
85 Street	4th Ave.			1		1	1		1				1	1				6			85 St.	4 Ave.
86 Street	4th Ave.			3	3	2	1		1				1	1		1		13			86 St.	4 Ave.
87 Street	4th Ave.				1	1	1		1				1	1		1		7			87 St.	4 Ave.
88 Street	4th Ave.					1	1	1						1	1	1		6	Through St. not aligned, 2 parking lots	2	88 St.	4 Ave.
89 Street	4th Ave.	2					1	1							1	1		6	Cars on sidewalk from parking lots	1	89 St.	4 Ave.
90 Street	4th Ave.														1	1		2			90 St.	4 Ave.
91 Street	4th Ave.														1	1		2			91 St.	4 Ave.
92 Street	4th Ave.					2	1								1	1		5	Gas station and main access road to VZ bridge	3	92 St.	4 Ave.
93 Street	4th Ave.			1		1	1	1										4	2 parking lots and car wash entrance	3	93 St.	4 Ave.
94 Street	4th Ave.			1	1		1				1				1			5			94 St.	4 Ave.
95 Street	4th Ave.	1	1	1	1	1	1		1									7	Church, Car service, library, through street not aligned	3	95 St.	4 Ave.
96 Street	4th Ave.	1				1	1	1						1				5	Church	1	96 St.	4 Ave.
97 Street	4th Ave.	1				1		1							1			4	Large Auditorium, side street approach each other	1	97 St.	4 Ave.
Marine Aven	4th Ave.					1									1			2	Wide bus turn onto side street	1	98 St.	4 Ave.
99 Street	4th Ave.														1			1	Bank parking lot	1	99 St.	4 Ave.
100 Street	4th Ave.					1	1											2			100 St.	4 Ave.
101 Street	4th Ave.		1			1	1											3	Streets do not align	1	101 St.	4 Ave.
65 Street	5th Ave.							1										1			65 St.	5 Ave.
66 Street	5th Ave.				1													1			66 St.	5 Ave.
67 Street	5th Ave.			1														1			67 St.	5 Ave.
68 Street	5th Ave.					1												1			68 St.	5 Ave.
BR Ave.	5th Ave.					2	1											3	Movie Theater	3	BR Ave.	5 Ave.
74 Street	5th Ave.					1	1											2			74 St.	5 Ave.
BR Pkway	5th Ave.					2	1											3			BR Pkway	5 Ave.
76 Street	5th Ave.																	1			76 St.	5 Ave.
77 Street	5th Ave.																	1			77 St.	5 Ave.
78 Street	5th Ave.																	1			78 St.	5 Ave.
79 Street	5th Ave.																	1			79 St.	5 Ave.
80 Street	5th Ave.																	1			80 St.	5 Ave.
81 Street	5th Ave.																	1			81 St.	5 Ave.

Community Board 10BK: Pedestrian Safety Committee, Community Street Survey Data

Street	Avenue	School Location	Park or Playground	Subway Entrance / Exit	Multiple Bus Stops	High Car Traffic Location	High rate of double parking	T - Intersection	Street and Ave. do not meet at 90 degree angle	Long Stretch with out stopping	Tree or other obstacles narrow sidewalk	Corner does not have a sidewalk ramp	Pedestrians disrupting flow of traffic	Pedestrians do not obey walk signals	Vehicles speeding	Vehicles speed to catch green light	Vehicles turning from ave. onto a street have low visibility	Other	Other score	Street	Ave.
82 Street	5th Ave.						1													82 St.	5 Ave.
83 Street	5th Ave.						1													83 St.	5 Ave.
84 Street	5th Ave.					1	1													84 St.	5 Ave.
85 Street	5th Ave.					1	1													85 St.	5 Ave.
86 Street	5th Ave.				1	2	1						3			1				86 St.	5 Ave.
87 Street	5th Ave.					2	2	2												87 St.	5 Ave.
88 Street	5th Ave.					1	1											US Post office	1	88 St.	5 Ave.
89 Street	5th Ave.	1				1	1	1			1							US Post office, Large bank w/parking lot, cars on sidewalk from car dealership	2	89 St.	5 Ave.
90 Street	5th Ave.					1												Laundromat with parking lot	1	90 St.	5 Ave.
91 Street	5th Ave.	1				1		1												91 St.	5 Ave.
92 Street	5th Ave.	1				2												Major thoroughfare to VZ bridge, restaurant with parking lot	3	92 St.	5 Ave.
93 Street	5th Ave.					1												2 parking lots and a carwash exit	3	93 St.	5 Ave.
94 Street	5th Ave.		1			1					1							Auto dealership cars parked on sidewalk	2	94 St.	5 Ave.
83 Street	6th Ave		1								1							Cars do not stop at crosswalks	1	83 St.	6 Ave.
82 Street	6th Ave										1									82 St.	6 Ave.
81 Street	6th Ave										1							Cars stop in crosswalks	1	81 St.	6 Ave.
80 Street	6th Ave										1							Cars stop in crosswalks	1	80 St.	6 Ave.
79 Street	6th Ave										1									79 St.	6 Ave.
78 Street	6th Ave										1							Crosswalk paint fading	1	78 St.	6 Ave.
77 Street	6th Ave										1							Cars stop in crosswalks	1	77 St.	6 Ave.
76 Street	6th Ave										1							Cars stop in crosswalks	1	76 St.	6 Ave.
BR Pkwy	6th Ave														1	1	1	Excessive speeding	2	BR Pkwy	6 Ave.
74 Street	6th Ave							1										very difficult to cross, no crosswalk	2	74 St.	6 Ave.
73 Street	6th Ave							1								1	1	very difficult to cross, no crosswalk	2	73 St.	6 Ave.
72 Street	6th Ave	1							1							1	1			72 St.	6 Ave.
71 Street	6th Ave							1												71 St.	6 Ave.
Ovington Av	6th Ave														1	1	1			Ovington Ave,	6 Ave.
Senator St.	6th Ave							1										No safe place to cross	1	68 St.	6 Ave.
67 Street	6th Ave		1			1												Very confusing intersection with 2 separate 67 Streets	1	67 St.	6 Ave.
66 Street	6th Ave		1					1										no crosswalks	2	66 St.	6 Ave.
65 Street	6th Ave					1						1		1	1			Difficult to make right hand turns.	1	65 St.	6 Ave.
64 Street	6th Ave							1							1			Cars speeding off of Highway exit.	1	64 St.	6 Ave.
62 Street	7 Ave S.							1										Ped. Ramps impassable	1	62 St.	7 Ave S.
64 Street	7 Ave S.																	road repairs needed, Church	2	64 St.	7 Ave S.

Community Board 10BK: Pedestrian Safety Committee, Community Street Survey Data

Street	Avenue	School Location	Park or Playground	Subway Entrance / Exit	Multiple Bus Stops	High Car Traffic Location	High rate of double parking	T - Intersection	Street and Ave. do not meet at 90 degree angle	Long Stretch with out stopping	Tree or other obstacles narrow sidewalk	Corner does not have a sidewalk ramp	Pedestrians disrupting flow of traffic	Pedestrians do not obey walk signals	Vehicles speeding	Vehicles speed to catch green light	Vehicles turning from ave. onto a street have low visibility	Sub Total	Other	Other score	Street	Ave.
65 Street	7 Ave S.					1												1	Cars stopped due to traffic blocking crosswalks, pedestrian ramp impassable	2	65 St.	7 Ave S.
66 Street	7 Ave S.					1									1			2	Arrows for drivers barely visible, striping faded and confusing	1	66 St.	7 Ave S.
67 Street	7 Ave S.														1	1		2	dangerous crosswalks faded crosswalk and stop lines raised pedestrian ramps	1	67 St.	7 Ave S.
Erik Pl.	7 Ave S.														1	1		2		1	Erik Pl.	7 Ave S.
BR Ave.	7 Ave S.														1			1	impassable pedestrian ramp	1	Ave.	7 Ave S.
Ovington	7 Ave S.														1			1	Faded crosswalk and stop lines, impassable pedestrian ramp	1	Ovington	7 Ave S.
71 Street	7 Ave S.							1							1			2			71 St.	7 Ave S.
72 Street	7 Ave S.					1		1							1			3			72 St.	7 Ave S.
73 Street	7 Ave S.					1		1							1			3			73 St.	7 Ave S.
74 Street	7 Ave.					1		1							1			3			74 St.	7 Ave S.
BR Pkway	7 Ave S.	1	1		1	2									1	1	1	5	faded crosswalks, cars cut corners on right hand turns, pedestrian ramp misplacement, Broken and missing pedestrian ramp	2	BR Pkway	7 Ave S.
76 Street	7 Ave S.					1									1	1		3			76 St.	7 Ave S.
77 Street	7 Ave S.					1									1			2			77 St.	7 Ave S.
78 Street	7 Ave S.					1									1		1	3			78 St.	7 Ave S.
79 Street	7 Ave S.	1				1												2			79 St.	7 Ave S.
80 Street	7 Ave S.					1									1		1	3	particularly busy through street	1	80 St.	7 Ave S.
81 Street	7 Ave S.					1												1			81 St.	7 Ave S.
82 Street	7 Ave S.					1									1			2			82 St.	7 Ave S.
83 Street	7 Ave S.					1												1	complex intersection is particularly dangerous	3	83 St.	7 Ave S.
84 Street	7 Ave S.					1												1	complex intersection	2	84 St.	7 Ave S.
Poly Place	7 Ave N	2							1						1			4				
87 Street	7 Ave N		1						1									2	Stop Sign at 87 Street is not located in correct place.	1	87	7 Ave N
86 Street	7 Ave N		1			1				1					1	1		5			86	7 Ave N
85 Street	7 Ave N									1					2			3			85	7 Ave N
84 Street	7 Ave N									1					2			3			84	7 Ave N
83 Street	7 Ave N									1					2			3			83	7 Ave N

Community Board 10BK: Pedestrian Safety Committee, Community Street Survey Data

Street	Avenue	School Location	Park or Playground	Subway Entrance / Exit	Multiple Bus Stops	High Car Traffic Location	High rate of double parking	T - Intersections	Street and Ave. do not meet at 90 degree angle	Long Stretch with out stopping	Tree or other obstacles narrow sidewalk	Corner does not have a sidewalk ramp	Pedestrians disrupting flow of traffic	Pedestrians do not obey walk signals	Vehicles speeding	Vehicles speed to catch green light	Vehicles turning from ave. onto a street have low visibility	Sub Total	Other	Other score	Street	Ave.
82 Street	7 Ave N									1					2			3			82	7 Ave N
81 Street	7 Ave N									1					2			3			81	7 Ave N
80 Street	7 Ave N									1					2			3			80	7 Ave N
79 Street	7 Ave N	1				1				1					2			5			79	7 Ave N
BR Pkwy	7 Ave N		2			2									1	1		4			BR Pkwy	7 Ave N
73 Street	7 Ave N		1					1	1	1								6			73	7 Ave N
72 Street	7 Ave N							1		1								2			72	7 Ave N
71 Street	7 Ave N							1										1			71	7 Ave N
70 Street	7 Ave N																	0			70 Street	7 Ave N
Bay Ridge Ave	7 Ave N							1		1					1	1		4			BR Ave	7 Ave N
68 Street	7 Ave N							1		1					1	1		4			68	7 Ave N
67 Street	7 Ave N		1					1		1					1	1		5			67	7 Ave N
66 Street	7 Ave N		1						2	1					1	1		6			66	7 Ave N
65 Street	7 Ave N					3			2	1					1	1		8			65	7 Ave N
61 Street	Ft.Ham Pkwy					1									1			2	Surface conditions need repairs, Pedestrian ramps not to code	2	61 St.	Ft.Ham Pkwy
62 Street	Ft.Ham Pkwy					1												1			62 St.	Ft.Ham Pkwy
63 Street	Ft.Ham Pkwy					1												1	Pedestrian ramps are too steep	2	63 St.	Ft.Ham Pkwy
64 Street	Ft.Ham Pkwy					1							1	1				3	Pedestrian ramps not up to code	1	64 St.	Ft.Ham Pkwy
65 Street	Ft.Ham Pkwy					2									1	1		4	Pedestrian ramps not up to code. Surface repairs needed.	2	65 St.	Ft.Ham Pkwy
66 Street	Ft.Ham Pkwy		1															1	Pedestrian ramps are too steep	1	66 St.	Ft.Ham Pkwy
67 Street	Ft.Ham Pkwy		1			1									1			2	Pedestrian ramps are too steep	1	67 St.	Ft.Ham Pkwy
68 Street	Ft.Ham Pkwy					1									1			2	Pedestrian ramps are too steep	1	68 St.	Ft.Ham Pkwy
Ovington	Ft.Ham Pkwy				1	1									1			3	Pedestrian ramps are too steep	1	Ovington	Ft.Ham Pkwy
70 Street	Ft.Ham Pkwy					1									1			2	Pedestrian ramps are too steep	1	70 St.	Ft.Ham Pkwy
71 Street	Ft.Ham Pkwy					1									1			2	Pedestrian ramps are too steep and in disrepair	1	71 St.	Ft.Ham Pkwy
72 Street	Ft.Ham Pkwy					1									1			2	Pedestrian ramps are in disrepair	1	72 St.	Ft.Ham Pkwy
73 Street	Ft.Ham Pkwy	1	1			1							1	1	1			6	Pedestrian ramps are too steep	1	73 St.	Ft.Ham Pkwy
74 Street	Ft.Ham Pkwy	1	1			1		1	1				1	1	1			8	Pedestrian ramps are in disrepair	1	74 St.	Ft.Ham Pkwy
BR Pkwy	Ft.Ham Pkwy	1	1		1	3									2	1		9	Church, Pedestrian ramps are too steep, ponding condition at 1 ramp	2	BR Pkwy	Ft.Ham Pkwy
76 Street	Ft.Ham Pkwy		1					1										2	Pedestrian ramps are too steep	1	76 St.	Ft.Ham Pkwy
77 Street	Ft.Ham Pkwy		1			2		1							1	1		6	SE corner ped. Ramp is dangerous	1	77 St.	Ft.Ham Pkwy

Community Board 10BK: Pedestrian Safety Committee, Community Street Survey Data

Street	Avenue	School Location	Park or Playground	Subway Entrance / Exit	Multiple Bus Stops	High Car Traffic Location	High rate of double parking	T - Intersection	Street and Ave. do not meet at 90 degree angle	Long Stretch with out stopping	Tree or other obstacles narrow sidewalk	Corner does not have a sidewalk ramp	Pedestrians disrupting flow of traffic	Pedestrians do not obey walk signals	Vehicles speeding	Vehicles speed to catch green light	Vehicles turning from ave. onto a street have low visibility	Sub Total	Other	Other score	Street	Ave.
78 Street	Ft.Ham Pkwy	2				3			3					2	2	1		13	This location is incredibly dangerous do to the intersection of 2 avenues and the exit from the VZ bridge and the local school.	2	78 St.	Ft.Ham Pkwy
79 Street	Ft.Ham Pkwy	1				1	1	1							1			5	Pedestrian ramps are too steep and in disrepair	1	79 St.	Ft.Ham Pkwy
85 Street	Ft.Ham Pkwy					1									1	1		3	Ped. ramps in disrepair. Road needs possible resurfacing	1	85 St.	Ft.Ham Pkwy
86 Street	Ft.Ham Pkwy				1	2								1	2	2		8			86 St.	Ft.Ham Pkwy
88 Street	Ft.Ham Pkwy														1	1		2	Pedestrian ramps in disrepair	1	88 St.	Ft.Ham Pkwy
90 Street	Ft.Ham Pkwy														1			1	Pedestrian ramps in disrepair	1	90 St.	Ft.Ham Pkwy
92 Street	Ft.Ham Pkwy				1	3							1	1		2		8	Entrance to the VZ bridge, Pedestrian ramps in disrepair	2	92 St.	Ft.Ham Pkwy
94 Street	Ft.Ham Pkwy							1							1	1		3	SW ped. Ramp has ponding condition	1	94 St.	Ft.Ham Pkwy
95 Street	Ft.Ham Pkwy		1					1							1			3	Pedestrian ramps not up to code	1	95 St.	Ft.Ham Pkwy
97 Street	Ft.Ham Pkwy		1			1		1							1			4	Pedestrian ramps not up to code	1	97 St.	Ft.Ham Pkwy
99 Street	Ft.Ham Pkwy		1					1							1			3	Pedestrian ramps in disrepair	1	99 St.	Ft.Ham Pkwy
100 Street	Ft.Ham Pkwy		1					1							1			3	Senior Center, Pedestrian ramps	2	100 St.	Ft.Ham Pkwy
Totals		46	52	12	38	145	75	102	47	22	5	10	32	29	128	65	23			177	Totals	

## **Parks, Cultural Affairs, Communications and Public Relations Committee**

The Parks, Cultural Affairs, Communications and Public Relations Committee (PCAP) met on Thursday, March 10, 2011 at the District Office. The Committee members in attendance were me, Greg Ahl, Rhea McCone, Rita Meade, Jean Ryan, Eleanor Schiano, and Sandy Vallas. Also in attendance was Josephine Beckmann, District Manager, Community Board 10.

Invited Guests included: Susan Pulaski, Peter Scarpa from the Bay Ridge Historical Society, Jimmy Johnson from Narrows Botanical Gardens, Eileen Kassab of the Dyker Branch of the Brooklyn Public Library, June Marcus of the Shore Road Parks Conservancy, Joseph Sanchez, Outreach Coordinator for Partnership for Parks, and Harry Kirschner, 68<sup>th</sup> Precinct Community Affairs.

### **Partnership for Parks "Clean and Green Brooklyn Anti Litter Campaign" Presentation**

Joseph Sanchez explained that Partnership for Parks is a collaboration between the New York City Parks Department and City Parks Foundation. They work to engage community residents in their local parks through different resources and programs to create partnerships with the New York City Parks Department and City Parks Foundation.

He explained that the Anti Litter Campaign is being led by the Brooklyn Borough President and was started to help stop littering in the parks. They are looking to launch the campaign on June 25<sup>th</sup> and are hoping to get at least one group to come out and pick up litter in specific parks at least once a week. There will be a meeting sometime in May for those who are interested. Volunteers will be provided with bags and tools. They are looking to partner with groups, businesses and schools to come out to volunteer once a week, and are hoping to raise awareness about keeping parks clean and the different resources available. Garbage pick ups will be coordinated by the NYC Parks Department.

### **Neighborhood Walk Tour**

**June 4, 2011 was selected for the Community Board Ten Neighborhood Walk Tour.** We decided to start the tour at 4<sup>th</sup> Avenue and Senator Street walk through Senator Street Historic District – stop at Barkaloo Cemetery, Owls Head Park and end the tour at Narrows Botanical Gardens. Peter Scarpa agreed to assist as well as Susan Pulaski, June Marcus – Shore Road Conservancy, Jimmy Johnson and Greg Ahl – Narrows Botanical Garden where we will serve light refreshments – coffee – bagels, etc.

The Committee will work on better advertising of the event. The purpose of the tour is to reach out to the community – learn about historical places of interest, promote the Community Board and organizations that make this community beautiful. If this works out nicely, there are so many places in Dyker Heights and Bay Ridge for additional tours. The Committee will continue to meet to plan this event and keep you apprised in the upcoming months.

Respectfully Submitted,

  
Michael Festa

Chair, Parks, Cultural Affairs,  
Communications & Public Relations Committee

**STATE LIQUOR AUTHORITY – NEW APPLICATIONS & RENEWALS**

<u>Name/Address</u>	<u>Received at CB 10</u>	<u>Status</u>
La Bella Panini, 7001 13 <sup>th</sup> Avenue	3-15-11	Renewal
Tongphrom Ketkeaw, d/b/a/ Bangkok Thai House Restaurant, 6735 3 <sup>rd</sup> Avenue	3-16-11	Renewal
ENBA LLC, d/b/a Ponte Vecchio, 8808-8810 4 <sup>th</sup> Avenue	3-17-11	New Application (Liquor, Wine, and Beer)
Gorm Rest. Inc., d/b/a Hunters Steak & Ale House, 9404 4 <sup>th</sup> Avenue	3-24-11	Renewal
New Sushi Island Japanese Restaurant Inc., d/b/a Sapporo Japanese Cuisine, 7812 3 <sup>rd</sup> Avenue	3-24-11	Renewal
Sams Bakery LLC, 275 94 <sup>th</sup> Street	3-28-11	New Application (Wine and Beer)
Dyker Park Hot Bagels Inc., 713 86 <sup>th</sup> Street	3-31-11	Renewal
Three Wise Men Bar Inc., d/b/a Ski Bar, 7314 5 <sup>th</sup> Avenue	4-1-11	Renewal