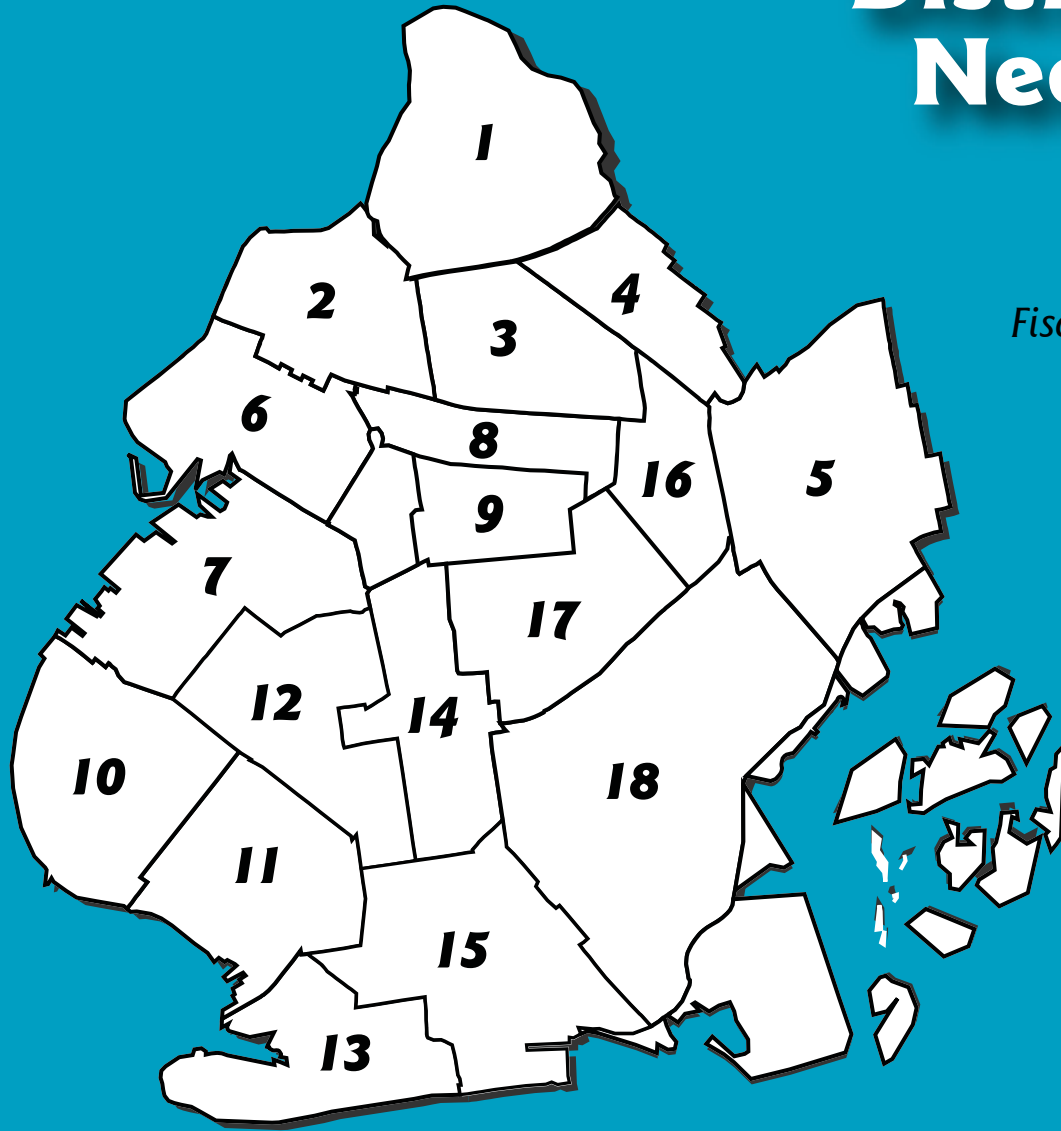
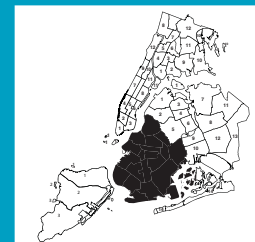


# Community District Needs



Fiscal Year  
**2012**

for the Borough of **Brooklyn**



# **Community District Needs**

*Brooklyn*

**Fiscal Year  
2012**



***The City of New York***

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# INTRODUCTION

These *Statements of Community District Needs*, prepared by New York City's community boards, provide a context for development and assessment of their budget priorities. Pursuant to Sections 230 and 231 of the City Charter, community boards submit annual expense and capital budget priorities which must be considered by city agencies in the preparation of their departmental budget estimates.

Material preceding each statement, supplied by the Department of City Planning, summarizes district demographic and land use characteristics. The district profiles include:

- Population counts from the 1980, 1990, and 2000 censuses. 2008 population estimates are listed for the City and borough totals based on Department of City Planning estimates as adopted by the Census Bureau in July 2008. For more information on the City's population data, see <http://www.nyc.gov/html/dcp/html/census/popdiv.shtml>;
- Resident births and deaths within New York City, 2000 and 2008, from data prepared by the New York City Department of Health;
- 2000 and 2010 income support levels -- Public Assistance, Supplemental Security Income and Medicaid-Only (excluding nursing home cases) -- provided by the New York City Human Resources Administration from their Medicaid Eligibility File;
- Total land area from the Department of City Planning's 2007 LION street and District base map files; and
- Land use in 2010, from the city's Real Property File providing the number of tax lots, lot area and percentage of total lot area in each land use category.<sup>1</sup> Lot area is in thousands of square feet and excludes lots with missing dimensions. Lots with certain classifications, such as land under water, are categorized as "Miscellaneous". The land uses of joint interest areas, which are not part of any community district, are assigned to appropriate categories in the borough and citywide profiles. For example, Central Park is counted as "Open Space Recreation" in the Manhattan and New York City profiles. City and borough land use totals may therefore exceed the sum of the community districts.

This edition of *Community District Needs* features selected characteristics from the American Community Survey based on 55 Public Use Microdata areas (PUMAs) that approximate NYC community districts but are not coterminous with them. The American Community Survey is a Census Bureau nationwide survey designed to provide annual updates for geographic areas. Based on 2006 – 2008 three year population estimates, listings for each community district (and PUMA areas) feature updated estimates for selected housing characteristics including housing occupancy, type and age of structure, housing tenure, vehicles available, average household size, and costs as a percentage of household income. A map is provided showing PUMAs and community districts. To learn more about ACS see <http://www.census.gov/acs/www/index.html>. For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

This edition continues to include borough maps of City Council districts and computer-generated

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<sup>1</sup>Data Source: PLUTO 10v.1 Note: Condominiums, which have separate tax lots for each unit, are aggregated to a single tax lot per block. Only one address per condominium complex (structures under the same condominium association) is counted.

base maps of community districts. The base maps are available on the Department's website. Summary 2000 census data are provided. Each district profile also contains a listing of line-item projects funded in the Fiscal Year 2011 Capital Budget. More information by community district, including land use maps and selected community facilities, is available at <http://www.nyc.gov/html/dcp/html/lucds/cdstart.shtml>.

The Department hopes that these statements will prove useful to communities and agencies planning for future programs and services. Most of the statements included in this document reflect the most current conditions; however, not all boards have updated their statements. Where updated material has not been submitted we have repeated their older, outdated statements. We welcome suggestions for the next edition of Community District Needs.

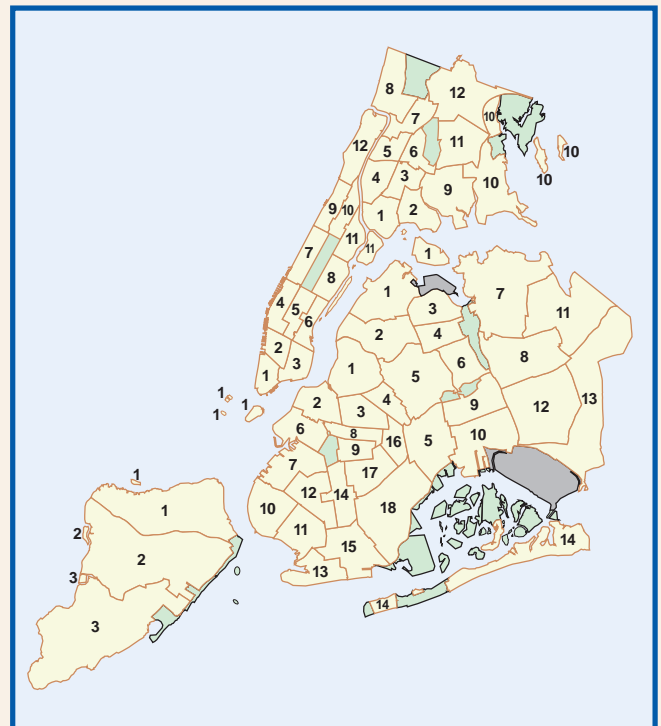
# NEW YORK CITY

<b>TOTAL POPULATION</b>	<b>1990</b>	<b>2000</b>	<b>2008*</b>
Number	7,322,564	8,008,278	8,363,710
% Change	—	9.4	4.4

<b>VITAL STATISTICS</b>	<b>2000</b>	<b>2008</b>
Births: Number	115,400	116,926
Rate per 1000	14.4	14.6
Deaths: Number	56,464	50,172
Rate per 1000	7.1	6.3
Infant Mortality: Number	734	601
Rate per 1000	6.4	5.1

<b>INCOME SUPPORT</b>	<b>2000</b>	<b>2010</b>
Cash Assistance (TANF)	552,432	344,982
Supplemental Security Income	400,254	413,762
Medicaid Only	594,857	2,072,021
<b>Total Persons Assisted</b>	<b>1,547,543</b>	<b>2,830,765</b>
<b>Percent of Population</b>	<b>19.3</b>	<b>35.3</b>

<b>TOTAL LAND AREA</b>	
Acres:	195,086.8
Square Miles:	304.8



## LAND USE, 2010

	<b>Lots</b>	<b>Lot Area Sq. Ft.(000)</b>	<b>%</b>
1 - 2 Family Residential	563,537	1,831,638.7	27.4
Multi-Family Residential	142,248	814,667.8	12.2
Mixed Resid./Commercial	48,266	196,551.9	2.9
Commercial/Office	24,543	267,752.4	4.0
Industrial	12,175	239,822.9	3.6
Transportation/Utility	6,726	475,625.7	7.1
Institutions	11,910	469,811.7	7.0
Open Space/Recreation	4,728	1,713,258.5	25.6
Parking Facilities	11,673	87,786.9	1.3
Vacant Land	31,476	459,641.9	6.9
Miscellaneous	4,076	137,207.2	2.0
<b>Total</b>	<b>861,358</b>	<b>6,693,765.6</b>	<b>100.0</b>

\*Census Bureau Population Estimates as of July 1, 2008

Table PL-1A: Total Population by Mutually Exclusive Race and Hispanic Origin  
New York City and Boroughs, 2000

Geographic Area	Total Population	Nonhispanic by Race								Hispanic Origin (of any race)
		Single Race							Two or More Races	
		Total	White	Black/African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Total	
New York City	8,008,278	5,622,575	2,801,267	1,962,154	17,321	780,229	2,829	58,775	225,149	2,160,554
Bronx	1,332,650	660,736	193,651	416,338	3,488	38,558	474	8,227	27,209	644,705
Brooklyn	2,465,326	1,908,760	854,532	848,583	4,494	184,291	803	16,057	68,688	487,878
Manhattan	1,537,195	1,090,435	703,873	234,698	2,465	143,291	572	5,536	28,944	417,816
Queens	2,229,379	1,580,263	732,895	422,831	6,275	389,303	861	28,098	92,511	556,605
Staten Island	443,728	382,381	316,316	39,704	599	24,786	119	857	7,797	53,550

Percent Distribution:

New York City	100.0	70.2	35.0	24.5	0.2	9.7	0.0	0.7	2.8	27.0
Bronx	100.0	49.6	14.5	31.2	0.3	2.9	0.0	0.6	2.0	48.4
Brooklyn	100.0	77.4	34.7	34.4	0.2	7.5	0.0	0.7	2.8	19.8
Manhattan	100.0	70.9	45.8	15.3	0.2	9.3	0.0	0.4	1.9	27.2
Queens	100.0	70.9	32.9	19.0	0.3	17.5	0.0	1.3	4.1	25.0
Staten Island	100.0	86.2	71.3	8.9	0.1	5.6	0.0	0.2	1.8	12.1
New York City	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Bronx	16.6	11.8	6.9	21.2	20.1	4.9	16.8	14.0	12.1	29.8
Brooklyn	30.8	33.9	30.5	43.2	25.9	23.6	28.4	27.3	30.5	22.6
Manhattan	19.2	19.4	25.1	12.0	14.2	18.4	20.2	9.4	12.9	19.3
Queens	27.8	28.1	26.2	21.5	36.2	49.9	30.4	47.8	41.1	25.8
Staten Island	5.5	6.8	11.3	2.0	3.5	3.2	4.2	1.5	3.5	2.5

Table SF1 H-1: Total Housing Units by Occupancy Status and Tenure  
New York City, Boroughs and Census Tracts, 2000

Geographic Area		Total Housing Units	Occupied Units				Vacant Units	
Borough	Census Tract		Total	Owner Occupied	Renter Occupied	Percent Renter Occupied	Total	Seasonal, Recreational or Occasional Use
New York City		3,200,912	3,021,588	912,296	2,109,292	69.8	179,324	28,157
Bronx		490,659	463,212	90,687	372,525	80.4	27,447	962
Brooklyn		930,866	880,727	238,367	642,360	72.9	50,139	2,616
Manhattan		798,144	738,644	148,732	589,912	79.9	59,500	19,481
Queens		817,250	782,664	334,815	447,849	57.2	34,586	4,574
Staten Island		163,993	156,341	99,695	56,646	36.2	7,652	524

Source: U.S. Census Bureau, 2000 Census Public Law 94-171 File  
Population Division - New York City Department of City Planning

**Table SF1 P-4: Total Population by Household Relationship and Group Quarters  
New York City, Boroughs and Census Tracts, 2000**

Geographic Area		Total Population	In Households								In Group Quarters	
Borough	Census Tract		Total	Householder	Spouse	Child		Other Relative	Nonrelative	Unmarried Partner	Total	Institutional
						Total	Own Child Under 18					
New York City		8,008,278	7,825,848	3,021,588	1,124,305	2,410,420	1,642,612	768,620	345,194	155,721	182,430	75,870
Bronx		1,332,650	1,285,415	463,212	145,537	464,343	330,881	136,492	45,701	30,130	47,235	27,904
Brooklyn		2,465,326	2,426,027	880,727	339,957	818,992	561,641	249,432	92,753	44,166	39,299	15,582
Manhattan		1,537,195	1,477,358	738,644	186,023	312,202	214,063	103,320	95,499	41,670	59,837	12,422
Queens		2,229,379	2,202,506	782,664	366,876	665,077	432,274	251,653	102,732	33,504	26,873	14,928
Staten Island		443,728	434,542	156,341	85,912	149,806	103,753	27,723	8,509	6,251	9,186	5,034

**Table SF1 P-5: Total Households by Household and Family Type  
New York City, Boroughs and Census Tracts, 2000**

Geographic Area		Total Households	Family Households							Nonfamily Households			Average Household Size	Average Family Size
Borough	Census Tract		Total	Married-Couple Family		Other Family			Total	One Person Households				
				Total	With Own Child Under 18	Total	With Own Child Under 18	Female Householder, No Husband Present		Total	Household Head 65 Years and Over			
												Total		
New York City		3,021,588	1,853,223	1,124,305	532,402	728,918	365,454	576,354	312,600	1,168,365	962,624	299,920	2.59	3.32
Bronx		463,212	315,090	145,537	75,245	169,553	101,212	140,620	88,869	148,122	126,802	43,323	2.78	3.37
Brooklyn		880,727	584,120	339,957	168,196	244,163	124,665	195,988	107,838	296,607	245,143	86,350	2.75	3.41
Manhattan		738,644	301,970	186,023	71,095	115,947	55,140	92,994	47,842	436,674	354,336	80,856	2.00	2.99
Queens		782,664	537,991	366,876	175,255	171,115	71,008	125,089	56,893	244,673	200,011	76,246	2.81	3.39
Staten Island		156,341	114,052	85,912	42,611	28,140	13,429	21,663	11,158	42,289	36,332	13,145	2.78	3.31



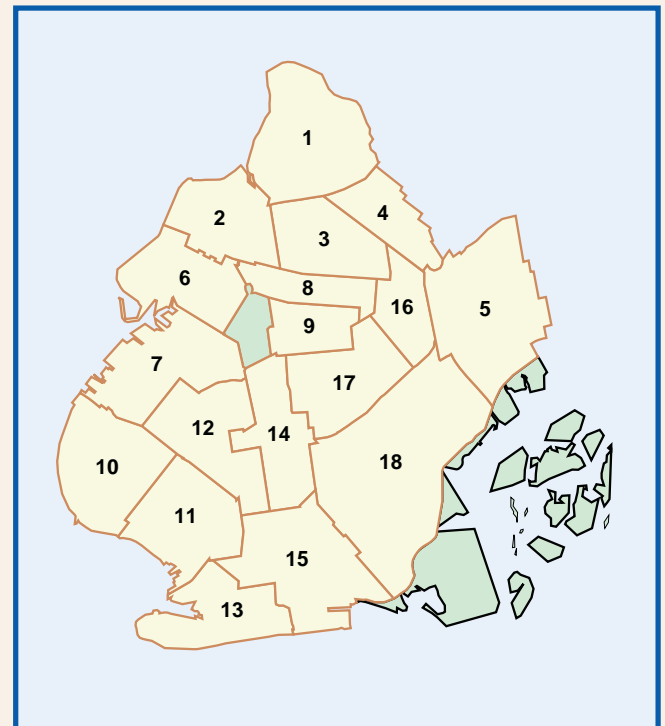
# BOROUGH OF BROOKLYN

<b>TOTAL POPULATION</b>	<b>1990</b>	<b>2000</b>	<b>2008*</b>
Number	2,300,664	2,465,326	2,556,598
% Change	—	7.2	3.7

<b>VITAL STATISTICS</b>	<b>2000</b>	<b>2008</b>
Births: Number	39,523	41,286
Rate per 1000	16.0	16.7
Deaths: Number	17,913	15,790
Rate per 1000	7.3	6.4
Infant Mortality: Number	274	220
Rate per 1000	6.9	5.3

<b>INCOME SUPPORT</b>	<b>2000</b>	<b>2010</b>
Cash Assistance (TANF)	194,499	113,373
Supplemental Security Income	146,763	146,388
Medicaid Only	226,167	734,700
<b>Total Persons Assisted</b>	<b>567,429</b>	<b>994,461</b>
<b>Percent of Population</b>	<b>23.0</b>	<b>40.3</b>

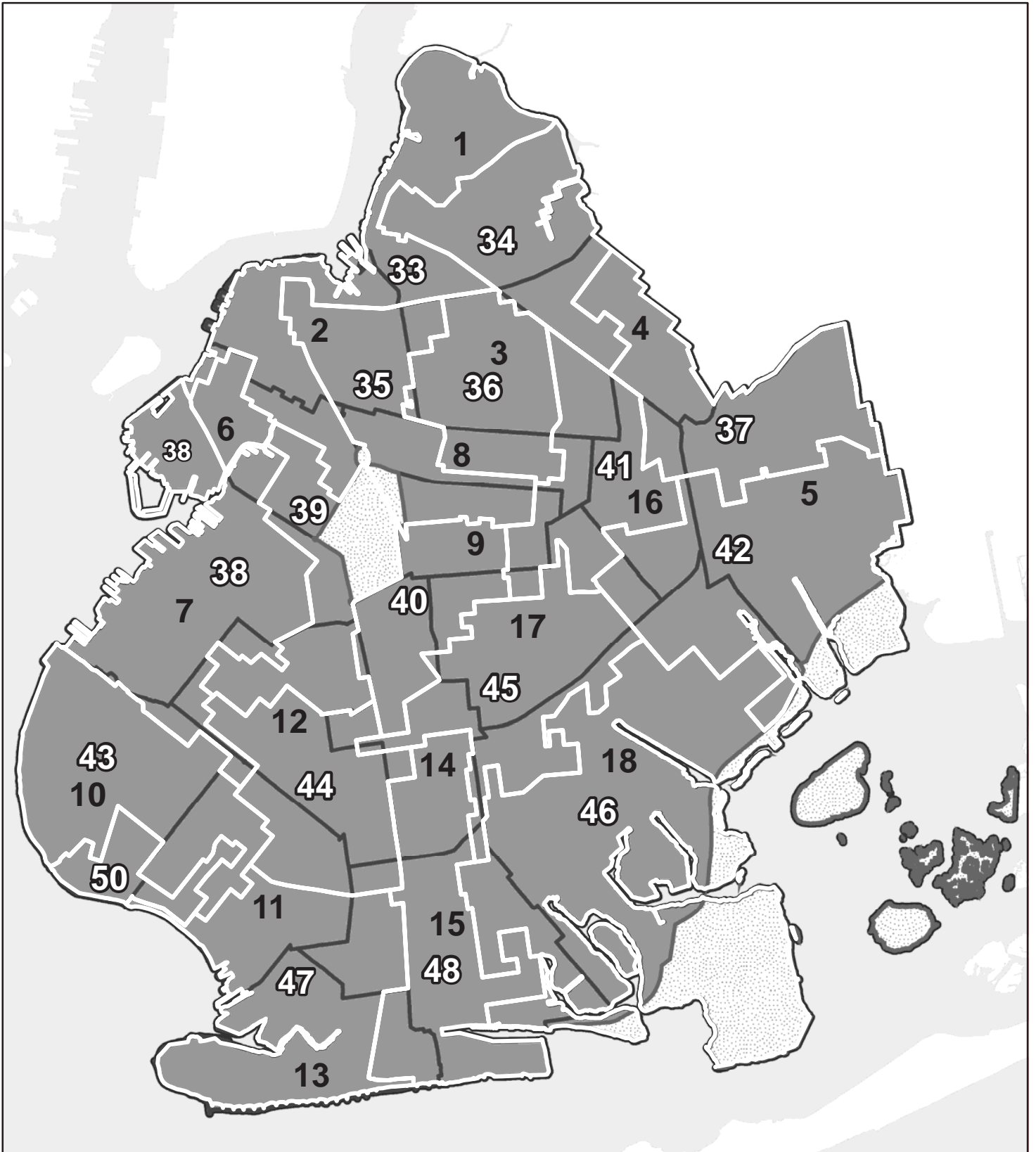
<b>TOTAL LAND AREA</b>	
Acres:	45,734.2
Square Miles:	71.5



	Lots	Lot Area	
		Sq. Ft.(000)	%
1 - 2 Family Residential	156,808	378,400.9	22.7
Multi-Family Residential	67,091	274,055.5	16.5
Mixed Resid./Commercial	21,811	61,895.2	3.7
Commercial/Office	6,930	54,905.6	3.3
Industrial	5,086	77,532.1	4.7
Transportation/Utility	2,055	50,505.0	3.0
Institutions	4,155	99,149.2	6.0
Open Space/Recreation	852	573,032.5	34.4
Parking Facilities	4,144	27,192.4	1.6
Vacant Land	8,390	54,472.5	3.3
Miscellaneous	1,646	12,696.7	0.8
<b>Total</b>	<b>278,968</b>	<b>1,663,837.6</b>	<b>100.0</b>

\*Census Bureau Population Estimates as of July 1, 2008

# BROOKLYN CITY COUNCIL DISTRICTS



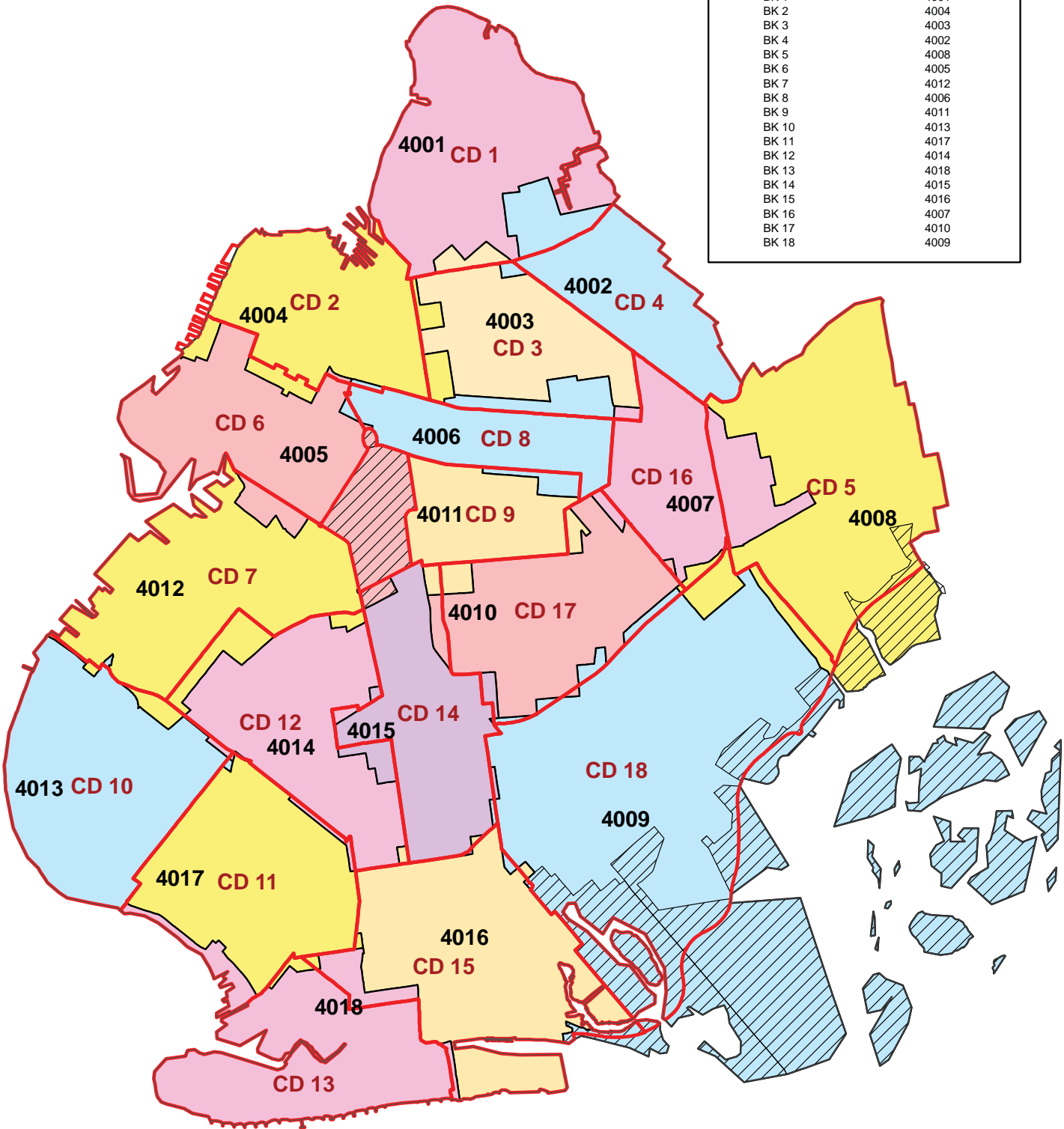
**2** City Council District Boundary

**3** Community District Boundary

 Joint Interest Areas

# Public Use Microdata Area (PUMA) and Community District Equivalencies Brooklyn, New York

COMMUNITY DISTRICT	PUMA
BK 1	4001
BK 2	4004
BK 3	4003
BK 4	4002
BK 5	4008
BK 6	4005
BK 7	4012
BK 8	4006
BK 9	4011
BK 10	4013
BK 11	4017
BK 12	4014
BK 13	4018
BK 14	4015
BK 15	4016
BK 16	4007
BK 17	4010
BK 18	4009



- 4001 PUMA areas are color-themed
- CD 1 Community District boundary
- Joint Interest areas

Source: U.S. Census Bureau, 2008 Public Use Microdata Area (PUMA)  
Population Division-New York City Department of City Planning

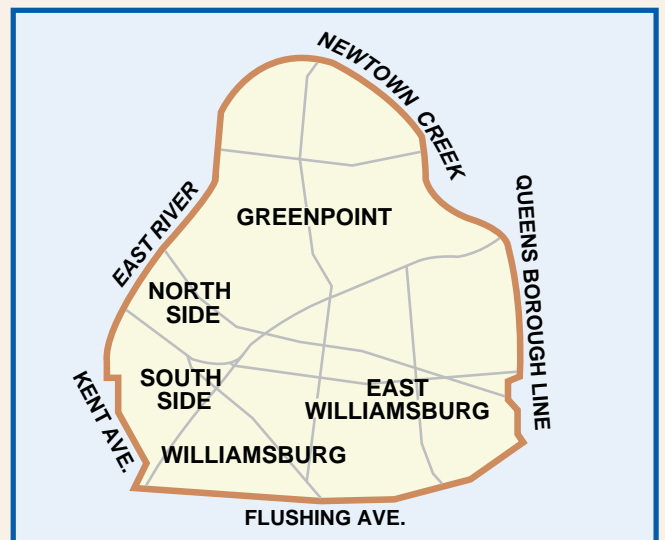
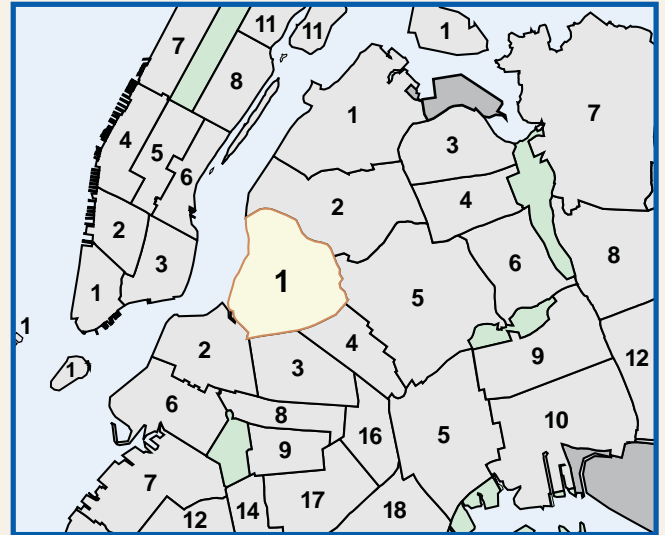
# BROOKLYN COMMUNITY DISTRICT 1

TOTAL POPULATION	1980	1990	2000
Number	142,942	155,972	160,338
% Change	—	9.1	2.8

VITAL STATISTICS	2000	2008
Births: Number	3,043	3,295
Rate per 1000	19.0	20.6
Deaths: Number	978	850
Rate per 1000	6.1	5.3
Infant Mortality: Number	16	10
Rate per 1000	5.3	3.0

INCOME SUPPORT	2000	2010
Cash Assistance (TANF)	13,597	5,506
Supplemental Security Income	9,135	8,534
Medicaid Only	29,951	56,365
<b>Total Persons Assisted</b>	<b>52,683</b>	<b>70,405</b>
<b>Percent of Population</b>	<b>32.9</b>	<b>43.9</b>

TOTAL LAND AREA		
	Acres:	3,043.8
	Square Miles:	4.8



	Lots	Lot Area	
		Sq. Ft.(000)	%
1- 2 Family Residential	2,622	5,101.5	5.6
Multi-Family Residential	6,120	22,707.9	25.1
Mixed Resid. / Commercial	2,436	7,453.4	8.2
Commercial / Office	455	3,080.1	3.4
Industrial	1,586	28,237.8	31.2
Transportation / Utility	196	3,905.8	4.3
Institutions	343	4,927.7	5.4
Open Space / Recreation	66	4,026.2	4.4
Parking Facilities	578	3,454.7	3.8
Vacant Land	501	3,946.9	4.4
Miscellaneous	342	3,811.0	4.2
<b>Total</b>	<b>15,245</b>	<b>90,653.0</b>	<b>100.0</b>

# Brooklyn Community District 1



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**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 1	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	155,972	100.0	160,338	100.0	4,366	2.8
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	71,828	46.1	77,040	48.0	5,212	7.3
Black/African American Nonhispanic	11,244	7.2	8,808	5.5	(2,436)	-21.7
Asian or Pacific Islander Nonhispanic	4,045	2.6	5,730	3.6	1,685	41.7
American Indian and Alaska Native Nonhispanic	295	0.2	192	0.1	(103)	-34.9
Some Other Race Nonhispanic	610	0.4	3,635	2.3	3,025	495.9
Nonhispanic of Two or More Races	-	-	4,488	2.8	-	-
Hispanic Origin	67,950	43.6	60,445	37.7	(7,505)	-11.0
Population Under 18 Years	47,094	100.0	46,571	100.0	(523)	-1.1
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	19,584	41.6	21,504	46.2	1,920	9.8
Black/African American Nonhispanic	3,268	6.9	2,601	5.6	(667)	-20.4
Asian or Pacific Islander Nonhispanic	956	2.0	1,155	2.5	199	20.8
American Indian and Alaska Native Nonhispanic	96	0.2	76	0.2	(20)	-20.8
Some Other Race Nonhispanic	322	0.7	1,873	4.0	1,551	481.7
Nonhispanic of Two or More Races	-	-	1,346	2.9	-	-
Hispanic Origin	22,868	48.6	18,016	38.7	(4,852)	-21.2
Population 18 Years and Over	108,878	100.0	113,767	100.0	4,889	4.5
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	52,244	48.0	55,536	48.8	3,292	6.3
Black/African American Nonhispanic	7,976	7.3	6,207	5.5	(1,769)	-22.2
Asian or Pacific Islander Nonhispanic	3,089	2.8	4,575	4.0	1,486	48.1
American Indian and Alaska Native Nonhispanic	199	0.2	116	0.1	(83)	-41.7
Some Other Race Nonhispanic	288	0.3	1,762	1.5	1,474	511.8
Nonhispanic of Two or More Races	-	-	3,142	2.8	-	-
Hispanic Origin	45,082	41.4	42,429	37.3	(2,653)	-5.9
Total Population	155,972	100.0	160,338	100.0	4,366	2.8
Under 18 Years	47,094	30.2	46,571	29.0	(523)	-1.1
18 Years and Over	108,878	69.8	113,767	71.0	4,889	4.5
Total Housing Units	55,293	-	58,692	-	3,399	6.1

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 1</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>160,338</b>	<b>100.0</b>
White Nonhispanic	77,040	48.0
Black Nonhispanic	8,808	5.5
Asian and Pacific Islander Nonhispanic	5,730	3.6
Other Nonhispanic	3,827	2.4
Two or More Races Nonhispanic	4,488	2.8
Hispanic Origin	60,445	37.7
Female	81,550	50.9
Male	78,788	49.1
Under 5 years	13,657	8.5
5 to 9 years	13,141	8.2
10 to 14 years	12,351	7.7
15 to 19 years	12,476	7.8
20 to 24 years	14,355	9.0
25 to 44 years	49,212	30.7
45 to 64 years	29,686	18.5
65 years and over	15,460	9.6
18 years and over	113,767	71.0
In households	159,241	99.3
In family households	130,062	81.1
Householder	34,368	21.4
Spouse	21,546	13.4
Own child under 18 years	41,152	25.7
Other relatives	28,695	17.9
Nonrelatives	4,301	2.7
In nonfamily households	29,179	18.2
Householder	21,263	13.3
Householder 65 years and over living alone	5,416	3.4
Nonrelatives	7,916	4.9
In group quarters	1,097	0.7
<b>Total Households</b>	<b>55,631</b>	<b>100.0</b>
Family households	34,368	61.8
Married-couple family	21,546	38.7
With related children under 18 years	12,517	22.5
Female householder, no husband present	10,070	18.1
With related children under 18 years	6,362	11.4
Male householder, no wife present	2,752	4.9
With related children under 18 years	1,124	2.0
Nonfamily households	21,263	38.2
Households with one or more persons 65 years and over	12,238	22.0
Persons Per Family	3.66	-
Persons Per Household	2.86	-
<b>Total Housing Units</b>	<b>58,692</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>55,631</b>	<b>100.0</b>
Renter occupied	48,086	86.4
Owner occupied	7,545	13.6
By Household Size:		
1 person household	15,459	27.8
2 person household	14,970	26.9
3 person household	8,958	16.1
4 person household	6,981	12.5
5 persons and over	9,263	16.7
By Age of Householder:		
15 to 24 years	4,071	7.3
25 to 44 years	23,821	42.8
45 to 64 years	17,029	30.6
65 years and over	10,710	19.3

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)

Brooklyn Community District 1 (PUMA 04001)

Selected Housing Characteristics: 2006-2008

U. S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04001 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>56,561</b>	<b>1,664</b>	<b>56,561</b>	<b>(X)</b>
Occupied housing units	52,361	1,688	92.6%	1.3
Homeowner vacancy rate	1.4	1.2	(X)	(X)
Rental vacancy rate	2.8	0.9	(X)	(X)
UNITS IN STRUCTURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>56,561</b>	<b>1,664</b>	<b>56,561</b>	<b>(X)</b>
1-unit, detached	1,268	321	2.2%	0.6
1-unit, attached	2,127	430	3.8%	0.7
2 units	6,219	631	11.0%	1.1
3 or 4 units	11,452	855	20.2%	1.4
5 to 9 units	14,971	1,017	26.5%	1.6
10 to 19 units	3,862	476	6.8%	0.8
20 or more units	16,485	1,002	29.1%	1.3
Mobile home	121	115	0.2%	0.2
Boat, RV, van, etc.	56	74	0.1%	0.1
YEAR STRUCTURE BUILT				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>56,561</b>	<b>1,664</b>	<b>56,561</b>	<b>(X)</b>
Built 2005 or later	688	199	1.2%	0.4
Built 2000 to 2004	1,548	353	2.7%	0.6
Built 1990 to 1999	1,927	420	3.4%	0.7
Built 1980 to 1989	868	239	1.5%	0.4
Built 1970 to 1979	2,680	452	4.7%	0.8
Built 1960 to 1969	4,878	637	8.6%	1.2
Built 1950 to 1959	3,171	549	5.6%	0.9
Built 1940 to 1949	3,096	515	5.5%	0.9
Built 1939 or earlier	37,705	1,542	66.7%	1.8
HOUSING TENURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>52,361</b>	<b>1,688</b>	<b>52,361</b>	<b>(X)</b>
Owner-occupied	9,900	862	18.9%	1.5
Renter-occupied	42,461	1,505	81.1%	1.5
VEHICLES AVAILABLE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>52,361</b>	<b>1,688</b>	<b>52,361</b>	<b>(X)</b>
No vehicles available	36,284	1,442	69.3%	1.8
1 vehicle available	13,339	973	25.5%	1.6
2 vehicles available	2,376	435	4.5%	0.8
3 or more vehicles available	362	168	0.7%	0.3
OCCUPANTS PER ROOM				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>52,361</b>	<b>1,688</b>	<b>52,361</b>	<b>(X)</b>
1.00 or less	44,945	1,787	85.8%	1.6
1.01 to 1.50	2,934	534	5.6%	1
1.51 or more	4,482	683	8.6%	1.3
Average household size	2.78	0.08	(X)	(X)



<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>4,764</b>	<b>602</b>	<b>4,764</b>	<b>(X)</b>
Less than 20.0 percent	1,032	288	21.7%	5.4
20.0 to 24.9 percent	391	162	8.2%	3.5
25.0 to 29.9 percent	433	183	9.1%	4
30.0 to 34.9 percent	248	171	5.2%	3.5
35.0 percent or more	2,660	536	55.8%	7.1
Not computed	33	53	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>40,889</b>	<b>1,420</b>	<b>40,889</b>	<b>(X)</b>
Less than 15.0 percent	6,203	664	15.2%	1.5
15.0 to 19.9 percent	4,320	533	10.6%	1.3
20.0 to 24.9 percent	4,642	655	11.4%	1.6
25.0 to 29.9 percent	4,618	637	11.3%	1.6
30.0 to 34.9 percent	4,553	585	11.1%	1.4
35.0 percent or more	16,553	1,152	40.5%	2.2
Not computed	1,572	434	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 01, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10		FY2011 ADOPTED CAP BUDGET	THREE YEAR PROGRAM			REQUIRED TO COMPLETE
					FY2012	FY2013	FY2014	
BR-253	RECONSTRUCTION OF WILLIAMSBURG BRIDGE	724,145 (CN)		623 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
		640,418 (F)		36,348 (F)	32,500 (F)	0 (F)	0 (F)	0 (F)
		65,043 (S)		0 (S)	0 (S)	0 (S)	0 (S)	0 (S)
		70,510 (P)		0 (P)	0 (P)	0 (P)	0 (P)	0 (P)
BR-277	REHABILITATION OF PULASKI BRIDGE	18,635 (CN)		0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
		25,165 (F)		0 (F)	0 (F)	0 (F)	0 (F)	0 (F)
		9,406 (S)		0 (S)	0 (S)	0 (S)	0 (S)	0 (S)
CO-272	45 MONROE PL. - BROOKLYN APPELLATE DIVISION COURTHOUSE- 2ND DEPT.	CP		38 (CN) 0 (S)	0 (CN) 0 (S)	570 (CN) 0 (S)	0 (CN) 0 (S)	CP
CO-278	360 ADAMS ST. - BROOKLYN SUPREME COURT	13,387 (CN) 205 (CX)		2,039 (CN) 0 (CX)	0 (CN) 0 (CX)	2,734 (CN) 0 (CX)	0 (CN) 0 (CX)	0 (CN) 0 (CX)
CO-281	120 SCHERMERHORN ST. - BROOKLYN CRIMINAL COURT	44,960 (CN) 3,387 (CX)		10,300 (CN) 0 (CX)	400 (CN) 0 (CX)	0 (CN) 0 (CX)	0 (CN) 0 (CX)	0 (CN) 0 (CX)
CS-DN388	SMALL WORLD DAY CARE CENTER	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
ED-DN137	EAST WILLIAMSBURG VALLEY INDUSTRIAL DEVELOPMENT CORPORATION (EWVIDCO)	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
ED-DN175	GREENPOINT MANUFACTURING DESIGN CENTER	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
ED-DN399	ST. NICHOLAS NEIGHBORHOOD PRESERVATION CORPORATION	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
ED-N399	ST. NICHOLAS NEIGHBORHOOD PRESERVATION CORPORATION	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HB-1107	RECON OF GREENPOINT AVE BR OVER NEWTOWN CREEK, BROOKLYN AND QUEENS	CP		2,950 (CN) 1,300 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	CP
HB-1149	RECON METROPOLITAN AVE BRIDGE OVER ENGLISH KILLS, BROOKLYN	56,813 (CN)		240 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HB-1161	RECON GRAND STREET BR/NEWTOWN CREEK, BROOKLYN/QUEENS	8,150 (CN) 0 (F)		0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	14,187 (CN) 71,897 (F)
HD-DN533	PRATT AREA COMMUNITY COUNCIL	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-DN536	LOS SURES (SOUTH SIDE UNITED)	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-DN609	THE PEOPLES FIREHOUSE INC.	CP		0 (CN)	350 (CN)	0 (CN)	0 (CN)	CP
HD-DN647	CYPRESS HILLS LDC	CP		1,000 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-KN437	OMNI NEW YORK LLC	CP		437 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-KN481	YUCO REAL ESTATE COMPANY, INC	CP		500 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-N487	LINDSAY PARK HOUSING CORP.	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-N504	SOUTHSIDE UNITED HDFC	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HW-471	RECONSTRUCTION OF BEDFORD AVENUE, BROOKLYN	CP		0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	CP
HW-472	RECONSTRUCTION OF FLUSHING AVENUE, BROOKLYN	17,080 (CN) 8,000 (F) 3,050 (S)		67 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 01, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10		FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM			REQUIRED TO COMPLETE
						FY2013	FY2014		
HW-476	RECNSSTRUCTION OF NASSAU AVE. AREA PROJECT	18,335 (CN) 1,920 (F)		4,119 (CN) 0 (F)	1,410 (CN) 0 (F)	0 (CN) 0 (F)	4,879 (CN) 0 (F)	0 (CN) 0 (F)	
HW-666	REC. MCGUINNESS BLVD. FROM ASH ST. TO DRIGGS AVE., BROOKLYN	19,205 (CN) 10,858 (F) 3,000 (S)		0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	
HW-693	RECONSTRUCTION, KENT AVE., BQE TO FRANKLIN ST., ETC., BROOKLYN	10,290 (CN) 10,361 (F) 2,000 (S)		12 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	
HW-701	RECONSTRUCTION OF MANHATTAN AVE. BROOKLYN	19,007 (CN) 600 (S)		18 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	
P-819	MCCARREN PARK, RENOVATION AND IMPROVEMENTS	51,250 (CN)		60 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	
P-839	DEVELOPMENT OF WATERFRONT PARK IN WILLIAMSBURG AND GREENPOINT	140,310 (CN) 370 (S)	168,845 (CN) 0 (S)	0 (CN) 0 (S)	9,000 (CN) 0 (S)	3,213 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	
P-986	RECONSTRUCTION OF METROPOLITAN POOL	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
PV-DN144	STREB/RINGSIDE	CP		24 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
PV-KN018	WILLIAMSBURG ART AND HISTORICAL SOCIETY	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
PV-KN144	STREB/RINGSIDE	CP		43 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
PV-KN476	INTERNATIONAL STUDIO & CURATORIAL PROGRAM (ISCP)	CP		45 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
PV-N144	STREB/RINGSIDE	CP		23 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
PV-N251	CHEZ BUSHWICK	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
PW-DN128	DOE FUND INC.	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
PW-DN141	EDUCATION AND ASSISTANCE CORPORATION	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
PW-DN427	UNITED JEWISH ORGANIZATIONS OF WILLIAMSBURG	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
PW-KN436	UNITED JEWISH ORGANIZATIONS OF WILLIAMSBURG	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
PW-KN609	PEOPLE'S FIREHOUSE	CP		0 (CN)	742 (CN)	0 (CN)	0 (CN)	CP	
S-187	CONSTRUCTION OF NEW DISTICT GARAGE 1, BROOKLYN	93,179 (CN)		3 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	



# COMMUNITY BOARD No. 1

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HON. MARTY MARKOWITZ  
BROOKLYN BOROUGH PRESIDENT



RABBI JOSEPH WEBER  
FIRST VICE-CHAIRMAN

WARD S. DENNIS  
SECOND VICE-CHAIRMAN

DEL TEAGUE  
THIRD VICE-CHAIRPERSON

KAREN LEADER  
FINANCIAL SECRETARY

ISRAEL ROSARIO  
RECORDING SECRETARY

PHILIP A. CAPONEGRO  
MEMBER-AT-LARGE

CHRISTOPHER H. OLECHOWSKI  
CHAIRMAN

GERALD A. ESPOSITO  
DISTRICT MANAGER

HON. DAVID S. YASSKY  
COUNCILMEMBER, 33rd CD

HON. DIANA REYNA  
COUNCILMEMBER, 34th CD

## Brooklyn Community Board No.1 Statement Of Community District Needs Fiscal Year 2012

Pursuant to the requirements of the New York City Charter, Brooklyn Community Board No. (Greenpoint/Williamsburg) submits its Statement of Community District Needs for the upcoming year. It is our hope that the items identified in this document will be given priority consideration by the City of New York in order to further enhance the development of a cooperative planning process and insure an improvement in the quality of life for all of our residents.

### OVERVIEW

The wave of 2009 (a Tsunami) continues to impact our community  
Not just a wave of destruction, but multiple waves of construction.  
The flood waters have not receded.

Many construction worksites are now stalled or abandoned.

The undertow of these thunderous waves continues to negatively impact the lives of the residents of Greenpoint-Williamsburg and will effect generations to come.

This tide of grief has already created a climate of highly inflated rents, denied lease renewals to both residential and commercial tenants, and a forced exodus of longtime commercial tenants into less desirable areas and even out of state. Now, complicating the equation even more, we are faced with distressed and abandoned work sites and condo prices which are out of touch with today's market.

And the erosion of the existing community has not stopped there!

Like the construction of the Brooklyn Queens Expressway in the 1940's which split communities and demolished the Mt. Carmel Cathedral (for the so called betterment of the transportation network) this wave destroys dreams for the homesteaders, the poor and middleworking class of this community - the people who chose to stay, when it was not trendy or chic.

**Without a guarantee of affordability they have been forgotten.**

And as the flood waters persist to move inland, developers continue to swoop down upon our small stable communities and create havoc by demolishing our quaint existing structures, building upward (with units not affordable for our community) and straining our limited services and already overburdened antiquated infrastructure.

As you know, planning for our community and waterfront has been in our sights for the last 20 years, culminating with the NYC Council approval of our two 197A plans.

This was a Herculean undertaking by our Board and was the direct result of much sacrifice and voluminous hours of dedication to our community.

The imminent infusion of approximately 40,000 persons (and at the least 8,780 dwelling units) in our community will place even greater burdens on the already overtaxed city services addressing the needs of our community.

Plans developed by HPD to protect our constituency have been implemented covertly and piecemeal while residents are being displaced on a daily basis. HPD should work in partnership with Community Board No. 1 to develop a comprehensive plan with community input. **HPD must document this displaced population and allow all these stakeholders a preferential status when low income units are available.** Approximately three years after the approval of the Waterfront Plan, **459 units (at Palmer's Dock, Williamsburg Edge) of affordable housing have been built** in the plan area and the devastation caused by upland development has had an irreversible effect on the entire district. **By the time the trickle down effect of affordable units come on line, the community will have been resettled by new faces from other areas and the displaced residents a mere memory. Some even relocated out of the district by HPD itself!**

We further note the following needs:

- A. That the City creates truly affordable housing units that are both rental and owner occupied. HPD must look outside the box and explore new concepts/options for funding including the use of Section 8 funds for home ownership. We remain highly concerned about the drought of Section 8 funding for both NYCHA and HPD agencies.
- B. Anti Harassment and Displacement assistance services need to be funded and continue in the CB #1 District.
- C. HPD must continue to provide services to residents of the district with a Neighborhood Services field office located within the CB #1's confines. The agency must consider relocating the 27 Hooper Street office to a vacant store at the NYCHA Williamsburg Houses. Forcing constituents to make the trek out of district to Joralemon Street is unacceptable.
- D. Affordable housing is out of reach for local residents because of income guidelines that do not reflect our constituency. The income requirements and rent guidelines need to be reformulated for to reflect our area's AMI for affordability.
- E. McCarren Park Pool – plans for this facility are moving forward after having the facility laid dormant and derelict since 1981. These plans will address the much needed reconstruction to bring to fruition the agreed upon concept for a multipurpose facility which includes an Olympic size pool. Construction on this project has begun Spring 2010 and we look forward to its slated completion in 2012.

- F. Greenpoint and Williamsburg need more green space, including maintenance of the little precious park land that we have.
- G. Educational needs for District 14 Master Planning Effort (evaluation of services)
- H. MTA Needs Assessment of the Greenpoint-Williamsburg Area (evaluation of services).
- I. Need for a new firehouse to serve the Northside and Waterfront community as a result of a closure in 2003.
- J. Need for a hospital or emergency facility within the confines of Community District #1 area – none exists now!
- K. Need for increased space at the 94th Precinct.
- L. Need for modernized services at the Greenpoint Station and Williamsburg Station (US Postal Service) – services are obsolete at these stations.
- M. Need to alleviate overcrowding of the train service - especially the Bedford Avenue “L” Station, and stop the continued cuts in service at the “G” train.
- N. Need to create a shuttle bus and/or express bus service along Kent Avenue and Franklin Street – to ease transportation to Manhattan. Other modes of transportation, including larger capacity ferry water service, should be explored.

Existing commercial activities have also been put at risk, while landowners are certainly attracted to higher rents and dividing rental units into more profitable ventures, businesses are crying out for safe havens to conduct their business with a degree of stability and the opportunity to expand. Existing jobs must be retained in the community and the Administration must accommodate these industries that chose to stay when many others left! Especially these jobs created in latter years by businesses such as “Citi storage” who has become a staple in our community. These employment opportunities must be protected. Local employment strategies are the foundation of our success.

We will address additional needs in this document as we read on.

However, we would be remiss if we did not recall the City’s own standards regarding open and green space.

The citywide average for open and green space is 3.5 acres per 1,000 residents. Community District 1 ranks near the bottom of the list in terms of open space per capita, with 0.6 acres per 1,000 residents.

With the increase of population expected from the rezoning (25%) the new ratio (0.7) would still fall far below what the New York City Department of City Planning has as its own guideline (2.5 acres).

We therefore urge you to adopt these recommendations of Community Board No. 1.

We now present the specific components of this **Statement of Community Needs:**

## **HOUSING**

Affordable housing in Community Board No. 1 is a top priority that must be addressed as a critical need. If our neighborhoods are to remain viable and attract/retain jobs and a stable work force, an adequate supply of decent and affordable housing must be available at various income levels.

Community Board No. 1 generally supports the policies articulated by the City, that provides an unprecedented portion of City Capital Budget funding for housing in a manner that gives increased priority to the development of low and moderate income housing. As we have stated in previous years, three general principles must be incorporated into any equitable comprehensive housing plan:

**FIRST** those currently funded housing programs that have proven successful must be held harmless from the reduction in past federal assistance, even if an increased City Tax Levy contribution is required to achieve this end.

**SECOND** in allocating additional housing funds between the poor and middle class economic segments of our society, it is essential that the first priority be assigned to the poorest segment of our population, those who must bear the brunt of the housing crisis. However, we strongly support the need for affordable housing (both rental and home ownership) for all economic groups.

**THIRD** any additional housing funds must be allocated in a fair and equitable manner that responds to the most critical housing needs of each Community District, with a clear and largely advertised marketing throughout the district.

We will now apply these principles to the major housing concerns of Greenpoint/Williamsburg:

While we were extremely encouraged by the Administration's "Points of Agreement" with the NYC Council and its consideration of the Greenpoint-Williamsburg zoning and related ULURP actions, several points were noted in this document, including affordable housing, which the Administration agrees to significantly increase through a variety of mechanisms including inclusionary zoning, financial and tax incentives. In addition to increasing the number of affordable units in the district, the Administration agreed to antiharassment provisions to be provided separately, as part of a follow-up corrective action. This anti-harassment initiative should be delivered on a community grassroots level, through a Northside group with a significant track record of achievement. However, we have learned that not all of the groups funded for this endeavor are solely located in the affected geographic area. The ill-fated plans to create a Greenpoint-Williamsburg Affordable Housing and Infrastructure Fund of up to \$10 million, to be managed by HPD, using proceeds received from the sale of air rights from the MTA site on Commercial Street in Greenpoint never happened and there remains a void in a successful formula for ensuring affordability rights and protection for our constituency. A Greenpoint-Williamsburg Tenant Legal Fund (\$2 million) was established and those funds were quickly exhausted. The fund primarily served to protect existing tenants from unfair displacement and harassment. Harassment and displacement continues unmitigated. We are in dire need of funding for these non-profit groups to champion the rights of our residents and to monitor adherence to the City's requirements of affordability.

We remain disappointed with the Deputy Mayor's established Greenpoint-Williamsburg Community Advisory Board. The appointed Advisory Board is charged with monitoring adherence to these points of agreement, including but not limited to, the development of affordable housing units, the development of open space, the implementation of industrial preservation and the periodic review of social infrastructure needs and mitigations in the Greenpoint-Williamsburg Community. We are discouraged by the slow implementation of the points and several members of the CAB have expressed their concerns over a lack of faith on the part of the Mayor. While we recognize that their agenda is lengthy their endeavors lack fruition and fall short on community participation. They have failed to engage the community in a meaningful way.

We urge that the Williamsburg Urban Renewal Area Cross Subsidy Fund (\$2,984,000) be democratically administered and dedicated to the maintenance of the balanced development of this community. HPD must be innovative in the distribution of these already stagnant funds. **We have made this statement for decades now and the Administration has not responded! This fund has been stagnant since the 1980's.** Perhaps these dollars should be used to purchase the Pfizer Pharmaceutical property and develop badly needed affordable housing on this site. Failure of the Administration to attain the Pfizer properties will go down in history as this Administration's "blunder", a missed opportunity to directly provide much needed affordable housing to a community in dire need of relief!

All efforts must be made to implement those previously proposed projects that have yet to be funded. It is essential that the City realizes the need for low income rental housing/ownership and provide the much needed funds that will help compensate for the past tragic loss of Federal housing subsidies. The inclusion of such programs by the Mayor, an overall comprehensive housing program, is an absolute necessity for our district. Homeownership in low-income communities is seriously weak. In other areas of the country, the Section 8 subsidy is utilized for home purchasing. We urge that a similar pilot program should be brought to NYC, and that Greenpoint and Williamsburg is considered for inclusion.

It is understood that several developers have already proclaimed their desire to build “affordable housing”, however, affordable by AMI is not necessarily affordable to our constituency; **these residents who have vested sweat equity in our district and colonized this community when others chose to stay away must not be forgotten.** Affordable housing must be constructed “on site” at the waterfront and not scattered into less desirable pockets of the district.

Community Board No. 1 asks that the City revisit Greenpoint Hospital and reconsider the RFP submitted by our local nonprofit, and that in the future, that the City would give priority to the local nonprofits submitting RFPs.

## **PUBLIC HOUSING**

The District contains nine housing developments with 6,656 dwelling units administered by the NYC Housing Authority (NYCHA). These represent an extremely valuable low income housing resource. Additional City Tax Levy revenues must again be allocated to compensate for federal budget cutbacks, and provide for the best possible maintenance of these facilities. We continue to support the needed renovations to these various developments (i.e. the majority of the Williamsburg Houses storefronts remain vacant and in severe disrepair. These derelict units should be converted to badly needed affordable housing units to serve our constituents.

Community Board No. 1 continues to oppose the NYCHA’s plan to meet their budgetary requirements by implementing drastic increases to fees for service, maintenance and rent for the low income tenants of public housing developments. We stand with the

Cooper Park tenants in opposing NYCHA’s proposal to discontinue a building’s parking lot as a site for new housing, a deliverable from the Greenpoint Williamsburg Zoning

Agreement to develop 130 units of “affordable” housing on a resident parking lot within Cooper Park Houses. This “dartboard” style, siting of affordable housing, is dangerous and provides additional stress on already over overburdened sections of the district. The Resident Council has stated that “It is our desire to request on behalf of our residents a decision to support the proposed development of 130 units of affordable permanent housing. However, as an alternate site to the resident parking lot, we are requesting that a new site be considered. A portion of the Frost Playground, located on Frost Street, between Kingsland and Morgan Avenues is a more suitable site for the proposed housing. We are asking for support of Community Board #1 in developing the much needed housing at this alternate location.” \* NYCHA should consult with the Cooper Park Resident Council Inc. in soliciting \* NYCHA’s concept.

*\*Communicated in written correspondence sent to Community Board No. 1 from Ms. Diane Jackson, President, Cooper Park Resident Council Inc., dated June 16, 2010.*



## SENIOR CITIZEN HOUSING

We note that there is a great need for housing of the elderly and an increasing senior citizen population in Community Board No. 1 (over 20,000) remains of paramount concern. In the past, we have been successful in obtaining Section 202 (federal) funding for various senior housing developments in the district: Jennings Hall, Monsignor Vetro Houses, Metropolitan Houses, Monsignor Jarka Hall, Los Sures Senior Citizens Development, Dupont Street Mary D'Angelis Senior Housing) and Huron Street Senior Housing. We urge that similar efforts continue in Greenpoint/Williamsburg, with additional Section 202 sites submitted by private and City sources and evaluated by Community Board No. 1 prior to being recommended to the City. Where there is a shortage of senior citizen, assisted living housing and nursing homes (**a nursing home was targeted for construction at the former Greenpoint Hospital campus**) in the district, we hope that the City will develop this targeted housing as promised by a previous administration.

## PUBLIC SAFETY

With the infestation of new construction throughout the entire district we need a commitment from the City for the monitoring of construction safety and abatement of construction-related nuisance(s). We also need increased enforcement of environmental-related issues to ensure that new residential sites (conversions) are safe for habitation.

Demolition often poses additional threats to older and existing adjacent structures. This explosion of new construction in our district has resulted in a rise of adjacent property damage complaints at these sites, as well as building collapses. We applaud the Department of Buildings establishment of a new unit to monitor construction sites; however this unit just deals with excavation/foundations. We are pleased with the establishment of a new "Construction Task Force" under the Department of Buildings that would double check certification for construction plans and also double check individual sites for compliance and adherence. The Department of Buildings must continue to address safety issues and proper attention made to adjacent properties to provide protection and relief.

The Department of Buildings must continue to inventory stalled construction sites and monitor them for any issues that would negatively impact the community (homeless encampments, standing water - mosquito infestation/West Nile Virus prevention, illegal dumping, trespassing, arson).

Community Board No. 1 was pleased to learn that there is movement at the State level to strengthen regulations over construction projects as both Greenpoint and Williamsburg have been greatly impacted by the booming number of construction jobs happening in New York City. Our Board had to be the first one to point out problems with a job, often for nonconformance to either plans, zoning or just plain sound construction practices. Adjacent homeowners frequently reported that their foundations were being undermined by work next to them because the contractor failed to simply do required underpinning."

\* Communicated in written correspondence sent to Community Board No. 1 from Ms. Diane Jackson, President, Cooper Park Resident Council Inc., dated June 16, 2010.

A package of legislation was introduced (2009) into the NYS Assembly to address shortcomings in the Department of Buildings' (DOB's) regulation of construction and development in NYC. The legislative package includes seven cohesive bills. One bill (A04770A, currently in the Codes Committee) called "The Department of Buildings Community Accountability Act" will in particular provide a greater voice and access for community boards to the Department of Buildings. It directs DOB to notify community boards and borough presidents of all construction permits and DOB actions in the district and to issue public reports on all construction accidents, property damage and dangerous conditions. It also prohibits DOB from issuing certificates occupancy until all adjudicated fines are paid; and it gives community boards the right to thirty (30) DOB audits a year and to copies of any plans on file at the DOB. This type of mandated

direct access provides additional teeth for our board as we will be able to have a better picture of what a particular job entails and what problems exist. The Board's ability to access information will go beyond just a few lines listed in a computer database. Plans would be more readily obtainable.

## **POLICE DEPARTMENT STAFFING**

Adequate police protection is a basic public right, and we urge that Community Board No. 1's two local precincts - the 90th and 94th - receive their fair share of any additional police staffing.

Community Board # 1 is experiencing a renaissance. Current population statistics topple over census figures as new faces fill our streets as we become the trendy place to live and new residences are constructed or lofts are converted. While we are enjoying this popularity, it comes with a cost.

Our two police precincts, the 90th and 94th, continue to be severely overburdened with addressing the many quality of life issues that arise with the many different lifestyles of our new and existing populations. For example, Bedford Avenue (between Metropolitan Avenue and North 12th Street; North 6th Street between Bedford and Kent Avenue) has become a Mecca for bars, eateries — and on the whole — a new venue for nightlife in Williamsburg. Policing is a necessary ingredient for this venue to be successful, not only for the City as a tax revenue base, but being able to weave this trend into an existing community. Likewise, the introduction of clubs, bars and galleries in Greenpoint has also created a greater enforcement need — constituents are walking the streets at later hours whereas past trends of earlier bedtimes drew less police action. In lieu of this everchanging scenario Community Board No. 1 seeks immediate action in the assignment of additional police officers to the 90th and 94th Police Precincts.

In addition, the growth in the residential and commercial population has brought a great deal more vehicular, pedestrian, and bicycle traffic to the district. We would greatly benefit from more traffic enforcement agents, particularly along our busiest and increasingly dangerous corridors: Graham Avenue, Flushing Avenue, Metropolitan Avenue, Bedford Avenue, and Manhattan Avenue. Since the implementation of a cycling network in our district, we are compelled to respond to increased complaints by residents that cyclists are not adhering to rules of safety. We call upon the Administration to begin a program of identification license plates for bicycles. Revenues attained by the plating of bicycles can be used to implement additional safety measures to protect cyclists, pedestrians and motorists.

We continue to support the installation of surveillance cameras within the City's subway stations. The cameras have aided the police in deterring crime and apprehending criminals. We support requests made by our local precinct(s) commanders to install these cameras, monitored by NYPD personnel, in our district's stations (G, L, M/J/Z lines). This should result in the assignment of adequate police officers to each facility to maintain the recently reduced crime rate and maintain around the clock coverage of all police sectors in each precinct. In addition, it is essential that the number of police officers assigned to the eight NYC Housing Authority developments located in Community Board No. 1 be significantly increased, whereas Cooper Park was turned over to the 94th Precinct. This should be duplicated throughout Community District #1 area. Turning NYCHA sites over to their respective precincts for a more local policing strategy is the right thing to do!

## **ADULT ESTABLISHMENT ZONING, LIQUOR AND CABARET LICENSES**

In 1995 Community Board No. 1 opposed the City's efforts to regulate and restrict the operation and conduct of Adult Establishments by allocating them to exist only in manufacturing districts. This change in zoning allows for an unfair share of these establishments to have the ability to relocate to communities,

such as Greenpoint and Williamsburg that possess large manufacturing areas. We seek the City to progress a strategy addressing this issue to prevent such establishments from opening in a newly developed area.

There has been a continued landslide in the number of applications made to the NY State Liquor Authority for locations in CB #1. The Board is highly concerned about the proliferation and concentration of bars in the district. As its role is only one of advisory capacity, CB #1 urges the Police Department, the Department of Consumer Affairs and the State Liquor Authority to aggressively examine these locations prior to granting or renewing any licenses, and urges that both the 500-foot hearing and 200-foot rulings be used to ascertain an establishment's appropriateness. It appears that the SLA uses this permitting process as a fundraising effort for the State and takes little interest in the cumulative effort of these drinking establishments on communities. There are currently 1,452 licenses in zip code 11211; 604 in 11222; 916 in 11206; and 898 in 11237. We are pleased that the City Council sought with legislation to step up enforcement by requiring stricter hiring regulations and background criminal checks for employees hired as bouncers at clubs and bars.

Furthermore, Community Board No. 1 pre-warned the Administration that the "Smoking Ban" would project bar-goers into the streets and rear yards of communities to smoke and that must be addressed in any legislation. Unfortunately, we were right and we continue to receive voluminous complaints about bar patrons outside bars smoking and sidewalks riddled with cigarette and cigar butts. This quality of life concern must now be addressed by the Administration.

### **ANTI - DRUG TASK FORCE**

We note the valuable contribution of the anti-drug SNEU (Street Narcotic Enforcement Unit, housed at the 90th Precinct). We urge continued efforts by the NYPD to deter illegal drug dealing in our community and reduce crime.

### **FOOT PATROL**

The foot patrolman is a valuable public safety resource and more personnel must be put on patrol to increase efficiency and address quality of life type complaints. We strongly support the efforts by NYPD and urge that the resources be increased for foot patrol at the various NYCHA developments in the District under the auspices of the local precinct.

### **OLD 87th PRECINCT BUILDING**

This landmark building at 43 Herbert Street had remained empty and abandoned by the City, having been relinquished by the NYPD to DCAS. Community Board No. 1 approved a plan to convert this building for housing and we continue to support North Brooklyn Development Corporation's efforts to restore this landmark site and maintain the building's character while providing much needed affordable housing. We are glad to see this project is underway and construction is close to completion. Its projected tenancy of 14 affordable condo units is scheduled for Fall 2010.

### **ANTI - ARSON PROGRAMS**

Community Board No. 1 unfortunately, has the distinction of being in the top three of the community districts with the highest suspicious fire rates (88 in 2006). For 2008, the Fire Department's statistics for CB #1 show that there were: no civilian fire fatalities; 4,140 medical emergencies (fire unit only); 4,448 nonfire and nonmedical emergencies, 543 nonstructural fires and 557 structural fires (total incidents 9,688—fourth highest in the borough). For 2007 CB #1 had 39 suspicious fires (ranking it fifth in the borough). The devastating 10+ alarm fire in 2006 at the Greenpoint Terminal Market (remarked as rivaling the 9/11 terrorist attacks on the World Trade Center) shows too dramatically the need for fire protection and the full complement needed to investigate and solve suspicious fires. We must not forget that a large percentage of housing stock was lost in our communities during the arson ravages of the 1970's. It was only through

prevention, education, investigation and the bringing to justice those persons criminally responsible, that the spread of fire damage was stemmed. We continue to rank within the top five community boards in terms of total incidents. As long as this intolerable situation continues to exist, it is essential that a team of Fire Marshals be specifically assigned to serve community Board No. 1 on a full time basis.

We are concerned that the consolidation, re-deployment and continuing attrition of Fire Marshal personnel has greatly decreased the efficiency of this unit and its ability to effectively perform its role. Today, there are only 80 Fire Marshals and 19 Supervisors for the entire City of NY. In 2002 the FDNY had four Marshal Bases (one in each Borough, except Staten Island). Today there is just one Fire Marshal Base in the entire City!

We seek the Red Cap Program (called this because its 50 Fire Marshals wore red caps to make their presence known in the neighborhood) to be reinstated. These "Red Caps" worked in two-person teams around the clock responding to every fire. The advantage of the Red Cap is that investigators are on the scene immediately, not waiting to be notified that a blaze was suspicious. Teams of Marshals and Police Detectives worked to investigate arson-related fires and to prosecute the criminals that started them.

### **FDNY/EMERGENCY MEDICAL SERVICES**

We continue to be in "shock and awe" with the Mayor's decision to close Engine Company 212 that we are compelled to once again reiterate our extreme and vehement opposition to any Fire Station closings. The future of our community depends on this essential service. We are pleased that 136 Wythe Avenue was awarded to two local community based organizations, People's Firehouse and Neighbors Allied for Good Growth (NAG). Both are prominent in the Northside and will develop the site. The Board played a vital role in seeing this through to fruition. Our support of the award in no way implies a complacency with no firehouse in its stead. The growth of the area commands a large more state of the arts facility. We continue to need a ladder company and hazmat unit here.

With the closing of St. Catherine's Hospital in 1964 and the Greenpoint Hospital shutdown in 1982, **the Greenpoint/Williamsburg community remains void of any hospital facility within its confines.** Although vibrant and expanding, the communities of Greenpoint/Williamsburg continue to have an older population (and a rising young one) and thus rely on the Fire services, EMS, Engine Companies with defibrillators to be the "1st Responders" when needed. In 2008, fire companies responded to 4,140 emergencies as "Certified First Responders-Defibrillators" in Community Board No. 1 and for the first six months of 2009: a total of 2,282 Emergency calls were answered. The ranking for our district is the third highest in Brooklyn with Emergency Medical responses. The total number for Nonfire and Nonmedical Emergencies for 2008 (4,448) noting our district as the second highest in Brooklyn with these responses. There were 575 responses to structural fires and 509 nonstructural fire responses in 2008 (total of 1,084 fires). For the period of January – June 2009 FDNY reports that there have been 281 structural fires; 348 nonstructural fires (total of 629 fires). The total of all responses are 5,272 (including 226 false alarms) reported for this same six month period.

As a community in renaissance we have seen a rise in population by 2.8% during the year 2000 census. We believe that this figure is far short of the actual increase (the notable growing population includes many new families with young children, and there is a boom in the restaurant/bar type businesses with many patrons attracted from both inside and outside the community). In fact, Mayor Bloomberg acknowledges the City's increasing population in his PlaNYC which addresses the challenges facing the city. By 2010 it states that NY will have added a population the size of Salt Lake City and in the year 2030 Brooklyn's population is to increase by 11.4%.

An increased risk of fire is connected with restaurant operations, as well as possible food/choking hazard emergencies. Many of these restaurants are located on the first floor of wood frame buildings that have

residential units above them. We remain concerned about the lack of fire and emergency medical service coverage in this section of our district.

The exodus of the commercial use to that of residential is extremely problematic mainly as well because most - if not all - of the properties are wood beam construction with an extreme potential for fire.

Additional projects already completed or those that are in the works which create further housing units includes the: HPD - Schaefer Brewery Site: 350 units; Domsey Site: 540 units; Kedem Winery: 450 units. The former Domino Sugar site (11 acres) at our waterfront's edge is being considered for development by the Community Preservation Corporation: 2,200 units. We look forward to a dialogue toward developing the site as a major source of affordable housing. They have indicated that they would develop 660 of 11 these units. The refinery building has received landmark status and development for this building is to be carefully considered with preservation. However, this project has not moved quick enough to address our pressing need for affordable housing and we remain concerned that CPC can retool this property for other uses. Pending variance requests currently under review, if approved, will create additional housing units. This is just a preliminary compilation of how the population and land use is changing on a daily basis in our area, especially with the recent zoning. The rezoning of the Greenpoint/Williamsburg waterfront and specific inland areas will most certainly create a catalyst for what will most likely result in extremely ambitious housing projections for our waterfront and other areas in the district. To address out of scale development, CB #1 has supported the Department of City Planning's proposal for contextual zoning in Greenpoint and Williamsburg and urge that the City Council expedite its review and support it as well.

The NYC Department of Housing Preservation and Development submitted an application to the Department of City Planning seeking a rezoning in the Broadway Triangle area. Community Board No. 1 held a public hearing on June 9, 2009 regarding the application and the ULURP Committee reviewed it at a meeting held later in the month to formulate a recommendation. At its regular board meeting held July 14, 2009, the members of Community Board No. 1 voted to support the application with modifications. The following recommendation was submitted:

### **Resolution – Broadway Triangle**

Whereas the City of New York proposes to rezone nine blocks generally bounded by Flushing Avenue and Walton Street to the south, Throop Street to the east, Lynch Street to the north, and Union Avenue and Harrison Street to the west; and

Whereas it has been the policy of Community Board #1 to support sustainable and manageable levels of density in new development; and

Whereas the City's proposed rezoning would retain and extend the sustainable and manageable density levels approved by Community Board #1 in numerous prior rezonings; and

Whereas the Environmental Impact Statement prepared for the Broadway Triangle rezoning acknowledges significant unmitigated adverse effects with regard to open space within the rezoning area; and

Whereas Community Board #1 has one of the lowest ratios of open space per capita in the City; and

Whereas any increase the number of residential units will only exacerbate the lack of open space; and

Whereas the City is obliged to pay for reasonable relocation costs for owners of industrial businesses within the Urban Renewal area but not elsewhere; and

Whereas the City has not committed funds to help all businesses, whether property owners or renters, to relocate; and

Whereas the presence of local businesses is an important source of employment for local residents; and

Whereas Community Board #1 has previously called upon the Department of Housing Preservation and Development to dispose of City owned-property within our community through a transparent, competitive bidding process; and

Whereas Community Board #1 has adopted a resolution calling for 100% affordable housing on the Pfizer-owned sites within Community Board #1; and

Whereas the development of affordable housing within the Broadway Triangle is an important priority for Community Board #1; and

Whereas the offsite provisions of the City's Inclusionary Housing Program could serve to undermine the goal of providing the maximum amount of affordable housing within the rezoning area; and

Whereas in spite of voluminous tax credits and other tax-payer subsidies, the Pfizer Corporation has ceased operations in Williamsburg and their property adjacent to the proposed rezoning area is currently not utilized; and

**Therefore, it is resolved** that Community Board #1 supports the proposed rezoning of Broadway Triangle and related actions, including zoning map changes, zoning text changes, changes to the Urban Renewal program and the disposition of City-owned property, with the following conditions:

1. The City shall commit sufficient money and resources to relocate existing businesses within the Broadway Triangle:
  - a. Funding shall be provided for both property owners and renters operating in use groups 17 and 18 within the rezoning area.
  - b. Funding shall separate from and incremental to any relocation funds required under Urban Renewal plan.
  - c. In order to allow the greatest continuity of operation by local businesses, the City shall commit to relocate businesses within 1 mile of their existing establishment.
2. The City shall commit sufficient money and resources to increase the amount of open space within the Broadway Triangle and to increase the current ratio of open space with
  - a .5-mile radius of the rezoning area.
3. In order to retain affordable housing in the rezoning area to help local families stay local, the City shall amend the Inclusionary Housing Program to limit or (preferably) eliminate the offsite affordable housing option within the Broadway Triangle.
4. Any disposition of City-owned property within Community Board #1 shall be carried out pursuant to a transparent, competitive RFP process and not through sole-source disposition. In the event that the City or HPD as its agent should feel that it is necessary to dispose of a particular parcel through sole-source disposition, or provide any letters of support for a project which would result in a sole-source disposition should the proposed development be funded, the City shall consult with the Community Board allowing for a minimum of 60 days for review prior to the City taking any action regarding the subject parcel.
5. Community Board #1 reiterates its position that property currently owned by Pfizer should be devoted 100% to community use, either as affordable housing or as not-for-profit industrial space. The City shall commit to include Community Board #1 in a meaningful process to develop plans for the reuse of property owned by Pfizer within our Board boundaries, including any large-scale development or rezoning (more than one city block or more than 300 units of housing).

In the interim, as the waterfront and inland areas continue to evolve, we continue to plead with the Mayor to create services in this area that is most certainly void of fire stations, hospitals, and other essential City services including infrastructure and public transit systems.

How did we close a firehouse on the heels of a major rezoning plan that reportedly will create several thousand additional housing units to an already overburdened area. **Surely someone in the Administration advising the Mayor did not do the math!**

We applaud the Fire Department's efforts to attempt to bring better service via the concept of housing EMT bases strategically located in the community. A location was identified and secured within Community Board No.1 (332 Metropolitan Avenue). However, we are distressed that 332 Metropolitan Avenue has yet to have a groundbreaking and that the FDNY has made little attempt if any, to site a location to serve the northern portion of Greenpoint. **We hereby call upon the Administration to address the community's need for ready ambulance services.**

The FDNY in recent years collaborated with the DOT (in Staten Island) on addressing speed bump concerns. The increase in these barriers caused many FDNY personnel and residents to worry that there may be considerable increases in response times for ambulances and fire apparatus. The initial study proved that these mounds yield an increase in response time. DOT routinely seeks our Board to support requests for speed bumps. We therefore, must oppose any such requests until a proper study is conducted demonstrating the safety of this alleged speeding deterrent. We request that further study be done specifically in our district to evaluate these areas of concern.

## **PARKS & RECREATION INCREASE STAFFING**

The over 91 acres of parkland situated in Community Board No. 1 represent an extremely valuable resource, the potential of which, however, remains to be realized due to the continued erosion of Park Department staff. Clearly, 21 "real" (1 manager, 4supervisors, 16 full time workers) maintenance workers cannot begin to supply even minimal coverage of our heavily utilized parks, and underscore the need to provide for the proper maintenance of these facilities. We currently have only 1 slot for workers (playground associates) who provide recreational services for youths and administer programs in the district. This playground associate is located in only one of our many playgrounds. — totally insufficient to fully serve Community Board No. 1's district. According to the 1990 census, our District contains over **51,600 residents who are 19 years of age or less**, and hosts a heavily used regional park (McCarren Park). We have found that the number of children in the district is steadily increasing as can be seen with the corresponding increases of public and private school enrolled pupils (kindergarten - 8th grades). A minimum of 5 more supervisory staff positions and 30 employee staff positions are badly needed. Specifically, additional maintenance staff must be assigned to the following facilities: McCarren Park, Cooper Park, Sternberg Park (Lindsay Park), Sgt. Dougherty), P.S. 84 Playground, Martinez Playground, La Guardia Playground, Bushwick Houses Pool. Beyond this, it is essential that adequate recreation staffing be assigned to Metropolitan Pool and such major facilities as McCarren, McGolrick and Sternberg Parks. Finally, firm commitments to secure adequate, year round, recreation, security and medical first aid staffing at McCarren Pool, after the facility reopens, is essential and must be made a very high departmental priority.

## **MCCARREN PARK AND POOL**

Since its opening in 1936, McCarren Pool has been a valuable Summertime resource to the youth of our community, and North Brooklyn, and it is imperative that its reconstruction proceeds, as **promptly as possible**. Community Board No. 1 is pleased that a community consensus was reached in February 2001 regarding the derelict facility. We supported the feasibility plan presented by the consultant firm, Vollmer Associates, to redevelop the site to include an Olympic size pool, a multi-purpose year round facility and an ice skating/inline skating rink. This concept has gained support from the Community and the Board's McCarren Park Pool Task Force and we look forward to achieving funding for the project. As of June 2007, the Mayor has allocated \$50 million for construction of a new pool and recreation area with retention of the bathhouses and archway. The Board has supported a feasibility design strategy that was presented

by the Parks Department regarding the site at the end of June 2007. We continue to urge funding for this project. We support the final design for this facility and its advancement. During the interim construction we urge the Parks Department to recommend alternative venues to accommodate the many community events enjoyed at the pool site. Community Board No. 1 will monitor the advancement of this project carefully.

Most of the acreage, especially the adjacent Abate Playground has received benefits of renovation or upgrading. These efforts have restored the majority of this park's recreational uses. In fact, these areas are now more heavily used than ever. In fact, parents of children who use the facility ("Park Moms") take an active role in the playground and make recommendations to the Parks Department for improvements.

McCarren Park is basically divided into three large parcels with different park uses. Each parcel is separated by roadways from each other. We seek the Parks Department to address the need for additional comfort station facilities as the only one available is in the existing Park Field House located in the portion with the baseball field and is always in total disrepair. The walk is too far for the children at the playground and isolated from the handball courts, running track and soccer field.

The newly illuminated soccer field must allow preferences for its use by bonafide Greenpoint/Williamsburg youth groups.

## **METROPOLITAN POOL**

Met Pool now serves Community Board No. 1 in a more effective manner than ever before. The City should further support the valuable voluntary efforts of the Friends of Met Pool by assigning additional recreation staff to this facility and extending hours of operation to further meet the needs of the community.

## **OTHER PARK PROJECTS**

The Board continues to seek the City's funding of renovations for the various playgrounds. In our view, the upgrading of these deteriorated recreation areas constitutes a **major** need.

We reinforce our past support for those additional park reconstruction projects: Greenpoint Playground, La Guardia Playground, Classon Playground, any additional projects in the inception stage. The Tennis Courts at McCarren Park are heavily utilized during the warmer season. As dusk approaches, play is made easier by the cool of the evening. Players have requested that lighting be placed in the park to allow practice and matches to continue into later hours. The courts are in need of immediate resurfacing. The Parks Department should continue to explore and solicit the community's preference for the Fall doming of the tennis courts to allow for Winter play. The Parks Department should also explore having a food vending concession in McCarren Park's field house with the caveat that the restroom/comfort facilities remain open and maintained by the concessionaire.

## **SAND PARK**

The Williamsburg Bridge reconstruction project is completed and we look forward to the rehabilitation of Sand Park, the mapped park playground beneath it. Community Board No. 1 demands the restoration of this mapped parkland to its **"pre-destruction" use by the NYC Department of Transportation** in reconstruction of the Williamsburg Bridge. Once this park is completed, it will serve the community with additional recreational space and begin a connection between the waterfront and the upland blocks. The Williamsburg Waterfront 197-a plan seeks the development of a waterfront promenade circumnavigating the DOT property under the Williamsburg Bridge and providing an additional "greenway" for the community. We call upon the Mayor to intervene on our behalf and restore this park in as much as the DOT and Parks have continued to fail to begin a meaningful dialogue to restore this park.



Community Board No. 1 continues to support the valuable work that volunteers do to help our neighborhood parks and we hope that the Parks Department will increase their efforts in this area. Efforts to instill pride about our parks are applauded. We look forward to the resuming of the Parks Department efforts to display historical markers and educational plaques in the District's inventory.

In order to better address public safety, lighting in each of the Board's parks need to be evaluated and enhanced. Increased lighting will allow better visibility at their perimeters and interiors.

Convenient location of comfort stations is a constant request made by park users. We urge upgrading of facilities that now exist and the introduction of new ones in those parks that greatly need them. **We are pleased that the Department of Environmental Protection has funded a station in Greenpoint Playground. We urge the Parks Department to monitor these comfort facilities and keep them well maintained.**

### **EAST RIVER PARK**

A State park was designated for a portion of the former BEDT site (Kent Avenue/North 7th Street) and funded by New York State. After much delay, the park is now opened and is to be further developed. The park should remain opened with regular hours for the area's residents throughout the year. We look forward to the park being further developed. We ask that with the holding of special events and use of the park as a performance venue that the sound levels be restricted so not to negatively affect the surrounding community.

### **GREENPOINT MONITOR MUSEUM**

Community Board No. 1 is pleased to learn that the NYS chartered Greenpoint Monitor Museum received donated land at the Bushwick Inlet (where the historical iron clad ship was birthed) for the construction of a museum in honor of the USS Monitor. The ship's construction here was a major event in the community's history – we support the museum's efforts to keep alive the memory of the USS Monitor. The museum seeks to retain its donated property as it will act as a catalyst for additional donations as it moves forward with founding a home at the site. The City is moving forward to develop this area around the Bushwick Inlet, from North 9th Street to Quay Street as parkland and must respect the issues raised by the Greenpoint Monitor Museum and partner to make their dream a reality.

### **RETENTION AND EXPANSION OF PARKLAND**

As the pertinent City Planning Department studies indicate, Community District No. 1 is one of the most under-served areas with regard to park and recreation services. Thus, we would strongly oppose the elimination of any currently mapped parkland in our district or usage/renting of same for other than parkland/recreation unless as per current City policy, equivalent space is developed as parkland in the immediate vicinity. We also strongly support the establishment of additional parks and playgrounds within our borders.

Community Board No. 1 continues its support for the development of appropriate small parks on triangles. The Southside and South Williamsburg have few local parks, and the triangles, such as where Heyward, Wallabout and Wythe Avenue come together, should be implemented. The concrete triangle at Meeker Avenue, Morgan Avenue and Driggs Avenue should be greened. The community's request to redo this triangle continues to fall on deaf ears.

We are delighted to see that the Administration proposes the expansion of the Waterfront Park to the Bushwick Inlet and plans for an initial phase are moving forward. This expansion proposal provides much needed recreational space for our residents and insures some greening of the waterfront (the former

Sanitation Garage at 50 Kent Avenue is now demolished and will be annexed as parkland/open space).

The proposal also suggests the inclusion of a Waterfront Access Plan (WAP). While we support this concept, we most certainly want to be directly involved in the design process. The Administration should commence the condemnation procedures to demonstrate a good faith gesture to our community while carefully retaining jobs and relocating existing businesses.

### **THE GREENPOINT-WILLIAMSBURG WATERFRONT ACCESS PLAN**

The Department of City Planning proposed a Waterfront Access Plan (WAP) tailored to the specific conditions of our district's waterfront and to establish a coordinated framework for public access to the Greenpoint-Williamsburg waterfront in advance of development. This plan takes advantage of this opportunity to enlarge existing waterfront park spaces and to mandate connections to the neighborhood at important locations. In addition, the zoning text changes allow the WAP to combine public access requirements on parcels spanning multiple blocks, allowing several smaller spaces to be combined unto a single, larger and more useful public access area, which is not possible under existing waterfront zoning regulations. Community Board No. 1 looks forward to the various elements of this open space network which include: existing and proposed waterfront parks (including Newtown Barge, the former NYC transmitter site, the state park/former BEDT site, street end park at end of Manhattan Avenue); mapped parkland at Bushwick Inlet; a continuous shore walkway; public access to piers; supplemental access areas; upland connections and visual corridors. As internal mechanisms continue at the Parks Department, we look toward the further development and implementation of the Parks Department's "Master Plan". Our Board endorses the Greenpoint-Williamsburg Open Space Design Guidelines and Master Plan with the caveat that the City and the Monitor Museum principals continue a meaningful dialogue and that Community Board No. 1 reserves its decision on the museum/boathouse to be sited in the Bushwick Inlet until said dialogue is conducted.

### **WYNC Transmitter site.**

Conceptual designs denote a passive park, recreational area, gardens, benches and lawns as well as renovation of the 1930's World's Fair house as well as access to the "Floating Pool". This site represents a portion of the Parks Department's Master Plan and should be the first stage of development for a waterfront promenade. Community Board No. 1 urges that this work to reconstruct the park begin soon and expeditiously completed!

### **TREES**

In the Fall of 1996 Community Board No. 1 was dealt a devastating blow with the discovery of the Asian long horned beetle found infesting many of its street and backyard trees. In an effort to contain this foreign pest which has a voracious appetite for sugar maple trees, the US Department of Agriculture and the State Department of Conservation/Forestry Division along with the New York City Park's Department studied methods employed by China for eradication. An area of infestation was identified and "quarantined", a heavy infestation was found in the heart of Greenpoint (a significant number of trees in McCarren Park fell to the beetle) spreading towards adjacent neighborhoods of Northside, Southside, Central, East and South Williamsburg.

The most effective method was to cut down infected trees and remove them. In the period of 1997 and 1998 over 1000 trees in parks, on the street and in backyard/private property had to be destroyed. This represents a large portion of the district's green canopy and efforts to replace it are a high priority for this Board. A new method of eradication, using a pesticide, is being used. We are alarmed at the recent

announcement of a new pest found in NYC – the Ash Beetle. We urge that this pest be comprehensively addressed to halt any damage that it may cause to this species of tree.

The Community Board’s Ad Hoc Committee on Asian Long Horned Beetle Infestation worked diligently with residents, community leaders, groups, elected officials and agencies to develop a Strategic Plan For The Regreening of Greenpoint- Williamsburg which was subsequently adopted by Community Board No. 1 in August 1 1997. This plan received support of elected officials and the Mayor’s Office. The plan’s vision is “Greenpoint-Williamsburg will be a greener, healthier and more beautiful community” with a goal to make every street in Community Board No. 1 a “Tree Lined Street”. To further preserve our greenery it is important that our parks and street trees receive the utmost attention and maintenance from horticulturists and forestry personnel.

We urge that all efforts to regreen our community be maintained and that the strategic plan be used to implement such efforts. Community Board No. 1 supports an increased allocation for street tree planting as well as funding for maintenance of this vital resource. We urge that additional programs, such DEP’s grant initiative under federal funding to do tree planting in specific areas that they have identified as recipients of heavy truck traffic (i.e. BQE corridor), be utilized to help accomplish this effort.

Community Board No. 1 seeks the Parks Department to immediately remedy hazardous problems with the multiple plantings of Bradford pear trees along Graham Avenue. These trees are notorious for having weak forks with resultant falling limbs, a condition that has been noted by the Director of Forestry, who has related that these trees have weak branch connections, and it is the most common call for limbs down across the city. Forestry no longer plants them, but uses new varieties that are less susceptible to limb breakage. There removals of these old Bradford pear trees are necessary for the public’s safety. Each removal must include immediate replacement with a more suitable and stable tree species.

Community Board No. 1 was pleased to learn that the Mayor is allocating additional funding for greening the City and implementing a “Million Tree” planting goal for the City. A tree survey initiated by Community Board No. 1 noted the numbers of trees needed inside/outside of the Park owned property. The survey revealed 64 pits in need of plantings needed in various parks in our District. Community Board No. 1’s allocation for street tree plantings is extremely limited and the District still has not recovered from our lost canopy due to the Asian Longhorn Beetle infestation. CB #1 has asked that since these locations noted in the survey are within or around the NYC Department of Parks own property, that any plantings to fill these empty pits not come out of our Board’s meager allocation for street tree plantings, we continue to urge the Parks Department will take immediate action to provide other sources of supplemental funding to green and maintain its own landscape and street borders. It is our hope that the Mayor’s increased interest and allocation of funding for tree planting will be used to further green our district and that additional funding be allocated for tree maintenance.

## **THE GREENING OF GREENPOINT-WILLIAMSBURG**

Community Board No. 1 acknowledges the fine efforts of our very own (homegrown) MarJam Building Supply setting the pace with the creation of the “Green Depot”.

We would also like to mention Metro Fuel Energy’s proposed endeavors toward the creation of a bio-diesel facility that could give CB #1 a cleaner fuel source and independence from foreign oil.

We are proud to represent a district that is leading the way toward a Greener Planet.

## **HUMAN SERVICES**

### **YOUTH SERVICES**

More than 51,600 residents of Community Board No. 1 are 19 years of age or less, and a very high percentage of this population resides in the poorest portions of the district. Unless an effective network of youth service programs is established, many of these youths will never have a fair opportunity to succeed in life, and will instead be attracted to the alternate lifestyles of crime and drugs. In light of this, the appallingly small allocation for delinquency prevention and after school programs funded by the Department of Youth and Community Development remains a perpetual source of frustration to the Board's Youth Service Committee. CB #1 continues to oppose the agency's plan to discontinue the summer bus program, which served as a source of free group transportation available to nonprofit/community organizations.

We are also concerned with the closing of youth centers at our public housing developments. The youth center at the Cooper Park Housing development is closed in the evenings. The closings should be stopped and these centers reopened and financially supported. Not only do they provide vital recreation but are safe havens for the youths.

The Beacon program located at 850 Grand Street Campus has offered a valuable resource, but is not enough to service the approximately 51,625 youths of our district. Unless the City and State agree to substantially bolster this modest allocation, and a 100% increase is not-out-of order, its impact upon the youth of Community Board No. 1 will remain slight. We were pleased that the City expanded Beacon Programs citywide and, as a result, additional Beacon programs for our area have been made available at MS 126 and MS 50. The Beacon Program at MS 126 has served as an anchor for a newly formed "Greenpoint-Williamsburg Youth Soccer League" that has over 500 youths. There is extremely limited open space to accommodate these youngsters to play concurrent games and we urge that additional space be made available for this use.

### **YOUTH EMPLOYMENT**

The Department Of Employment must continue to develop and expand local sponsorship within Community District No. 1 for the City's "Summer Youth Employment Program". The Department of Employment must take a more aggressive role in addressing program sponsorship in each Community Board area. We urge the City to increase its outreach within the community to obtain non-profit agency sponsors who will adequately service our youths.

### **TEEN PREGNANCY**

One of the most serious problems involving youth is adolescent pregnancy, which had reached epidemic proportions throughout North Brooklyn. We are pleased to learn that statistics in this area are starting to show a decline. It is essential that a systematic approach to this problem is continued aimed at preventing unwanted pregnancies from occurring in the first place and providing educational and social services to the teen mothers in order to prevent long term welfare dependency.

### **DAY CARE AND SENIOR CENTER SERVICES**

Community Board No. 1 is served by 30 Day Care/2,956 slots 9 Head Start/799 slots, 18 Group Day Care/2,100 slots, 2 Day Care-Voucher Sites/8 slots and 1 LPOS/49 Slots and 9 Senior centers serving an average of 1,083 daily meals. We strongly urge continued support of the City's extensive tax levy commitment to maintain day care and senior center services at least at their current levels despite devastating budget cuts, and urge that it be maintained as long as the need exists. In particular, the need for new day care centers, head start program and an increase in meals-on-wheels program is rising in the District, especially in the South Williamsburg area.

We recommend that the City promptly act to meet the unmet needs that currently exist in the District: the lack of adequate day care services in Greenpoint and the lack of a full senior center to serve the Southside/South Williamsburg. Although we acknowledge the severe funding constraints that the City faces in this area, we must also note that these needs are real and accelerating, and cannot be adequately addressed by existing resources.

## **SOCIAL SERVICES**

The New York City Department of Human Resources Administration reports that during the period of fiscal year 2007 there were 69,270 persons assisted by the agency in Community Board No. 1 (53,709 Medicaid only; 6,583 Public Assistance; 38,763 Food Stamp Recipients, and 8,978 SSI). It is reported 43.2% of CB #1's population receives assistance. We rank third (3rd) highest in the Borough and rank seventh (7th) Citywide in the number of persons receiving Medicaid, and rank second (2nd) in the Borough and rank fourth (4th) City wide with the number of persons receiving food stamps. Because of the quantity and complexity of the social service needs that exist in Community District No. 1, we believe that it would be most appropriate for the establishment of a multi-service center in the community. (We believe that the 30 Thornton Street "Job Center" facility complies with the requirements specified by the Human Resources Administration for such a Center.) The continuing need for a K-1 OFS Office requires immediate attention. We are extremely disappointed in the closure of the Marcy Avenue office as users at this facility will now have to travel further out of the district to obtain services.

Community Board No. 1 supports increased funding for Managed Care education (such as through the Managed Care Consumer Assistance Program) in Greenpoint and Williamsburg. In addition we support an increase in funds for vocational training, job placement and workforce development in low-income areas of the District.

## **HOUSING FOR THE HOMELESS**

We continue to support and urge a continuation of the reduction in the census at the remaining temporary shelter at the former Greenpoint Hospital. The positive positions taken by the Community Board are well known to the City. We applaud the revised policy changes by the City and look forward to the eventual results, a reduction/elimination of the "warehousing" of the homeless in our Community District and throughout the City. Expensive temporary housing must be replaced with permanent low-rent housing, including housing for single individuals, in each Community District. We also urge the expansion of support services to identify and address individual medical/social needs of homeless individuals residing in city and private facilities.

## **HOMELESS SERVICES**

Community Board No 1 approves the downsizing plan that decreased the census at the former Greenpoint Hospital Site, as the City has agreed to do at all other "armory" type shelters. We agree with the City's decision to limit the overall census at any one site to 200 persons or less, and we hope that this number can be further reduced.

In the past, Community Board No. 1 supported the development of compassionate and effective programs for the homeless. We share the City's basic policy to provide shelter to those who request it and, in 1983 were the only Board in Brooklyn to positively respond to the Mayor's appeal to suggest potential shelter sites.

Our recommended location, the former Most Holy Trinity Convent, was initially identified as a shelter for homeless women, and subsequently opened as a model S.R.O. facility. We have supported this excellent

private shelter administered by Most Holy Trinity Parish, and stand ready to assist the efforts of other local community groups to establish similar programs.

The City should review regulatory policies toward private facilities, in which, homeless individuals reside such as, the Greenpoint Hotel. Also, the City must insure that adequate support services are provided to maintain the safety of surrounding residents and to minimize quality of life problems. Community Board No. 1 vehemently opposed the Department of Homeless Services' and the Doe Fund's advancement of a shelter at 89-111Porter Avenue. We were truly saddened that the Appellate division failed to find merit for appeal when the City found a loophole in the ULURP process and sited this "homeless" shelter in the heart of a city designated "in place industrial park".

## **HEALTH**

### **WOODHULL MEDICAL AND MENTAL HEALTH CENTER**

The Board believes that all steps must be taken to improve the quality of services delivered at the facility. We also urge that Health and Hospitals Corporation's Brooklyn Regionalization Plan continues in such a way that it will not in any terms undermine the integrity of Woodhull as a full fledged hospital. We continue to encourage the administrators at this facility to advise Community Board No. 1 of its needs.

### **AMBULATORY CARE**

With the closure of Greenpoint Hospital came a strong commitment to this community from HHC to provide medical services to the district by maintaining two clinics within the confines of Community Board No. 1. As a result of this commitment, two satellite facilities were established by the Woodhull Medical and Mental Health Center. As we stated in previous years, we believe that the clinic at 960 Manhattan Avenue presented "a positive action that was, providing a valuable health resource in the North Greenpoint Community". To the dismay of CB #1, this satellite facility was closed as its lease expired. The Board strongly advocated for its reopening in the immediate community. The Greenpoint satellite was eventually located to a newly renovated facility at the ground floor of 875 Manhattan Avenue. Current plans include construction at this site so that the facility can be expanded.

The 279 Graham Avenue location of the Williamsburg Satellite with bigger quarters and expanded services has worked well. The under-served Southside community could also greatly benefit by having a clinic within its confines and HHC should explore establishing an additional site for this segment of the district.

### **PEST CONTROL**

Community Board No. 1 remains concerned about an increase of the rodent population in the district. The City must promptly address this epidemic on a community-bycommunity level. Steps should be taken to regularly bait problem areas and coordinate efforts with the MTA/NYC Transit and other city agencies that are responsible for their own pest control. The Health Department must initiate aggressive programs to address the urgency of this dilemma and install checks and measures to monitor and insure that the MTA/ NYC Transit are in fact involved in a pest control program.

Demolition, new construction, and street reconstruction have greatly increased in our district. These activities are known for creating problems with rodents and other pests. It is vital that pest control measures are strictly adhered to and that these sites are monitored for compliance.

It has been noted Community Board No.1 has several transfer stations located within its confines and these facilities are seen as a major draw for rodents and other pests.

We continue to support the Department of Health's efforts to inhibit the growth of mosquito infestation and combat the spread of the deadly West Nile Virus.

## **RECENT HEALTH TRENDS**

Community Board No. 1 had ranked third out of the 59 districts citywide with a high number of asthma cases. Despite a city-wide drop in cases, our district still has a high rate. We remain concerned in any rise in cases of asthma in the district. Funds must be earmarked for additional testing, education and specialized treatment. Several years ago there was a CDC cancer and asthma study conducted in this District and we strongly support a new, updated study be carried out. In addition, the DEP ought to conduct a study of air and traffic pollution (which is particularly bad in our District) and their environmental and health impacts.

We continue to support efforts by the Department of Health & Mental Hygiene, DEP and HPD to thwart lead poisoning as it is a very serious condition, especially for children. Children with lead poisoning may develop health, learning and behavior problems. Education about lead poisoning is important so that people can make their homes safe and healthy as well as learn about treatment and access to testing.

Reports about AIDS in New York City have yielded the following figures for Community Board No. 1: the rates of new HIV diagnosis in Greenpoint and Williamsburg- Bushwick health districts range 0.50 & 1.30 per 1,000 persons/population. The combined rates for our district are above the rates for Brooklyn (0.68), New York City (0.84) and the US (1.14). Rates of people living with HIV & AIDS show Greenpoint at 5.5 and Williamsburg-Bushwick at 12.1 per 1,000 persons/population which again, is above the rates for Brooklyn (6.4), NYC (9.2) and US (3.2). We urge that the medical community continue addressing this grave disease and that additional programs be developed toward prevention, education and treatment. As the only New York City hospital within blocks of Community Board No. 1 Woodhull Hospital must be aggressive in addressing the needs of all of our constituents.

We raised concern about contagious diseases which could spread from localized outbreaks such as meningococcal disease (meningitis), shigellosis, tuberculosis, and hepatitis. We urge our health officials to carefully document these cases, provide curative measures and conduct public education to increase awareness about recognizing symptoms, carrying out prevention and accessing treatment.

We urge that additional resources be allocated to prepare for outbreaks of influenza - including both H1N1 (swine flu) & avian (bird flu) - which is being noted by world health officials as a possible pandemic.

Community Board No. 1 is also deeply concerned about the rising instances of diabetes, cardiovascular, heart disease, high cholesterol and osteoporosis in Greenpoint and Williamsburg. We urge the City to provide additional funds and programs for diet therapy, nutritional support and education for our district. Additional women's health services (such as a clinic with birthing rooms) are needed in our community. The Department of Health and Mental Hygiene has reported in its recent community study that residents of our community suffer from a high rate of depression. We urge that this serious health issue be addressed with expanded outreach, education and better access to medical care.

## **TRANSPORTATION AND INFRASTRUCTURE TRANSPORTATION BLUEPRINT STUDY**

We urge the Department of Transportation to realize Community Board No. 1's goals for adequate mass transit, safer streets, more accessible and safer walking and biking environments, and better driving and parking conditions for delivery trucks and motorists. We continue to urge the City and State to budget money to adequately forecast transit and traffic growth projections. Newly constructed buildings have

brought - and will continue to bring - thousands of new residents to Greenpoint and Williamsburg. It must be stressed that the time for sitting back is ended. We no longer need a proactive approach, but a reactive one! The L train is so overcrowded that commuters are turning toward alternate sources that are already beyond capacity (i.e. G train line; cross town buses). In addition, many of our bus routes are so convoluted that they fail to provide direct and expedient access to key commuter hub points. The failure of the Administration to respond to our mass transit crisis remains a shameful blot on its legacy. Rethinking is needed for our bus routes and alternate forms of access to Manhattan must be implemented (i.e. water taxis have limited capacities and short service hours. A larger accommodating ferry type service, with affordable fares, is needed).

## **BRIDGE IMPROVEMENT**

Since Community Board No. 1 is nearly surrounded by the East River and the Newtown Creek, it is not surprising that the quality of our local bridges remain continuing concerns. Emphasis must be placed on adequate continued coordination (access/egress) to our community during any upcoming construction work. We must express deep concern about traffic impacts on the community during any bridge reconstruction. We urge that such construction proceed with on-going monthly maximum community input. There have been repeated delays on work to reconstruct the Grand Street (Penny Bridge). We urge that this work progress and that every effort is made to ensure that there are adequate safety measures and detours in place. The Grand Street Bridge is particularly dangerous as the narrow width of the bridge does not allow for two lanes of vehicles, especially trucks, to pass at the same time. Community Board No. 1 supports the alternative which is a Steel "Basket Handle" Tied Arch design. This project must precede the Kosciuszko Bridge reconstruction agenda.

The City-Wide need to upgrade its East River bridges is of great concern to the Board as it relates to the Williamsburg Bridge. Its closing in 1988 caused both traffic and economic hardship to the surrounding community. This century old landmark literally opened North Brooklyn to Manhattan and, through the implementation of the extensive repairs contained in BR-253, will continue to serve the people of the City for at least a century to come.

An issue of particular concern is the upgrading of the pedestrian walkway that serves as a vital link with the Lower East Side. Work on the both walkway and bikeway is nearing completion. All efforts must be made to ensure the implementation of improvements, which should, as much as possible, aim to enhance security on these paths.

This includes installation of emergency call boxes and cameras on these stretches. Community Board No. 1 requests the City to directly involve it with all discussions on repair, design and plans for all bridges in the district as they are being developed, not after the fact. We continue to support the safer methods and construction protocols that have come forward to remove lead paint, including testing and clean-up of any contaminants needed with this type of construction work. We urge continued adherence to these strict and comprehensive protocols in order to provide the best protection for our community's residents as well as those who work here.

## **BROOKLYN-QUEENS EXPRESSWAY (BQE) RENOVATION**

Community Board No. 1 was actively involved in both the review of plans and construction phases of the renovation of the Brooklyn Queens Expressway situated between Metropolitan Avenue and Kingsland Avenue. We have found that the inclusion of an independent engineer for the community in this project was a valuable resource.



Through a carefully structured partnership of Community Board No. 1's Ad Hoc Committee, City and State agencies, elected officials, Ombuds office and the independent engineer, this project was delivered on target, without extensive cost overruns while meeting a multitude of community concerns. This partnership is a model that must continue in future projects. We particularly look forward to a similar relationship with New York State DOT in reconstructing the Kosciuszko Bridge (inclusive of a drainage plan). The New York City Department of Transportation must also conduct immediate detour studies so that this project could commence with little impact on vehicular traffic/pedestrian flow including, but not limited, to the widening of the Grand Street Bridge.

Community Board No. 1 remains opposed to condemnation of any property with the implementation of the Kosciuszko Bridge's reconstruction. In response to the Draft Environmental Impact Statement (DEIS) both Community Board No. 1 and the Brooklyn Borough President requested that NYSDOT pay attention to the following issues:

- BR-5 alternative (bridge replacement with a permanent bridge on the eastbound side) is superior to replacement of the existing bridge to other bridge replacement alternatives and appears to provide the best combination of improved physical and performance attributes
- The allowance for an Independent Engineer in the contract. This bridge spans the Newtown Creek. It is a major connection to the BQE and for those persons traveling to or from Queens. An independent consultant funded with this construction project is a must for this community as it will be greatly impacted by the future work to improve the structure and its approaches. It is the Community Board's experience, gained with the major reconstruction of the BQE (in the early 1990's), that the independent engineer connected with this project was a most invaluable resource that greatly served the community providing engineering and technical knowledge.
- Traffic and noise conditions - abatement of traffic and noise conditions on Meeker Avenue needs to be addressed collaboratively by both NYC and NYS DOT.
- To address traffic conditions on Meeker Avenue; consider/study feasibility of extending Meeker Avenue across Newtown Creek to form a continuous service road
- Study suggested detours as part of the construction period impacts.
- Address community's concerns about any contingency arising from the underground oil spill during the construction period.
- The development of a benefit/cost ratio for each alternative as a means to standardize comparisons of the alternatives.

There are continued serious problems with the BQE at Vandervoort Avenue because the radius for turns is insufficient, especially the left turning point. The intersection of Morgan Avenue and Meeker Avenue (westbound) needs serious re-thinking as the fork condition creates a hazard for both pedestrians and motorists.

Continued maintenance of the BQE is extremely lacking, decking of the viaduct and rutting of the asphalt on both the roadway and exit/entrance ramps is obviously apparent and severely lacking of regular maintenance.

## **STREET RECONSTRUCTION/PLANNING**

The deplorable physical state of our local streets is an ongoing problem. It is essential that the City prioritize the street reconstruction projects scheduled for Community Board No. 1.

Reconstruction of Flushing Avenue is completed and the Kent Avenue/Franklin Street has finished. We still have major concerns about the implemented infrastructure improvements as some sewer lines were

not totally replaced on the Kent Avenue/Franklin Street project and their ability to adequately handle the increased flow from new construction connections along the waterfront is questionable.

Additionally, we welcome DOT to join us at occasional transportation committee meetings to update the public on the progress of these projects. We have learned, particularly through the Kent Avenue/Franklin Street project, that unforeseen traffic problems can arise, such as the heavy truck volumes which suddenly were routed onto Calyer Street. In the case of Calyer Street, an excellent resolution was put forth by Calyer Street residents: Banker Street was converted from a northbound one way street to a two-way street. The truck traffic was diverted onto this primarily industrial corridor, offering Calyer Street residents immediate relief.

It is clear that the most successful street reconstruction projects are those that are planned with close collaboration with the community, and we urge DOT to work with the Board to continue to reach out well in advance of these projects, as well as throughout construction.

The industrial zone situated beneath the Kosciuszko Bridge is in dire need of repair. Although it is currently M1-3 industrial space, the development potential of this area – either residential, commercial or industrial – is severely restricted by an inadequate infrastructure. Some streets have either never been paved, or had sewers installed underneath them. The Board has worked closely with all affected City agencies to develop a plan for the comprehensive revitalization of this area, and we urge that the needs of this area be included in the budget.

Last year there were a number of cave-ins and sinkholes that occurred within Community Board No. 1. We have a high rate of potholes. We ask DEP and DOT to collaborate, to determine the cause(s) of these cave-ins, and work with the Board on long-term solutions.

The Department of Transportation needs to stop planning for us and start planning with us. We have requested the agency to address conditions at various locations:

1. Greenpoint Avenue at Provost Street – right turn on red light: to alleviate traffic congestion.
2. Traffic light at Humboldt Street and Withers Street – a long standing request to allow safe crossing for pedestrians and to halt vehicular speeding.
3. Morgan Avenue, Driggs Avenue, Meeker Avenue – removal of “eye pollution” billboard sign at this triangle. There are multiple redundant street signs in this area already!
4. Wythe Avenue Reroute – concerns from the community need to be addressed.
5. McGuinness Blvd. – the creation of turning lanes with no signals has created a dangerous situation. We ask that safety measures be implemented along this corridor.

Our requests have fallen on deaf ears at the DOT!

## **SEWER CONSTRUCTION**

As one of Brooklyn’s oldest communities, Community District No. 1 naturally suffers from a terribly outdated and inadequate sewer system. The continued upgrading and replacement of our sewers remains an on-going necessity. The stretch of Graham Avenue, from Meeker Avenue to Metropolitan Avenue, continues to be plagued by foul sewer odors that emanate from the catch basins. To date, DEP has not been able to resolve the condition. An additional unresolved sewer related matter is DEP’s failure to step up to the plate and aggressively correct numerous cave-in conditions from previous sewer pipe work that now requires trench restoration. These are sites where there was inadequate shoring, or wood shoring that was never removed and decayed causing underground subsurface voids which have subsequently collapsed. **The Department of Environmental Protections continues to drag its feet in this matter while every day these conditions worsen and present public safety hazards.**

Community Board No. 1 has forwarded the following locations since 1999 to receive priority attention:

- Catherine Street between Metropolitan Avenue and Grand Street
- Clymer Street between Wythe and Bedford Avenues
- Conselyea Street between Graham and Manhattan Avenues
- Division Avenue between Berry Street and Wythe Avenue
- Eckford Street between Norman and Nassau Avenues
- Grand Street between Humboldt Street and Morgan Avenue
- Maujer Street between Lorimer Street and Union Avenue
- Meserole Street between Lorimer Street and Union Avenue
- Montrose Avenue between Union Avenue and Bushwick Place
- Moore Street between Humboldt Street and Manhattan Avenue
- North 6th Street between Driggs Avenue and Roebling Street
- Olive Street between Grand and Powers Streets
- Powers Street between Catherine and Olive Streets
- Rutledge Street between Bedford/Marcy/Lee Avenues
- Scholes Street between Morgan and Union Avenues
- Skillman Avenue between Humboldt Street and Graham Avenue
- Ten Eyck Street at Lorimer Street
- Withers Street between Woodpoint Road and Humboldt Street

These locations were to be addressed in FY 2009, however, the Department of Design and Construction relates that the work is delayed because DEP says they have no funding!

In another portion of the District, the area directly under and north of the Kosciuszko Bridge continues to be forgotten and floods constantly with the free-fall drainage from the BQE. **Sewer construction here has been delayed, too.** This item also needs to be promptly addressed by the responsible environmental agencies of both the City and State.

## **THE ENVIRONMENT WATER QUALITY**

Because of our extensive waterfront, Community Board No. 1 has in the past, vigorously supported all efforts to clean the waters of the East River and Newtown Creek. The success of these efforts is indicated by the substantial water quality improvement that has occurred in the East River, a development that greatly enhances the recreational potential of the waterfront. In recent years, ducks, geese and swans have been observed to be nesting along North 13th Street. Looking ahead, our commitment to the goals of high water quality remains as strong as ever, and the Board will vigorously oppose all efforts to retreat from this principle.

Our Board hosts the largest sewage treatment plant in the eastern United States and the cost of its upgrading is \$3.5 billion and approximately \$60 million is being spent to retrofit the old DOS MTS facility/construct a loading facility on Whale Creek for pumping and shipping out the plant's sludge. Quite frankly, DEP is not a good neighbor to Greenpoint and Williamsburg. Greenpoint Avenue surrounding the plant continues to flood.

Community Board No. 1 has not changed its position to oppose any expansion of the Newtown Creek Water Pollution Plant that would allow for an increase in the capacity of secondary treatment. We have recently reviewed items under ULURP regarding DEP's plans to upgrade the facility. This complex undertaking to upgrade the plant was approved by Community Board No. 1 with conditions and an amenities package to

be included. A monitoring committee chaired by former Councilman Fisher has spearheaded the Board's commitment to this process. Kingsland Avenue was to be widened from Greenpoint Avenue towards the northern end of the street as part of slated improvements to enhance traffic flow and safety. However, this reconstruction work has not occurred and this lack of progress is of paramount concern for CB #1. Any contract penalties should be directed to the Community and not funneled into the DEP's general fund.

DEP was to demolish the sludge storage tank at Dupont Street. In previous plans, the material was to be pumped away via an underground pipe system. However, the agency changed its plans and instead would continue a barging operation to remove sludge from the Greenpoint WPCP. This project will establish a new sludge loading facility at a site on Whale Creek and the MTS operation will utilize new specially designed barges and tugboats that will reportedly fit under the Pulaski Bridge. CB #1 feels that the application is an important step towards the realization of the parks and open space component of the Williamsburg/Greenpoint rezoning. However, our support is contingent upon DEP mitigating the landfill component of the project locally and not at a site in Jamaica Bay. At the current time, DEP has not moved forward on any plans to demolish the tanks or establish the new operations.

### **MOBIL OIL UNDERGROUND SPILL**

Community Board No. 1 urges the continued monitoring by NYC DEP and NYS DEC of the 1990 Mobil Oil Consent Order to remediate the free product plume in the Greenpoint area of Brooklyn.

As required by the Consent Order, in 1990 and 1991 Mobil performed a site assessment to determine the magnitude of the free-product plume and subsequently developed a remedial action plan to recover the free-product. The Off-Site Product Recovery System was designed from 1991 through 1993. Permits and approvals for construction of the facility were obtained from the NYS DEC, the NYC Department of Buildings and the NYC Fire Department in 1993 and 1994 at which time construction of the facility began. The Off-Site Free Product Recovery System began operation on September 1, 1995 and over 643,246 gallons of free-products have been recovered by the system as of fall 1997. Between 5 and 10 million of gallons of groundwater are pumped and treated monthly.

Additionally, since the 1980's, product recovery booms have been installed in Newtown Creek along the Peerless Importers bulkhead and since 1979 Mobil has been recovering free-product from on-site monitoring wells. By January 1999 6,706,654 million gallons of free product was recovered from on-site operations (with 1,564,326 gallons recovered of the cumulative product for off-site product plume). NYS DEC relates that over 9 million gallons have been recovered to date (according to a report by the US Coast Guard 9,106,000 gallons were recovered as of March 31, 2006). In 2004, Riverkeeper (an independent, member-supported environmental organization founded 40 years ago) has filed suit in federal court against Exxon/Mobil for the spill.

The New York State Department of Environmental Conservation reports that there has been a noticeable slow down of seepage into the Newtown Creek at the end of Meeker Avenue and that product recovery is expected to continue for a few more years. Community Board No. 1 demands that recovery activities must continue until all of the spilled product is removed from beneath Community District No. 1 and that the board be updated quarterly by the New York City Department of Environmental Protection and New York State Department of Environmental Conservation as to the removal progress.

Revenues from the recovery of the petroleum products should be directed to the Community.

## **SANITATION ENFORCEMENT STAFFING/ILLEGAL DUMPING**

Over the past years over 41 transfer stations have been opened within Community District 1. Today 53% of all C&D, fill and putrescible waste transfer stations in Brooklyn and 25% in New York City exist in Community Board No 1. These numbers translate into a population of 17 permitted transfer stations presently doing business in the district. This makes our district the most heavily impacted area in the entire City.

We urge that strong regulatory policies be developed, enforcement is strict and unpermitted stations closed. Environmental impact area reviews should also be required, not only site reviews. We consider the newer threat to our environment posed by the transfer stations to represent an immediate challenge that must be addressed by government, and urge, that a policy be developed that requires Special Permits and require Environmental Impact Statements. These statements need to look at the cumulative impacts, not just the impact of a proposed facility. As we have far more than our fair share of the garbage industry, we seek to have no new transfer stations sited and built in our District. We applaud the efforts of Waste Management to rail garbage out of the city and reduce truck traffic.

To aid with the enforcement of truck traffic and pertinent regulations, we urge the use of additional weighing stations in the District.

Community Board No. 1 has reached out to elected officials to declare a moratorium on the siting or expansion of any existing or future facilities in the district and on any land on the waterfront as a marine transfer station.

One of the major sanitation problems facing Community Board No. 1 is illegal dumping, which in many portions of the district, has reached epidemic proportions. It is essential that sufficient Sanitation Police be assigned to our community to vigorously combat these problems. No other Sanitation enforcement issue should be given higher priority in Community Board No. 1 than illegal dumping, on both streets, vacant lots and into waterways, including the policing of transfer stations. Additional enforcement police must be assigned to end illegal dumping. We have strongly urged that the Department of Sanitation reopen our neighborhood Self-Help Dump to provide access by residents as this will deter illegal discarding of household materials.

We oppose any reduction in staff and urge upgrading of the present street collection policy. We applaud the policy to initiate/increase refuse collection at public housing sites and large Mitchell Lama Development (Lindsay Park Houses). The establishment of a special unit to handle refuse collection at schools is also strongly supported by the Board. This program should be expanded to parochial schools and other not-for-profit organizations.

## **RECYCLING AND WASTE MANAGEMENT**

We continue to support the weekly collection schedule for recycling. Any consideration of a new Solid Waste Management Plan, including the Marine Transfer Station in Greenpoint, should be done in close consultation with the Board. DOS must aggressively pursue the abuse of corner wire baskets. Many baskets are overflowing on a daily basis thus detracting from the area's scorecard ratings.

Illegal postering is out of control and can be seen on the district's streets (light poles, traffic sign rails and vacant wall spaces). The practice proves to be unsightly and promotes litter. Enforcement has been requested to help stem the proliferation, however, there appears to be no response by the Department of Sanitation.

## **SANITATION GARAGES**

The construction of a new garage to serve Community District 1 and 4 was completed. The Department

of Sanitation has not acted responsibly to relocate the K-3 Sanitation Garage. It still needs to be placed in Community District #3 and no longer be situated in our district. **The Department of Sanitation must take immediate corrective action to relocate this to its respective district as per co-terminality guidelines and not juggle it within the confines of Community Board No. 1. The DOS relocation of BK3 to the old BK4 site remains completely unacceptable.**

### **CHERRY STREET SALT PILE**

The relocation of the Cherry Street Salt Pile must be done as expeditiously as possible. This open storage of salt had impeded a local business deal with the City's Office of Economic Development since 2001 and has prevented a business expansion and creation of new jobs for our local community. **This remains an outstanding action! In addition it is there illegally with no formal approval, salt runoff from this site continues to negatively impact this area.**

### **STREET CLEANING REGULATIONS**

We urge the Department of Sanitation to change the parking regulations to reduce the number of street cleaning days from four to two.

### **ECONOMIC DEVELOPMENT**

#### **COMMERCIAL REVITALIZATION AND INDUSTRIAL DEVELOPMENT**

In the past Community Board No. 1 has greatly benefited from the excellent activities of no fewer than seven commercial revitalization programs, Grand-Metro, Graham Avenue, Bedford Avenue, Havemeyer-Grand, Broadway West, Lee Avenue and Manhattan Avenue which have done much to further stabilize and strengthen these active shoppingstrips.

Without question (jobs) industry constitutes the economic backbone of Community District No. 1, and a substantial percentage of our residents are still employed by local industries. While Greenpoint/Williamsburg has shared in the City-wide decline of manufacturing jobs and suffers from chronic security, sanitation, facility and infrastructure problems, the core itself is strong and, with proper governmental support, should endure and prosper in the coming years. Undoubtedly, along with new residential development should come accommodating and appropriate commercial services to sustain the fundamental growth of all mixed-use neighborhoods (such as grocery stores, affordable eating establishments and clothing shops/boutiques). Such support could include capitalizing on local economic empowerment zones and tax credit programs to provide incentives for businesses to remain in the District.

### **MOORE STREET MARKET**

Community Board No. 1 was outraged to learn last year that EDC had taken action to close the market within a few months, having then put the vendors on notice to be out by June 2007. Reportedly, the site would be free then for future development. There was no prior contact with our Board on this matter. **The merchants were granted a terminal extension for one year. However, this is merely an extension of time and not a solution to the problem.** We continue to support the merchants and strongly advocate retention of the market at its current location. As part of its support for the market, CB #1 wrote and submitted a proposal to NYC DOT on behalf of the merchants for inclusion in the agency's Plaza Program. We are pleased that the proposal was well received and accepted in April 2009 for funding. The plaza will provide open space for the community and additional vending opportunities at the market for the merchants. We reminded the Administration that the Moore Street Market plays a vital part in the community by providing both jobs and consumer goods

for area residents and shoppers City wide. The role of this market is woven tightly into the ethnic fabric of our neighborhood and thusly represents a unique historic shopping Mecca. These retail markets were traditionally designed to assist the pushcart small businesses to operate off the city streets and into safe clean environments. The markets have evolved and represent physical and entrepreneurial landmarks today. It is highly outrageous that EDC chose to backdoor the elimination of our local market, exclude the community's input, and put at risk the long term livelihood of local businesspersons. Community Board No. 1 continues to support the landmarking of this institution so that it would be around for generations to come.

## **EDUCATION**

We support an overall master planning effort for the Department of Education's District 14. With the acknowledged change in student population, schools in our district must be retooled to address the ever changing needs.

We continue to support our area schools and their needs that were previously related to our Board: outfitting each school with a science laboratory and to provide wireless computers and stations for the schools within the Community School District. We continue to support (1) After School, Saturday, Summer Instructional and Recreational Programs; and (2) Repair, Refinishment of our area's School Buildings. In the past, budget cuts to several capital projects caused them to be eliminated in a number of schools and many educational programs were either ceased or reduced as well as staff connected with those programs.

We are concerned about the need for student protection and support all recognized security programs approved by the Department of Education to protect our children.

A major push by parents, community residents and teachers to reorganize the academically declining Comprehensive Eastern District High School proved to be quite successful as the 850 Grand Street Campus facility was instituted. In 1996 the Board of Education started three smaller schools, also called academies, that focused on particular themes of study (Progress HS for Professional Careers; Enterprise Business HS; and the School for Legal Studies), and eventually phased out Eastern District High School. Since that time, several other smaller schools were established in our district: The Academy for Young Writers; Williamsburg Preparatory School; Williamsburg HS for Architecture and Design; El Puente Academy for Peace and Justice; Harry Van Arsdale HS GED; Green School: An Academy for Environmental Careers; and charter schools: Williamsburg Collegiate Charter School; Williamsburg Charter HS ("Beginning with Children" was a pioneer charter school in our community for elementary school age youngsters. It grew out of a private partnership with Pfizer and opened its doors in September 1992). We look forward to our educational facilities having future success in serving the educational needs of our children.

It has been reported by the Department of City Planning that according to the 2000 Census, out of the total district's population, in the group 5 years and over: 89,085 persons are proficient and 57,775 are not proficient in English. Those persons not proficient in English had another language spoken at home. Roughly 46.5% spoke Spanish/Spanish Creole; 20.8 % spoke Polish; 20.5% spoke Yiddish (with the remainder percentage scattered in other categories). We encourage programs that will assist persons with attaining better English proficiency skills.

## **PUBLIC LIBRARIES**

Community Board No. 1 contains four public libraries (Greenpoint, Bushwick, Leonard and Marcy Avenue branches) which provide a variety of services for the community. We support their needs for enhanced equipment, computer linkages, increased book budgets and physical improvements.

The Leonard Branch has its elevator installed and is still seeking to construct a ramp as well as other sorely needed improvements for this aging Carnegie branch. We support their efforts to have the facility wheelchair accessible. Greenpoint Branch is an existing facility that can no longer accommodate the growing needs of the community in terms of function and programming and the construction of a new facility, on its current footprint, is being sought. It is most encouraging to see that these facilities are being highly used by both young and older residents alike. CB #1 strongly opposes cuts to the budgets for our libraries.

## **MASS TRANSIT**

Mass transit is inadequate to meet the needs of our district. Local bus service is frequently delayed because of overall traffic congestion. Overcrowding on the L train is so severe that riders often must allow 2, 3, or more trains before they can board; while on the G train, growing ridership is straining the limits of the current 4-car trains and the service schedule, which is that of a non-rush-hour service schedule.

MTA-NYC Transit's E/F/G/V service change in 2001, which terminated the northbound G line at Court Square on weekdays, interfered with many commutes; service has deteriorated further: the MTA indicated that the G would run its full route on weekends, but on any given weekend, that is not the case. G riders suffer from short, overcrowded trains and a halved line most of the time. For those North Brooklyn commuters who solely depend on the G, improved service must be a priority. The Board has read with interest – not to mention a sense of irony – that the V line has the lowest ridership in the entire system – lower, even, than the G line, which makes far fewer stops.

In 2001, the G line was shortened from its then-6 subway car trains to its present 4- car trains in order to supply the newly created V line. Since the V line has been so clearly underutilized since its inception and since the crowding on the G has increased dramatically with no downward trend in sight, **the Board recommends that MTA-NYC Transit reallocate subway cars from the V line and return them to the G line to offer relief for G line riders.** There needs to be better connection to trains that travel to and from Manhattan. The connection at Court Square for the G line remains inadequate and difficult to navigate.

Everyone agrees that the extreme ridership growth on the L train seems to have caught many agencies by surprise although we have been consistently warning them to expect this shift for several years now. We understand that more cars are on their way, but in the meantime, district residents and businesses are frustrated by the increasing unreliability of L service. The Board recommends that the MTA-NYC Transit consider implementing an express-style L train, running in morning peak hours from Myrtle-Wyckoff to 8th Avenue, and in evening peak hours from 8th Avenue to Broadway Junction. This would allow the L train fleet to turn around more quickly and service more riders.

We must also express our concern about delays in local bus service. Our bus schedules have been changed, and combined with increased traffic, our bus riders are waiting longer than ever for many routes, such as (but not limited to) the B24, B48 and Q59. Given the changes in our community – notably the increases in our nightlife, with many visitors to our galleries, restaurants, night clubs, boutiques, and our slowly developing waterfront parks – we are seeing more ridership on local bus service, and ask the DOT and MTA-NYC Transit to develop a service plan to meet ridership demand.

We are pleased that MTA-NYC Transit has begun to install smaller, more streamlined bus shelters; we plan to request more bus shelters, now that the odds are better that they can be accommodated at certain bus stops.

We note that the City and State are collaborating on a Bus Rapid Transit pilot project; the proposed Brooklyn route terminates at Williamsburg Bridge Bus Plaza, which is within the Community Board No. 1 district. We believe it would be beneficial to CB #1 residents if the BRT could extend over the Williamsburg Bridge, so that CB #1 residents could also use the service to reach Manhattan.



Given our growth, transportation along the District's waterfront needs to be planned now. The DOT and MTA-NYC Transit must take an aggressive, proactive approach. The implementation of a new bus route along Kent Avenue would provide a much-needed service to our district, and complement service provided by other routes, such as the B61.

With the siting of the MTA's revenue depot at 46-25 Metropolitan Avenue, Community District #1 has been inundated with armored trucks flying through residential areas. The MTA must take immediate action in advising their drivers to adhere to truck route designations.

The addition of water transportation, such as ferries and water taxis, must be encouraged with any new development on the waterfront. We urge the formulation of an MTA "Needs Assessment" panel to review the service in our district and make much needed service changes to better serve our community and the Authority.

## **COMMUNITY BOARDS**

Community Board No. 1 still lacks adequate funding. The meager budget provided for our board does not keep pace with inflation and any increased operating costs. The costs for acquiring much needed newer technology, computer software, upgraded hardware as well as internet/web access capabilities is expensive. Our only restorative measure for our budget was in 1997, when a portion of the funds were restored by the New York City Council; however, it did not provide the Board with a full complement.

Community Boards were to receive another round of budget cuts in FY 2010. We are pleased that the City Council supported the Boards and voted to restore our respective budgets but the boards' budgets were not made whole (\$1,000 less). The Mayor's proposed cuts were implemented. We are still not out of the woods yet – future budgets are in danger to receive these devastating cuts. The Office of Management and Budget has indicated that the cuts are still reflected on the boards' financial plan for 2011 and 2012. In order to continue delivering the Board's mission per the 1989 revised City Charter, we oppose any cuts to the Board's budget, and instead, advocate strongly for increased allocations. We have learned from the Office of Management and Budget has made a restoration to our budget for the upcoming fiscal year, however, we are not whole as we await an \$8,000 restoration from the City Council. **Community Boards have not seen an increase in our budget in 20 years.**

## **SUSTAINABILITY OF COMMUNITY BOARDS**

Community boards provide a vital function for the districts they are designated to serve and consequently stand as valuable assets to the City as well. There is urgent need for increased funding as moneys were lost in previous budget crunches and were projected to be further reduced in the upcoming fiscal year beginning July 1, 2010.

Our internal budget is not sufficient enough to meet the ever escalating costs of necessary office operations and staffing. The rapid changes in communications, media and computers, plus the costly upgrading of various programs and equipment hinder a Board's meager budget, which covers a small staffing of only three persons and miniscule operating (OTPS) budget.

Community Board budgets should not be at the sole whim of the Administration. The NYC Charter's language regarding community boards must be strongly re-written to ensure that community boards are fiscally protected and legislatively promulgated - budgets held harmless from political climates.

## BIGGER AND BETTER LAND USE ROLES

Community Board NO.1 is no stranger to the land use process. Many impacts for Greenpoint and Williamsburg have been from various ULURP, BSA applications, development scenarios and siting actions - all which our board has taken an active role in.

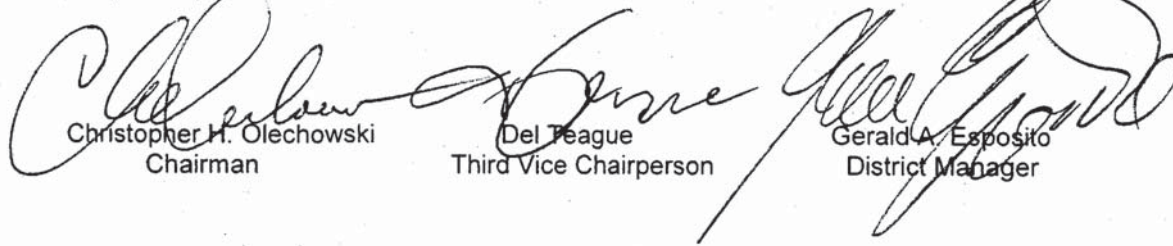
Our diligent work never ceases and our voices must be heard. Community Board NO.1 needs the Commission to strengthen our role by giving us more teeth with which to have a better b~e. We will continue to collaborate with the Brooklyn Borough President on these important matters that affect the life, health and welfare of our constituency.

## CONCLUSION

Community Board No. 1 is prepared to discuss each of the items addressed in this **Statement of Community District Needs**. Please do not hesitate to contact us. In closing, we trust, that the City of New York will act favorably upon the items contained in this report or advise reasons for not implementing the needs of the Greenpoint- Williamsburg Community.

Respectfully submitted,

Respectfully submitted,



Christopher H. Olechowski  
Chairman

Del Teague  
Third Vice Chairperson

Gerald A. Esposito  
District Manager

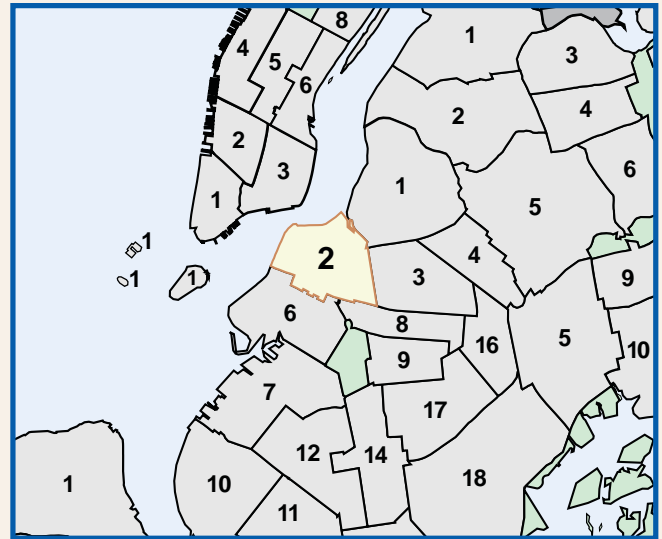
# BROOKLYN COMMUNITY DISTRICT 2

TOTAL POPULATION	1980	1990	2000
Number	92,732	94,534	98,620
% Change	—	1.9	4.3

VITAL STATISTICS	2000	2008
Births: Number	1,098	1,326
Rate per 1000	11.1	13.4
Deaths: Number	793	670
Rate per 1000	8.0	6.8
Infant Mortality: Number	11	9
Rate per 1000	10.0	6.8

INCOME SUPPORT	2000	2010
Cash Assistance (TANF)	7,419	2,793
Supplemental Security Income	4,474	4,153
Medicaid Only	5,223	11,711
<b>Total Persons Assisted</b>	<b>17,116</b>	<b>18,657</b>
<b>Percent of Population</b>	<b>17.4</b>	<b>18.9</b>

TOTAL LAND AREA	Acres:	1,846.0
	Square Miles:	2.9



	Lots	Lot Area	
		Sq. Ft.(000)	%
1- 2 Family Residential	2,292	4,429.0	8.2
Multi-Family Residential	3,227	12,542.6	23.4
Mixed Resid. / Commercial	1,035	4,258.0	7.9
Commercial / Office	440	4,259.8	7.9
Industrial	218	2,719.5	5.1
Transportation / Utility	90	9,174.3	17.1
Institutions	268	7,991.3	14.9
Open Space / Recreation	111	4,582.8	8.5
Parking Facilities	257	1,846.6	3.4
Vacant Land	332	1,768.1	3.3
Miscellaneous	52	153.6	0.3
<b>Total</b>	<b>8,322</b>	<b>53,725.6</b>	<b>100.0</b>

# Brooklyn Community District 2



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**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 2	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	94,534	100.0	98,620	100.0	4,086	4.3
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	30,144	31.9	33,931	34.4	3,787	12.6
Black/African American Nonhispanic	44,670	47.3	39,916	40.5	(4,754)	-10.6
Asian or Pacific Islander Nonhispanic	2,787	2.9	4,629	4.7	1,842	66.1
American Indian and Alaska Native Nonhispanic	339	0.4	213	0.2	(126)	-37.2
Some Other Race Nonhispanic	187	0.2	473	0.5	286	152.9
Nonhispanic of Two or More Races	-	-	2,923	3.0	-	-
Hispanic Origin	16,407	17.4	16,535	16.8	128	0.8
Population Under 18 Years	18,305	100.0	17,869	100.0	(436)	-2.4
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	2,650	14.5	3,264	18.3	614	23.2
Black/African American Nonhispanic	10,911	59.6	9,034	50.6	(1,877)	-17.2
Asian or Pacific Islander Nonhispanic	414	2.3	473	2.6	59	14.3
American Indian and Alaska Native Nonhispanic	57	0.3	50	0.3	(7)	-12.3
Some Other Race Nonhispanic	65	0.4	124	0.7	59	90.8
Nonhispanic of Two or More Races	-	-	632	3.5	-	-
Hispanic Origin	4,208	23.0	4,292	24.0	84	2.0
Population 18 Years and Over	76,229	100.0	80,751	100.0	4,522	5.9
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	27,494	36.1	30,667	38.0	3,173	11.5
Black/African American Nonhispanic	33,759	44.3	30,882	38.2	(2,877)	-8.5
Asian or Pacific Islander Nonhispanic	2,373	3.1	4,156	5.1	1,783	75.1
American Indian and Alaska Native Nonhispanic	282	0.4	163	0.2	(119)	-42.2
Some Other Race Nonhispanic	122	0.2	349	0.4	227	186.1
Nonhispanic of Two or More Races	-	-	2,291	2.8	-	-
Hispanic Origin	12,199	16.0	12,243	15.2	44	0.4
Total Population	94,534	100.0	98,620	100.0	4,086	4.3
Under 18 Years	18,305	19.4	17,869	18.1	(436)	-2.4
18 Years and Over	76,229	80.6	80,751	81.9	4,522	5.9
Total Housing Units	42,789	-	45,556	-	2,767	6.5

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 2</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>98,620</b>	<b>100.0</b>
White Nonhispanic	33,931	34.4
Black Nonhispanic	39,916	40.5
Asian and Pacific Islander Nonhispanic	4,629	4.7
Other Nonhispanic	686	0.7
Two or More Races Nonhispanic	2,923	3.0
Hispanic Origin	16,535	16.8
Female	50,766	51.5
Male	47,854	48.5
Under 5 years	5,364	5.4
5 to 9 years	5,010	5.1
10 to 14 years	4,675	4.7
15 to 19 years	5,438	5.5
20 to 24 years	8,549	8.7
25 to 44 years	39,104	39.7
45 to 64 years	20,578	20.9
65 years and over	9,902	10.0
18 years and over	80,751	81.9
In households	89,141	90.4
In family households	57,715	58.5
Householder	18,653	18.9
Spouse	10,206	10.3
Own child under 18 years	13,780	14.0
Other relatives	13,041	13.2
Nonrelatives	2,035	2.1
In nonfamily households	31,426	31.9
Householder	24,507	24.8
Householder 65 years and over living alone	3,904	4.0
Nonrelatives	6,919	7.0
In group quarters	9,479	9.6
<b>Total Households</b>	<b>43,160</b>	<b>100.0</b>
Family households	18,653	43.2
Married-couple family	10,206	23.6
With related children under 18 years	4,306	10.0
Female householder, no husband present	6,852	15.9
With related children under 18 years	4,586	10.6
Male householder, no wife present	1,595	3.7
With related children under 18 years	730	1.7
Nonfamily households	24,507	56.8
Households with one or more persons 65 years and over	7,387	17.1
Persons Per Family	2.99	-
Persons Per Household	2.07	-
<b>Total Housing Units</b>	<b>45,556</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>43,160</b>	<b>100.0</b>
Renter occupied	31,037	71.9
Owner occupied	12,123	28.1
By Household Size:		
1 person household	18,988	44.0
2 person household	12,933	30.0
3 person household	5,431	12.6
4 person household	3,250	7.5
5 persons and over	2,558	5.9
By Age of Householder:		
15 to 24 years	2,334	5.4
25 to 44 years	21,077	48.8
45 to 64 years	13,144	30.5
65 years and over	6,605	15.3

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)

Brooklyn Community District 2 (PUMA 04004)

Selected Housing Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04004, Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>55,072</b>	<b>1,385</b>	<b>55,072</b>	<b>(X)</b>
Occupied housing units	47,894	1,500	87.0%	1.6
Homeowner vacancy rate	2	1	(X)	(X)
Rental vacancy rate	4.4	1.2	(X)	(X)
UNITS IN STRUCTURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>55,072</b>	<b>1,385</b>	<b>55,072</b>	<b>(X)</b>
1-unit, detached	426	188	0.8%	0.3
1-unit, attached	2,621	477	4.8%	0.9
2 units	4,430	548	8.0%	1
3 or 4 units	10,059	770	18.3%	1.3
5 to 9 units	7,417	805	13.5%	1.4
10 to 19 units	4,433	581	8.0%	1
20 or more units	25,609	978	46.5%	1.4
Mobile home	59	68	0.1%	0.1
Boat, RV, van, etc.	18	29	0.0%	0.1
YEAR STRUCTURE BUILT				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>55,072</b>	<b>1,385</b>	<b>55,072</b>	<b>(X)</b>
Built 2005 or later	963	255	1.7%	0.5
Built 2000 to 2004	2,215	445	4.0%	0.8
Built 1990 to 1999	972	259	1.8%	0.5
Built 1980 to 1989	927	244	1.7%	0.4
Built 1970 to 1979	2,416	410	4.4%	0.7
Built 1960 to 1969	4,268	493	7.7%	0.9
Built 1950 to 1959	5,456	560	9.9%	1
Built 1940 to 1949	5,283	611	9.6%	1.1
Built 1939 or earlier	32,572	1,132	59.1%	1.5
HOUSING TENURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>47,894</b>	<b>1,500</b>	<b>47,894</b>	<b>(X)</b>
Owner-occupied	16,151	977	33.7%	1.7
Renter-occupied	31,743	1,299	66.3%	1.7
VEHICLES AVAILABLE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>47,894</b>	<b>1,500</b>	<b>47,894</b>	<b>(X)</b>
No vehicles available	31,095	1,205	64.9%	1.9
1 vehicle available	13,915	1,016	29.1%	1.8
2 vehicles available	2,483	500	5.2%	1
3 or more vehicles available	401	165	0.8%	0.3
OCCUPANTS PER ROOM				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>47,894</b>	<b>1,500</b>	<b>47,894</b>	<b>(X)</b>
1.00 or less	45,884	1,493	95.8%	0.8
1.01 to 1.50	869	302	1.8%	0.6
1.51 or more	1,141	280	2.4%	0.6
Average household size	2.22	0.06	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>				
	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>10,697</b>	<b>855</b>	<b>10,697</b>	<b>(X)</b>
Less than 20.0 percent	4,640	595	43.4%	4.6
20.0 to 24.9 percent	1,379	404	12.9%	3.5
25.0 to 29.9 percent	756	226	7.1%	2.1
30.0 to 34.9 percent	755	210	7.1%	1.9
35.0 percent or more	3,167	500	29.6%	4.2
Not computed	35	57	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>				
	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>30,607</b>	<b>1,300</b>	<b>30,607</b>	<b>(X)</b>
Less than 15.0 percent	5,281	666	17.3%	2.1
15.0 to 19.9 percent	4,724	658	15.4%	2
20.0 to 24.9 percent	4,460	502	14.6%	1.5
25.0 to 29.9 percent	3,942	532	12.9%	1.8
30.0 to 34.9 percent	2,822	433	9.2%	1.4
35.0 percent or more	9,378	837	30.6%	2.3
Not computed	1,136	301	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.



GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 02, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10		FY2011 ADOPTED CAP BUDGET		THREE YEAR PROGRAM			REQUIRED TO COMPLETE		
						FY2012	FY2013	FY2014			
BR-156	MANHATTAN BRIDGE, RECONSTRUCTION	503,978	(CN)	1,661	(CN)	0	(CN)	0	(CN)	111	(CN)
		537,899	(F)	0	(F)	0	(F)	0	(F)	21,007	(F)
		73,030	(S)	13,582	(S)	0	(S)	0	(S)	0	(S)
		24,703	(P)	0	(P)	0	(P)	0	(P)	0	(P)
BR-270	REHABILITATION OF BROOKLYN BRIDGE	544,608	(CN)	419,186	(CN)	1,631	(CN)	1,631	(CN)	571	(CN)
		272,678	(F)	241,168	(F)	0	(F)	0	(F)	0	(F)
		20,810	(S)	0	(S)	0	(S)	0	(S)	0	(S)
CO-272	45 MONROE PL. - BROOKLYN APPELLATE DIVISION COURTHOUSE- 2ND DEPT.	CP		38	(CN)	0	(CN)	570	(CN)	0	(CN)
				0	(S)	0	(S)	0	(S)	0	(S)
CO-278	360 ADAMS ST. - BROOKLYN SUPREME COURT	13,387	(CN)	2,039	(CN)	0	(CN)	2,734	(CN)	0	(CN)
		205	(CX)	0	(CX)	0	(CX)	0	(CX)	0	(CX)
CO-281	120 SCHERMERHORN ST. - BROOKLYN CRIMINAL COURT	44,960	(CN)	10,300	(CN)	400	(CN)	0	(CN)	0	(CN)
		3,387	(CX)	0	(CX)	0	(CX)	0	(CX)	0	(CX)
CO-303	330 JAY ST. - BROOKLYN SUPREME CRIMINAL/FAMILY COURT	509,118	(CX)	0	(CX)	0	(CX)	0	(CX)	0	(CX)
CS-DN595	WILLOUGHBY-WAVERLY CHILD CARE CENTER	CP		0	(CN)	0	(CN)	0	(CN)	0	(CN)
ED-C319	BROOKLYN NAVY YARD	CP		0	(CN)	0	(CN)	0	(CN)	0	(CN)
ED-DN605	MYRTLE AVENUE REVITALIZATION PROJECT LDC	CP		0	(CN)	0	(CN)	0	(CN)	0	(CN)
ED-DN733	HISPANIC INFORMATION TELEVISION NETWORK	CP		6,342	(CN)	0	(CN)	0	(CN)	0	(CN)
ED-D319	BROOKLYN NAVY YARD	CP		2,300	(CN)	0	(CN)	0	(CN)	0	(CN)
ED-KN069	FAMILY HOME CARE SERVICES OF BROOKLYN AND QUEENS, INC.	CP		0	(CN)	0	(CN)	0	(CN)	0	(CN)
ED-KN313	NPOWER NY INC.	CP		0	(CN)	0	(CN)	0	(CN)	0	(CN)
ED-K319	BROOKLYN NAVY YARD INDUSTRIAL PARK	2,500	(CN)	1,000	(CN)	0	(CN)	0	(CN)	0	(CN)
ED-N069	FAMILY HOME CARE SERVICES OF BROOKLYN AND QUEENS, INC.	CP		0	(CN)	0	(CN)	0	(CN)	0	(CN)
ED-319	BROOKLYN NAVY YARD	237,353	(CN)	22,147	(CN)	14,657	(CN)	17,440	(CN)	0	(CN)
		14,950	(CX)	0	(CX)	0	(CX)	0	(CX)	0	(CX)
		1,152	(F)	0	(F)	0	(F)	0	(F)	0	(F)
		2,500	(S)	0	(S)	0	(S)	0	(S)	0	(S)
HB-1151	RECON BOE OVER CADMAN PLAZA EAST & WEST BOUND, BROOKLYN	3,871	(CN)	0	(CN)	0	(CN)	0	(CN)	11,877	(CN)
HB-1201	RECONSTRUCTION OF ATLANTIC AVE/LIRR ATLANTIC AVE BRIDGE, BROOKLYN	6,647	(CN)	47	(CN)	0	(CN)	0	(CN)	44,572	(CN)
HD-DN003	FIFTH AVENUE COMMITTEE, INC. (FAC)	CP		315	(CN)	0	(CN)	0	(CN)	0	(CN)
HD-DN118	URBAN HOMESTEADING ASSISTANCE BOARD (UHAB)	CP		3,000	(CN)	0	(CN)	0	(CN)	0	(CN)
HD-DN495	PRATT TOWERS, INC	CP		0	(CN)	0	(CN)	0	(CN)	0	(CN)
HD-DN498	SAINT JAMES TOWERS, INC	CP		0	(CN)	0	(CN)	0	(CN)	0	(CN)
HD-DN500	SECOND ATLANTIC TERMINAL	CP		0	(CN)	0	(CN)	0	(CN)	0	(CN)
HD-DN641	NAVY YARD DEVELOPMENT HOUSING FUND	CP		250	(CN)	0	(CN)	0	(CN)	0	(CN)

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 02, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10	FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM FY2013	FY2014	REQUIRED TO COMPLETE
HD-KN480	HABITAT FOR HUMANITY	CP	290 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-N527	ATLANTIC TERRACE	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN244	LONG ISLAND COLLEGE HOSPITAL	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN328	PLANNED PARENTHOOD OF NEW YORK CITY	CP	93 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-KN244	LONG ISLAND COLLEGE HOSPITAL	CP	300 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-KN328	PLANNED PARENTHOOD OF NEW YORK CITY	CP	90 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HR-DN183	HEARTSHARE HUMAN SERVICES OF NEW YORK	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HW-472	RECONSTRUCTION OF FLUSHING AVENUE, BROOKLYN	17,080 (CN) 8,000 (F) 3,050 (S)	67 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)
HW-639	RECONSTRUCTION, TILLARY ST., ETC., VIC. ADAMS ST., BROOKLYN	13,688 (CN) 0 (F)	17 (CN) 0 (F)	0 (CN) 2,000 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)
HW-973	RECONSTRUCTION OF FULTON STRET, ETC., BROOKLYN	7,017 (CN) 4,480 (F)	1,881 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)
HW-1153	DOWNTOWN BROOKLYN REHABILITATION	12,842 (CN)	6,613 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HW-1668	RECON WILLOUGHBY ST FROM FLATBUSH AVE EXT TO ADAMS ST, BROOKLYN	3,293 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	933 (CN)
P-C974	RECONSTRUCTION OF FORT GREENE PARK, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-K003	CONSTRUCTION AND RECONSTRUCTION OF BROOKLYN WAR MEMORIAL, BROOKLYN	149 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-K019	SUPREME COURT PARK, RECONSTRUCTION, BKLYN.	6,253 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-1057	PUBLIC SCHOOL 20, RECONST., BROOKLYN	1,239 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-1200	BROOKLYN BRIDGE PARK DEVELOPMENT	CP	3,042 (CN)	0 (CN)	55,000 (CN)	0 (CN)	CP
PV-C264	BROOKLYN ACADEMY OF MUSIC, IMPROVEMENTS	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-DN076	BROOKLYN PHILHARMONIC SYMPHONY ORCHESTRA	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-DN088	BRIC ARTS MEDIA BROOKLYN	CP	0 (CN)	750 (CN)	0 (CN)	0 (CN)	CP
PV-DN197	IRONDALE CENTER FOR THEATER, EDUCATION, AND OUTREACH	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-DN362	ST. ANN'S WAREHOUSE/ARTS AT ST. ANN'S	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-DN383	SHIRLEY CHISHOLM INSTITUTE FOR CHILDREN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-DN573	FRIENDS OF THE NEW YORK TRANSIT MUSEUM	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-DN579	BROOKLYN BALLET - SCHERMERHORN HOUSE	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-DN680	MUSEUM OF CONTEMPORARY AFRICAN DIASPORAN ARTS (MOCADA)	CP	0 (CN)	2,500 (CN)	0 (CN)	0 (CN)	CP

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 02, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10	FY2011 ADOPTED CAP BUDGET	THREE YEAR PROGRAM			REQUIRED TO COMPLETE
				FY2012	FY2013	FY2014	
PV-D264	BROOKLYN ACADEMY OF MUSIC, IMPROVEMENTS	CP	750 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN068	BROOKLYN BALLET	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN075	BROOKLYN MUSIC SCHOOL	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN076	BROOKLYN PHILHARMONIC	CP	1,250 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN087	CARLOS LEZAMA ARCHIVES & CARIBBEAN CULTURAL CENTER (CLACC-C)	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN088	BRIC ARTS MEDIA BROOKLYN	CP	750 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN197	IRONDALE CENTER FOR THEATER, EDUCATION, AND OUTREACH	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN362	ST. ANN'S WAREHOUSE/ARTS AT ST. ANN'S	CP	1,000 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN387	SMACK MELLON STUDIOS	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN429	THEATRE FOR A NEW AUDIENCE	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN438	URBANGLASS	CP	760 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN473	TRILOCK FUSION ARTS, INC.	CP	75 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-K264	BROOKLYN ACADEMY OF MUSIC, IMPROVEMENTS	CP	1,000 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-N076	BROOKLYN PHILHARMONIC	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-N197	IRONDALE CENTER FOR THEATER, EDUCATION, AND OUTREACH	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-N613	NEW YORK TRANSIT MUSEUM	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-264	BROOKLYN ACADEMY OF MUSIC, IMPROVEMENTS	CP	5,750 (CN) 1,000 (F) 1,000 (S) 5,000 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	4,000 (CN) 0 (F) 0 (S) 0 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	CP
PW-DN532	LONG ISLAND UNIVERSITY	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN037	PRATT AREA COMMUNITY COUNCIL (PACC) INC.	CP	0 (CN)	1,000 (CN)	0 (CN)	0 (CN)	CP
PW-KN071	BROOKLYN DEFENDER SERVICES	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN392	SOUTH BROOKLYN LEGAL SERVICES	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN497	SAINT FRANCIS COLLEGE	CP	200 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN617	I MATTER: PARENTS AND CHILDREN TOGETHER	CP	250 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-K002	BROOKLYN BOROUGH HALL	CP	2,754 (CN) 100 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)
PW-291	BROOKLYN BOROUGH HALL	CP	0 (CN) 0 (S) 0 (P)	0 (CN) 0 (S) 0 (P)	0 (CN) 0 (S) 0 (P)	0 (CN) 0 (S) 0 (P)	CP
PW-322	345 ADAMS STREET, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 02, BROOKLYN

BUDGET LINE	TITLE	TOTAL	FY2011 ADOPTED	THREE YEAR PROGRAM			REQUIRED TO COMPLETE
		APPROPRIATION AS OF 5/31/10	CAP BUDGET	FY2012	FY2013	FY2014	
PW-325	210 JORALEMON STREET, BROOKLYN	CP	0 (CN)	13,500 (CN)	367 (CN)	5,940 (CN)	CP



MARTY MARKOWITZ  
*Borough President*

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**Community Board No. 2**

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JOHN DEW  
*Chairperson*

ROBERT PERRIS  
*District Manager*

## Fiscal Year 2012 Statement of District Needs

Community Board 2 strives for a district that provides equal services, access and resources for all of its residents. To inform budget decisions for our district, we have prepared this statement as a description of where we are, where we would like to be and how we envision getting there.

The following statement presents the state of our district, problem areas or needs and potential solutions for these problems. It is arranged by the functional areas of land use and historic preservation; parks and recreation; youth, education and cultural affairs; health, environment and social services; transportation; and economic development and job creation. We intend for our insights and recommendations to encourage balanced and sustainable development in Community District 2 that meets the needs of our residents.

### *Key Findings*

Land use in Community District 2 has been profoundly affected by recent rezonings and nationwide fluctuations in the housing market. A significant upzoning in Downtown Brooklyn led to an increase in development. Tighter controls will be needed in the future to ensure vacancies are minimized and development proceeds at a responsible pace.

The community district has an insufficient supply of open space per resident. The pending completion of Brooklyn Bridge Park will alter this ratio. Beyond quantity, there is a need for consistently high quality in our open spaces. For instance, basketball courts along the Brooklyn-Queens Expressway require paving and lighting and Fort Greene Park is in need of upgrades to drainage systems and landscaping.

Educational services in our district could be augmented. Out-of-school time programming is an important accompaniment to any child's education. Through the bolstering of this service and addition of critical educational programs to assist children who are falling behind, we know that more of our students can perform at grade level.

We have an ample supply of transit options from the community district to elsewhere. Opportunities exist to improve connections between various modes of transit and create a safer and more user-friendly experience. We encourage the Department of Transportation (DOT) and Metropolitan Transportation Authority to work together to implement improved network connectivity. Additionally, with many DOT projects underway in the district, we encourage safe and timely completion.

Health and social services in our district should meet the needs of all our residents. A greater supply of small-scale health care services that are accessible to low-income communities should be provided. Currently, one in five of our residents do not have a regular doctor.

Striking disparities exist in the rates of joblessness throughout the district. Job training and placement programs should be increased in locations where unemployment rates are highest. Additionally, city agencies should look to their own projects and programs to employ those who are currently unemployed. An example of this is New York City Housing Authority's (NYCHA) Section 3 construction trades work program.

## **Land Use and Historic Preservation**

### *State of Our District: Density, Land Use and Stalled Development*

Ours is a comparatively dense community district, with over 40,000 residents per square mile. The average across New York City is 27,000 per square mile. We anticipate this density will increase in the coming years. In 2007, we had the fourth highest number of new dwelling units (1,228 units) authorized by Department of Buildings (DOB) permits. Currently, the predominant land use (21.9 percent) is multi-family residential, then institutional use (13.7 percent). These are followed by industrial, commercial/office, one-two family residential and open space/recreation, ranging from roughly 8.9 to 7.5 percent.

The built environment of Community District 2 has undergone many changes in the last decade. In 2007, there were 1,139 certificates of occupancy issued, as compared to 84 issued in 2000. In 2009, there were only two dwelling units authorized by new building permits. Almost three thousand were authorized in the previous year in Community District 2. Additionally, there are currently 26 stalled sites in our district, much higher than the citywide average.

### *Introduction: Land Use*

The Fort Greene and Clinton Hill rezoning of 2007, the Downtown Brooklyn Development Plan (DBDP) approved in 2004 and the 2009 Dumbo rezoning have had varying impacts on our community. The new construction envisioned by these plans has yet to occur due to the national credit crisis and depression of the real estate market,. In some cases, in particular the DBDP, the results of these changes have not matched the stated goals of the plans. The rezonings that have been most effective to date are those where one objective was preserving neighborhood scale and character, for instance in Fort Greene and Clinton Hill.

### *Needs and Solutions: Land Use*

The prevalence of incomplete projects in our district is of particular concern to the community board. An exuberant real estate market and the DBDP drove development to occur at a higher rate in and around downtown but with the collapse of the market, many projects are now stalled or abandoned. According to the Department of Buildings there are 26 stalled construction sites in our district, approximately half of which are in Downtown Brooklyn. There currently are 650 stalled sites in the city. Therefore, the average number of stalled sites per community district is 11, far below the number here. We encourage the city to take action in the future to prevent such heavy saturation of the local real estate market. Additionally, requiring developers to present proof of full financing for the project and commitment to its completion before demolition or ground breaking could decrease the frequency of abandoned development sites.

The built form of Community District 2 varies considerably from neighborhood to neighborhood and, accordingly, the needs and proposed solutions also vary.

## **Downtown Brooklyn**

Approved in 2004, the DBDP upzoned much of the central business district to competitively retain jobs at risk of leaving New York City. However, because of market conditions and the absence of stronger controls, the plan led primarily to the development of new luxury residential mid-rises. As of March 2010, there has been 7 million square feet of new development built in Downtown Brooklyn yielding 5,000 new residential units, 1,000 hotel rooms and 620,000 square feet of office and retail space.

The majority of new retail space has been on the ground floor of new residential buildings, a requirement of the DBDP, and most of it has gone unleased. New residents will be left without the services and amenities they need until the retail vacancies are filled. (For instance, access to basic amenities such as grocery stores may be limited for residents in this area.) This also hinders the marketability of the new apartments, making vacancies more persistent. The proposed siting of a small-scale grocery store at Flatbush and Myrtle avenues may help to address this need. We support the development of affordable food vendors and the exploration of other such projects to remedy the current land use imbalance.

Since 2004, Downtown Brooklyn has lost much of its affordable commercial retail space. It was reported that over 200 independent businesses have left the area, many of whom were tenants in the former Albee Square Mall. The new retail spaces have tended to be much larger than those occupied by the displaced tenants and therefore don't serve as an alternative, functionally or economically. The loss of retail activity in Downtown Brooklyn also hurts the daytime workers and weakens economic activity.

Prior to the downturn, the district experienced a dramatic increase in new construction. In its own right, this represents an opportunity that was present throughout our district—to increase density and preserve character through the appropriate use of land, building stock and historic sites. DBDP was intended to activate and fully realize the value of the city's third largest central business district. Unfortunately, it has yet to do so. For these reason, we have requested that the Department of City Planning (DCP) revisit the plan with the goal of creating a truly mixed-use community, one that is more than just residential buildings at a range of costs.

There have been efforts by organizations such as the Downtown Brooklyn Partnership to stimulate commercial investment in the area. The organization's president, Joe Chan, believes the core of Brooklyn's downtown will soon be a lively residential neighborhood. Population in this area has increased from 400 residents in 2000 to 3,500. It is projected that the population will be around 7,800 by the year's end. It is the hope of this board that the services and amenities required to adequately serve these residents will be provided.

The United Nations is currently investigating the redevelopment of the former Albee Square Mall site for violations of employment and labor rights. As Kristi Barnes of New York Jobs with Justice said of the project, "There are no guarantees taxpayer money will create decent, living wage jobs for residents or displaced workers... [t]hey'll mostly be low-wage, part-time retail jobs — and they won't help an entire nearby block of closed storefronts that haven't had attention for more than two years." As representatives of the workers and merchants that have been directly affected by this project, we hope to see this project come to completion in a way that provides economic opportunity for local residents.

## **Fort Greene and Clinton Hill**

The Fort Greene and Clinton Hill rezoning of 2007 was intended to preserve built character and historic housing stock while encouraging increased density along commercial corridors. The onset of the economic downturn has meant less development along Myrtle Avenue and Fulton Street than was anticipated. The board realizes the full impacts of this rezoning remain to be seen but commends the DCP for its preservation of the built character of this neighborhood and for incentivizing affordable housing.

## **Dumbo**

It is too early to see significant impact from the Dumbo Rezoning. The plan, which came into effect in 2009, newly permitted residential development in the eastern part of the neighborhood. Since its completion, only one new building, located at 205 Water Street, has been proposed. However, residential conversions of industrial space are occurring. The influx of new residents has not been matched by complimentary retail and commercial development. Again, the board hopes to see the attraction of appropriate businesses and services for the residents of this neighborhood.

### *Introduction: Historic Preservation*

In 2008, over forty percent of our residents lived in one of our many historic districts. Community District 2 is proud to be home to eight of the 22 community districts in Brooklyn. The eight are the Boerum Hill, Brooklyn Academy of Music, Dumbo, Clinton Hill, Fort Greene, Fulton Ferry, Brooklyn Heights and Vinegar Hill historic districts. The value that these districts contain and generate is a benefit to our residents and visitors. Across the city, historic districts have been shown to increase home price premiums by 21.8 percent and to improve the economic performance of an area.

### *Needs and Solutions: Historic Preservation*

To this end, we look forward to seeing soon the extension of the existing districts in Fort Greene and Clinton Hill and the establishment of the Wallabout Historic District. Additionally, we would like to highlight consideration by the Brooklyn Heights Association of a skyscraper historic district. Sites such as 16 Court Street, 180 Remsen Street and 185 Montague Street are among the suggested buildings for this district.

## **Parks and Recreation**

### *State of Our District: Conditions and Space*

Bounded by Myrtle Avenue, DeKalb Avenue, Washington Park and Ashland Place, Fort Greene Park is the district's largest park. Currently, Fort Greene Park provides the district with one quarter of its open space; smaller parks and public spaces dotted throughout the district provide the remainder. In the coming years, the even larger Brooklyn Bridge Park will open on Piers 1-6 on the East River waterfront. The amount of open space per person in our district will change drastically with the opening of the Brooklyn Bridge Park. While the park will be a regional destination, it is also a local asset and the community board looks forward to maintaining its relationship with the Brooklyn Bridge Park Corporation as it completes construction.

Even with the addition of Brooklyn Bridge Park, Community District 2 lacks sufficient open space for its residents and day workers. (At least 70,000 people enter Downtown Brooklyn each day to go to their place of employment.) The city's guideline recommends two acres of passive open space and half an acre of active open space per 1,000 residents. According to the Department of DCP's calculations of land uses in our district, 7.5 percent is open and recreational space, far below the recommended guidelines. We welcome the addition of open space in our district. However, the Department of Parks and Recreation (DPR) must maintain and repair the existing inventory of parks throughout our district.

### *Need: Consistently Improved Conditions*

Since 2000, some small neighborhood parks have been successfully renovated. The majority of these park rehabilitations, however, have occurred in areas with higher median incomes. We would like to see improvements occur equally throughout our district. For instance, Bridge Park 3 and other parks along the Brooklyn-Queens Expressway (BQE) consist primarily of pavement that is poorly maintained. Bridge Park 3 is located in a census tract that has a median household income of \$9,876. Not too far away, in



Clinton Hill, a park such as Underwood has benefited from local community investment. There, residents came together to improve the condition of the park. As of 2000, the household median income in that park's census tract was \$48,885. An imbalance exists between the conditions of our parks that needs to be address.

*Solutions: Innovative Solutions for Improved Parks Service*

Innovative solutions are improving our parks and are bring new park spaces to our district. Concessions, development bonuses and independent fund raising are potential sources of additional funding for parks. These tools can work but have only been seen in select areas of our district. Currently, the Watchtower Society is preparing to renovate a park as part of the approval of a rezoning of a parcel it owns in Dumbo. Fort Greene Park has benefited from the Fort Greene Park Conservancy and its efforts, particularly in its preservation of the Prison Ship Martyrs Monument.

We would like to see the necessary funding and tools in place in Community District 2 to improve our parks and provide an equal level of service to our residents. Outlined below are goals that we hope to see realized in the near future.

1. Basic maintenance and repair of our parks.  
Our district has grown from its 2000 census population of over 98,000, of which 18 percent was school aged. Community Board 2 is not ignorant of the cuts made to the parks budget. Nevertheless, the lack of adequate space for outdoor recreation in our district demands that the space we do have be adequately repaired and maintained for use. We stress that repair and maintenance needs be implemented in an equitable fashion district-wide and encourage the parks department to involve local community members in this effort.
2. Meet PlaNYC's open space goals to open local schoolyards as parks.  
This goal was implemented for three years at PS 38 in Boerum Hill when funding through the Trust for Public Land provided after hours access to the school playground. Unfortunately, the grant has expired and the school yard is once again closed except when school is in session. We would like to see playgrounds open after hours for use as parks. They offer an alternative to a resource that is in short supply, especially in Boerum Hill. Parks and playgrounds could share resources for this purpose. For instance, with the opening of Sixteen Sycamores in the near future, there might be an opportunity to share staff and maintenance between it and PS 261.
3. Reclaim streets for people by installing additional public plazas and Greenstreets.  
DOT has implemented at least 37 Greenstreets in our district. These provide welcome respite for pedestrians and help to beautify our streets. We look forward to the implementation of more of these and other pubic plazas on our streets.
4. Identify lots or areas for new parks.  
Our district has a wealth of diverse land uses. Large vacant lots and little-used parking lots dot it. Turning them into parks and public spaces would improve our urban landscape and bring much needed open space to our constituents. We encourage DPR to look at land use in our district to find sites where such repurposing is feasible. For instance, in Clinton Hill there may be private underused sites that could be turned into temporary publicly-accessible open spaces.

We look forward to working with DPR, DCP and DOT on the above projects and goals. Our parks and open spaces may be limited, but with a little help and creative energy the city and the people of our district can work together to provide clean, safe and functional open spaces for all of our residents.

## **Youth, Education and Cultural Affairs**

### *State of our District: Under-Performing Schools*

The 2000 Census registered 18.1 percent of our population as under the age of 18. The performance of our students in reading is behind the level of performance in 35 other city community districts. Similarly, our students' math performance ranked 37th out of the 59 community districts in the city. Of our students, 38 percent are reading at grade level and 60 percent test at grade level in math.

In Community District 2 there are 15 public and 13 private elementary schools, including K-12 schools in both cases. The number of middle and high schools present is smaller but their school populations are greater. As the New York City school system does not assign intermediate and high school students by district, it is more applicable to look at the performance and graduation rates of the students who live in our district. Community districts and school districts are not coterminous; most of Community District 2 is in School District 13. Class sizes in the district typically range from 21–29 pupils. Of the students in this district, 62 percent are eligible for a free lunch.

### *Needs: Youth and Education*

The quality and delivery of education for youth in our district could be improved. Out-of-school-time programming and extra-curricular activities are important components of every child's education. Likewise, special needs and English as a Second Language programs should be ubiquitous in educational settings. Certain ethnic groups and students with disabilities, those with limited proficiency in English and the economically disadvantaged often did not make "adequate yearly progress" by several measures. Adequate yearly progress is defined by the New York State Board of Regents as "satisfactory progress by a district or a school toward the goal of proficiency for all students." This shows a clear need to equally provide all students with the educational resources that they require to succeed.

Many of our students do not have access to acceptable out-of-school-time programming opportunities. Programs such as those in JHS 113/Old 294 Edmunds Center and PS 20 Clinton Hill schools, the Department of Youth and Community Development's Beacon Programs, and Citizen Schools are examples of enriching, positive learning environments that should be readily available to all of our students. As sources of important educational services, Head Start and after-school are important educational services, therefore the reduction of these programs is alarming to the board.

In light of the pending school closures, the community board is concerned about post-elementary school choice. Additionally, the availability of seats in our district is unevenly distributed. For instance, there are no middle schools in Brooklyn Heights. This limits educational options for our residents.

Ten percent of our population is not proficient in English. Our adult population deserves accessible and appropriate educational opportunities. English language classes should continue to be made available for our adult population.

### *Solutions: Youth and Education*

Funding and resource allocation for increased capacity in our schools, more local school locations and attention to the needs of non-native English speakers and students with disabilities are required. In this regard, the expansion of PS 8 now underway is promising. It will provide necessary school seats and help meet demand for this high-performing elementary school.

Budget shortfalls frequently make such projects difficult to initiate. In the absence of such capacity we encourage schools, community centers and other educational and cultural outlets in our district to use

existing resources in new and innovative ways and to share resources and learn from one another. We hope the city will promote cross-communication between these programs and provide support and guidance to encourage such methods.

The Dumbo rezoning, which allowed residential development as-of-right, may lead to a change in the demographics of the neighborhood. The New York City Department of Education (DOE) may be well positioned to meet these demographic changes by construction of a new middle school there. More attention needs to be paid in the future to the shifts in the composition of populations in other neighborhoods. We encourage DOE to continue to track projections of population increases, especially in Downtown Brooklyn and to respond with sufficient school seats for the anticipated number of children.

#### *State of our District: Cultural Affairs*

Community District 2 has a wealth of cultural amenities within its borders. Institutions such as the Brooklyn Academy of Music (BAM), Mark Morris Dance Group, Brooklyn Music School and MoCADA stimulate and preserve culture in the district. With a long tradition of arts and artistry, our community is also proud to be home to numerous smaller arts organizations that reside within our borders. For example, 22 small and emerging theaters work with the Alliance of Resident Theaters/New York, a service and advocacy organization with offices and performance space in Fort Greene. On the Brooklyn Art Council's website, 31 organizations are listed in our district but as this is a self-posted list, the total may be larger.

#### *Needs: Cultural Affairs*

Development and land use changes in Community District 2 have had an impact on the availability of performance and studio space within our community. Spaces for artists and cultural events have become an expensive commodity. The BAM Cultural District, including the BAM Fisher Building and Theater for a New Audience, are examples of urban arts projects that provide a welcome boost to the cultural life of downtown Brooklyn.

#### *Solutions: Cultural Affairs*

Cultural elements enhance the appearance, safety and appeal of public space. They can stimulate investment and encourage use; bringing people more readily from other places and improving the perception of the value that a community places on its shared outdoor spaces. We enjoy the public art exhibits throughout our district. In addition to the creation of the BAM Cultural District, we would like to see more attention paid to the overall look and feel of our district. There are many opportunities to install, promote and display works of art in our district. We would like this to occur more frequently and invite all parties to engage the community board in a discussion about how to do this.

### **Health, Environment and Social Services**

#### *State of Our District: Imbalanced Services*

Brooklyn's central business district is at the geographic core of Community District 2. Within it are the federal and state courts, municipal offices and a variety of social service centers. These centers provide vital services, care and treatment for thousands each month.

Institutions occupy 13.7 percent of the land in our district. In the district profile prepared by DCP, there are 65 "selected community facilities." Of these, six are senior centers, 42 are private day care centers, 10 are public day care centers and two are head start day care centers. There are also 28 mental health service centers; 26 hospitals, nursing homes and ambulatory programs; 24 chemical dependency service

centers and 20 residential programs and food facilities for adults and families. By way of comparison, our demographically and geographically similar neighbor to the south, Community District 6, has 4.5 percent of its land dedicated to institutional uses and is home to only eight mental health service centers and seven chemical dependency service centers.

Our population increased by 4.3 percent between 1980 and 2000. A decreasing death rate and increasing birth rate mean this trend is likely to continue. According to the Census Bureau's American Community Survey data for 2008, our population is estimated to be a little over 114,000 people and the median age in our district is 35 years. Roughly one-tenth of our residents receive Medicaid support, double the amount five years ago. This represents a shift in the type of assistance people are receiving, as there is an almost equal number of people on income support in total in our district.

### *Need: Greater Access to Suitable Care*

The majority of the community services and health facilities in Community District 2 serve people in catchments extending beyond the district borders. On behalf of our residents, we ask that neighborhood-scale services for our community also be provided. Residents also need to be fully informed about their health and social service options and to have access to outlets for healthy living.

According to "Take Care New York," the city Department of Health and Mental Hygiene's community profiling document, the health of residents in the Northwest Brooklyn United Hospital Fund (UHF) neighborhood, which includes Community District 2, is underperforming compared to the city as a whole. Heart disease is 10 percent more likely to be a cause of death here than in the rest of New York City. Likewise, our death rate is 15 percent higher than the city average. In terms of access to care, one in four of our residents went without health insurance within the last year. Seventeen percent of our residents rate their health as fair or poor. This last figure is better than the Brooklyn average of 23 percent but we aspire to more.

Too many people utilize the emergency room as their primary care resource. According to "Take Care New York," there are more avoidable hospitalizations in Northwest Brooklyn than the Brooklyn average. In the UHF neighborhood, roughly one in five people do not have a regular doctor and 6 percent go to the emergency room whenever they are sick.

### *Solutions*

1. Extend service hours and limits cutbacks.

The board is particularly concerned by the pending closure of Head Start programs in our district. We strongly encourage supplementing these services in their elimination. We are also concerned about the effects of closing the Farragut Day Care Center and Duffield Children's Center. Our residents need facilities such as these and we hope, at a minimum, they are replaced. Similarly, the hours of the Fort Greene Health Clinic should be extended to include hours outside of the standard business day.

2. Facilitate service provider cross-communication, information sharing and collaboration.

In the wake of cut backs in service and the closure of facilities, other measures should be taken to address the needs of our populations. Information sharing between resource centers should be facilitated and encouraged. Education is a key component of service delivery; both in its ability to improve the effectiveness of care received by patients and because it can raise people's awareness of the services that are available to them. Information sharing at community health centers is helping to engage people in the services they need. We hope to see these efforts furthered by guidance and oversight from City leadership.

3. Encourage major facilities to understand their local communities and the needs they serve.

Through conscientious planning, large health care centers can provide preventative care and better services to their local communities. The Brooklyn Hospital Center's 2008 Community Service Plan is an example of such planning. It evaluates the health of the population it serves and outlines its priorities, along with a three-year plan of action. Community District 2 represents only one-tenth of the catchment area of the hospital, which according to the Community Service Plan is 1.2 million people. The plan highlights many of the problems mentioned above and also documents the high asthma rates in our district as a concern. The hospital's asthma program is currently evaluating patient management, education and care. We support The Brooklyn Hospital Center's efforts to evaluate the effectiveness of their care. We are also encouraged by their emphasis on preventative care, education and access. It is important that these are all addressed if the health of our district is to be improved.

In addition to direct services, we realize that outlets for physical activity and access to healthy food are important components of building a healthy community. For this reason, we encourage the continued development of bike paths in our district, the permissible placement of green carts and farmers markets and the sponsorship of festivals and outdoor events. There is an opportunity for our district to benefit from further dispersion of fresh produce and quality food items. We hope to see an analysis of the opportunity for expanding the Green Carts and FRESH markets programs in our community. Providing resources for healthy living is the best preventative care. We hope to be a place where necessary care is accessible and leading a healthy lifestyle is possible.

## **Transportation and Public Safety**

### *State of Our District: High Presence of Public Transit*

Community District 2 has many public transportation choices. Our 18 subway stops and 12 bus lines provide our residents with a full network of transit options to take them to the furthest reaches of New York City. Over 70 percent of our population commutes to work daily via public transportation; only 13 percent use a car to reach their jobs. These numbers are much higher than the national and city averages of 56 percent. Many people also walk to work within our district or use the Brooklyn Bridge and Manhattan Bridge walkways to commute to Manhattan.

One of the busiest bus routes in the City, the B41, travels through our district. It had close to 13 million riders in 2008. That year, three of our subway stops had close to 10 million riders in total. These were Atlantic Avenue/Pacific Street, Court Street/Borough Hall and Jay Street/Borough Hall.

Transit in our district provides many options for commuting. However, circulation within it is supported by fewer options. DOT's Downtown Brooklyn Transportation Blueprint has been evaluating the state of transportation in Downtown Brooklyn since 2005. It outlines measures for improving the overall transportation network in and around Downtown Brooklyn on an ongoing basis. Coupled with the plans of the Downtown Brooklyn Traffic Calming Project, DOT has initiated many positive changes in our district in recent years.

### *Needs: Transit Options and Reliability, Road Design and Enforcement*

The high level of use of our public transit network demands a highly performing and carefully maintained transportation network. While journeys to and from our district are well accommodated, travel within it is less manageable. The community board looks forward to the completion of the Downtown Brooklyn Surface Transit Circulation Study. The wealth of subway stations in our district provides an opportunity to create connections between them—connections not currently fully realized. Additional exits at stops

would also improve accessibility. Slow movement and poor on-time service decreases the level of service on our buses. The B54 in particular faces many challenges on its route.

Improved highway geometry and enforcement will help improve traffic within our district. Too fast moving vehicles are a complaint in our low-density residential neighborhoods. Trucks also drive too frequently off designated routes. Merchants on commercial corridors require additional loading zones for their purposes. The designation of bike lanes is often undermined by illegal parking that needs better enforcement. Similarly, the continued abuse of city employee and union permits needs increased enforcement.

Streetscaping has vastly improved many parts of our district. We request that these improvements be extended more broadly. For example, sections of Atlantic Avenue are nicely planted and furnished, while others are grey and dreary. A continuous aesthetically pleasing appearance along Atlantic Avenue would improve and smooth the divide between residential and downtown commercial neighborhoods. More benches and consistent tree beds should be part of such an approach.

Roadway design and traffic management can improve safety on our streets. Key hot spots for pedestrian and bicycle crashes are Myrtle Avenue and Flatbush Extension, Adams and Livingston Street, Adams Street and Tillary Street, Flatbush Avenue and Fulton Street and Atlantic and Flatbush Avenues.

New traffic calming measures have been implemented and are helping to slowdown the flow of traffic. Bike paths are giving cyclists added protection on the streets. However, nuanced planning of this network is required. Road conditions are substandard on streets such as Vanderbilt Avenue. This is hazardous for bikers.

Bike lanes have been widely developed in our district, to a large degree because they converge on the Brooklyn and Manhattan bridges. They are seen not only as a safety feature for alternative transportation but also as an economic generator. The Fulton Area Business Alliance, a district management association, is advocating for more bike lanes, as their merchants are asking for more racks on the sidewalks. Likewise, the Myrtle Avenue Revitalization Project is exploring ways to provide bike storage or simply to add additional bike racks. Street lighting can improve safety on our streets. Certain blocks in Fort Greene and Clinton Hill are particularly concerned about inadequate lighting. Street lighting needs to be reviewed and more lighting should be added. Examples of blocks where more lighting is needed are Carlton Avenue, between DeKalb and Myrtle avenues, and on Clifton Place, both of which are in the Clinton Hill neighborhood.

### *Solutions*

There are three main areas in which we see opportunities for improving transportation service and safety in our district. They are listed below along with specific interventions:

1. Safety and enforcement: Slower progressing signals on Atlantic Avenue, timed pedestrian countdowns, safety cameras, parking permit enforcement and truck use regulation.
2. Network improvements: Bike lanes should interconnect better, pedestrian and bus connections should be created with the new Brooklyn Bridge Park, Lawrence Street Station improvement needs to be completed as soon as possible, subway entrances should be improved and repaired, connections between subways and buses should be readily identifiable through the use of clear and consistent signage.
3. Funding: An annual issue for which regular and reliable sources should be found, equalization of tolls on the East River bridges and Brooklyn Battery Tunnel could be implemented, muni-meters could and should be used more widely.

An additional measure that is improving streets throughout the city is DOT's Public Plaza program and other traffic calming initiatives. The reconstruction of "Seven Corners," at Hanson Place and Fulton and South Oxford streets, is an example where streetscape improvements and traffic calming measures have been implemented concurrently. Widened sidewalks, speed humps and street furnishings are design tools that help mitigate traffic hazards and provide a safer and more pleasant experience for all users.

Many of the needs we describe have solutions outlined for them in the Downtown Brooklyn Transportation Blueprint. Some of these solutions have been implemented; others are ongoing. We support the goals of the blueprint to simultaneously accommodate travel demand growth, manage congestion, balance through and local traffic, and improve street management and safety. The board hopes to see the full execution of its priority initiatives.

## **Economic Development and Job Creation**

### *State of Our District: Pockets of High-Unemployment*

Overall, unemployment in our district is on a downward trend. The American Community Survey found it to be 4.7 percent in 2008, whereas in 2007 it was recorded at 6.6 percent. In the same year the district's median household income was \$64,046. Additionally, college degrees are held by 58 percent of our residents who are 25 and older.

These figures reflect an area that is improving its economic performance and capacity. However, breaking down these figures shows a very different story. The highest median income in any one census tract in our district, as of the 2000 Census, was \$112,414. The lowest was \$9,876. Similarly, a census tract in Clinton Hill had unemployment of 39.7 percent. This was one-third higher than the district average. On a positive note, a higher percentage of people in Community District 2 are employed in professional and related occupations than in the rest of Brooklyn and New York City.

Funding for economic development projects in our district comes from various sources. The Economic Development Corporation sponsors several programs applicable to businesses in Community District 2. At the federal level, two development projects in our district have received stimulus funding. These are City Point, which received \$20 million for the phase of construction, and the Brooklyn Navy Yard, where \$1 million was allocated to support development of a "green" manufacturing center.

### *Needs*

Levels of unemployment vary drastically across our district. Our labor force population is largely skilled and marketable and all members of it should be given equal exposure to opportunities. Local enterprises need to be supported and encouraged—their hiring and that of new businesses should focus within the district whenever possible. Addressing joblessness across our district is our primary economic development concern.

The obvious precursor to employment is job creation. Economic stimulation through investment can lead to job creation. Projects such as the development of the BAM Cultural District and the commercial revitalization of Fulton Street and Myrtle Avenue are crucial to the economic state of our district. Additionally, funding should be increased for youth after-school and development programs such as Helping Encourage Leadership Potential. Not only is education an important part of adolescent development, it is at the core of workforce development. Its complete and consistent provision across our district is essential for the prosperity of all of our residents.

NYCHA has set up specific programs to address unemployment within their tenant populations. We applaud the intentions of these programs and would like to see them more widely utilized. In our district,

it is alleged NYCHA has not adhered to the Section 3 and the Residential Employment Programs. The latter is a program that requires the authority to employ people from within developments to work on construction projects at those properties. Our sources indicates less than ten residents were hired for the extensive and continuing Whitman and Ingersoll Houses renovations. The isolation of these communities within the district is stark. Economic empowerment is an essential tool that can bridge this divide.

### *Solutions*

1. Workforce Development:

Downtown Brooklyn is a burgeoning economic center. Available jobs in this district should be connected to local residents. We are aware of a number of programs to address economic development in our district. Better connections need to be made between resources such as these and the residents that can benefit from them. On the ground programming and outreach is a foundational approach to addressing joblessness in the community district. We see the Brooklyn Navy Yard's efforts in this regard as exemplary. If there is a way to replicate and broaden the scope of such work, we believe it will be of enormous benefit to the parts of our district with far too high joblessness.

2. Business Development:

Economic development efforts across the district can and should be coordinated. "Shop Brooklyn" is an example of this cooperation. As a district that is home to several business improvement districts, we see them as potential connectors and vehicles for holistic economic development. The work of the Myrtle Avenue Revitalization Project engages community residents. This engagement is essential if economic development is going to benefit our residents. The make up and mix of our commercial sector is changing. The diversification of the "antique alley" on Atlantic Avenue is an example of such an evolution. Promotion and exposure for our local businesses helps them to grow. We encourage the Brooklyn Economic Development Corporation and the Fulton Avenue Business Alliance's work to bring dynamic businesses to our district. Diversification on our commercial streets is crucial to stability.

The Greenlight Bookstore in Fort Greene is an example of a successful attempt to respond to the needs of the community with appropriate businesses. They were a recent winner of the annual Brooklyn Public Library business proposal contest. Their business model coincided with a request by the local community for a neighborhood bookstore. Innovative attempts to match market demands are smart and we would like to see more conscientious business developments like this throughout the district.

3. Infrastructure Improvement:

You cannot have a successful economic development effort without viable infrastructure. Indeed, it can drastically improve the marketability of a business district. In this regard, Downtown Brooklyn is fortunate to have a high concentration of public transit options, urban outdoor space and Class A office space. With a dynamic market, however, local infrastructure must be revisited to ensure that it meets the needs of that market. During this period of heavy street construction, we encourage contract and construction managers to ensure the timely completion of work.

Design elements can be used to enhance the appeal of the public realm. We would like to see more public art throughout our district. Providing appealing outdoor spaces attracts people and businesses alike. Our built fabric is essential to our marketability as a district. We hope to see it preserved in our lower density areas and grown and guided to a diverse mix of uses in our central business district, Downtown Brooklyn.



## Acknowledgements

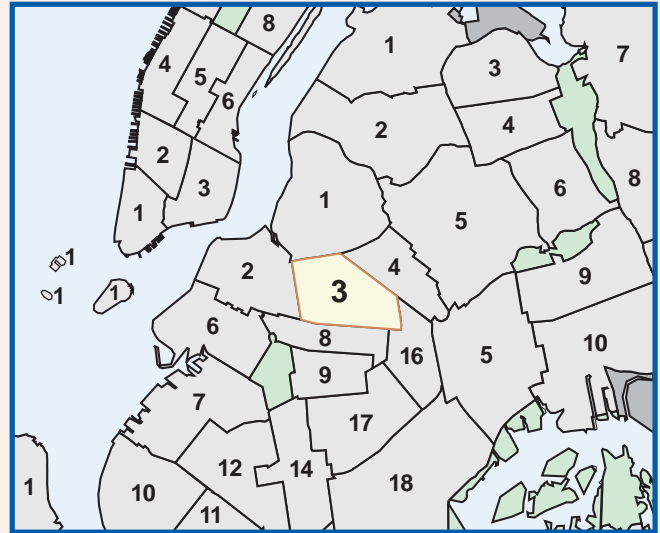
Brooklyn Community Board 2 is grateful to Manhattan Borough President Scott Stringer and the Mayor's Community Assistance Unit for funding and administering the Community Planning Fellowship Program and the community board's 2009-2010 planning fellow, Galin Brooks. Ms. Brooks, a May 2010 graduate of the Robert F. Wagner Graduate School of Public Service, wrote the Fiscal Year 2012 Statement of District Needs of Brooklyn Community Board 2 under the supervision of District Manager Robert Perris, who edited the document. The revision of the annual statement of needs was written in consultation with community organizations and the community board expresses its gratitude for their insights and civic service.

Respectfully submitted,

*John Dew*

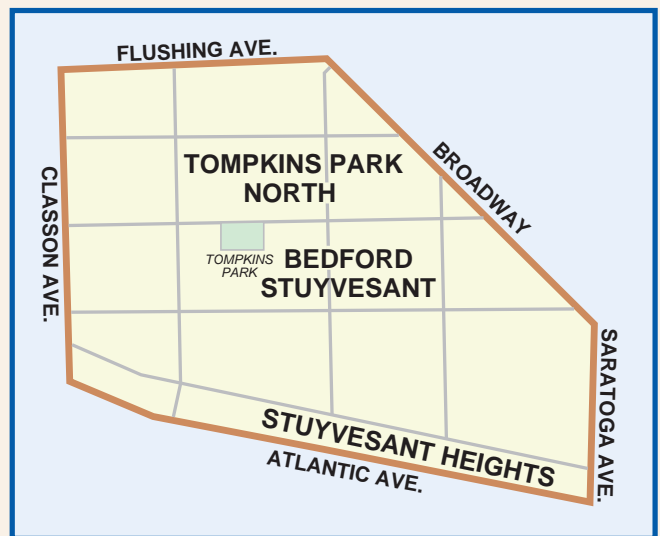
John Dew

# BROOKLYN COMMUNITY DISTRICT 3



<b>TOTAL POPULATION</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Number	133,377	138,696	143,867
% Change	—	4.0	3.7

<b>VITAL STATISTICS</b>	<b>2000</b>	<b>2008</b>
Births: Number	2,300	2,443
Rate per 1000	16.0	17.0
Deaths: Number	1,193	1,052
Rate per 1000	8.3	7.3
Infant Mortality: Number	26	19
Rate per 1000	11.3	7.8



<b>INCOME SUPPORT</b>	<b>2000</b>	<b>2010</b>
Cash Assistance (TANF)	23,029	14,345
Supplemental Security Income	10,561	11,184
Medicaid Only	13,484	40,842
<b>Total Persons Assisted</b>	<b>47,074</b>	<b>66,370</b>
<b>Percent of Population</b>	<b>32.7</b>	<b>46.1</b>

<b>LAND USE, 2010</b>			
	<b>Lots</b>	<b>Lot Area</b>	
		<b>Sq. Ft.(000)</b>	<b>%</b>
1- 2 Family Residential	6,937	13,371.0	24.4
Multi-Family Residential	6,420	20,484.3	37.4
Mixed Resid. / Commercial	1,423	4,309.9	7.9
Commercial / Office	300	1,831.6	3.3
Industrial	241	1,997.7	3.7
Transportation / Utility	84	519.4	1.0
Institutions	367	6,518.6	11.9
Open Space / Recreation	36	1,751.8	3.2
Parking Facilities	284	1,174.1	2.1
Vacant Land	1,037	2,574.6	4.7
Miscellaneous	89	232.2	0.4
<b>Total</b>	<b>17,218</b>	<b>54,765.2</b>	<b>100.0</b>

<b>TOTAL LAND AREA</b>	
<b>Acres:</b>	<b>1,824.1</b>
<b>Square Miles:</b>	<b>2.9</b>

# Brooklyn Community District 3



**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 3	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	138,696	100.0	143,867	100.0	5,171	3.7
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	1,217	0.9	2,056	1.4	839	68.9
Black/African American Nonhispanic	113,544	81.9	110,431	76.8	(3,113)	-2.7
Asian or Pacific Islander Nonhispanic	678	0.5	1,457	1.0	779	114.9
American Indian and Alaska Native Nonhispanic	416	0.3	432	0.3	16	3.8
Some Other Race Nonhispanic	252	0.2	473	0.3	221	87.7
Nonhispanic of Two or More Races	-	-	2,998	2.1	-	-
Hispanic Origin	22,589	16.3	26,020	18.1	3,431	15.2
Population Under 18 Years	42,426	100.0	44,899	100.0	2,473	5.8
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	219	0.5	452	1.0	233	106.4
Black/African American Nonhispanic	33,702	79.4	33,880	75.5	178	0.5
Asian or Pacific Islander Nonhispanic	183	0.4	416	0.9	233	127.3
American Indian and Alaska Native Nonhispanic	121	0.3	146	0.3	25	20.7
Some Other Race Nonhispanic	105	0.2	134	0.3	29	27.6
Nonhispanic of Two or More Races	-	-	807	1.8	-	-
Hispanic Origin	8,096	19.1	9,064	20.2	968	12.0
Population 18 Years and Over	96,270	100.0	98,968	100.0	2,698	2.8
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	998	1.0	1,604	1.6	606	60.7
Black/African American Nonhispanic	79,842	82.9	76,551	77.3	(3,291)	-4.1
Asian or Pacific Islander Nonhispanic	495	0.5	1,041	1.1	546	110.3
American Indian and Alaska Native Nonhispanic	295	0.3	286	0.3	(9)	-3.1
Some Other Race Nonhispanic	147	0.2	339	0.3	192	130.6
Nonhispanic of Two or More Races	-	-	2,191	2.2	-	-
Hispanic Origin	14,493	15.1	16,956	17.1	2,463	17.0
Total Population	138,696	100.0	143,867	100.0	5,171	3.7
Under 18 Years	42,426	30.6	44,899	31.2	2,473	5.8
18 Years and Over	96,270	69.4	98,968	68.8	2,698	2.8
Total Housing Units	54,344	-	58,162	-	3,818	7.0

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 3</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>143,867</b>	<b>100.0</b>
White Nonhispanic	2,056	1.4
Black Nonhispanic	110,431	76.8
Asian and Pacific Islander Nonhispanic	1,457	1.0
Other Nonhispanic	905	0.6
Two or More Races Nonhispanic	2,998	2.1
Hispanic Origin	26,020	18.1
Female	78,940	54.9
Male	64,927	45.1
Under 5 years	11,745	8.2
5 to 9 years	13,390	9.3
10 to 14 years	12,667	8.8
15 to 19 years	11,673	8.1
20 to 24 years	10,901	7.6
25 to 44 years	42,700	29.7
45 to 64 years	27,650	19.2
65 years and over	13,141	9.1
18 years and over	98,968	68.8
In households	140,624	97.7
In family households	119,152	82.8
Householder	33,025	23.0
Spouse	11,232	7.8
Own child under 18 years	34,443	23.9
Other relatives	35,042	24.4
Nonrelatives	5,410	3.8
In nonfamily households	21,472	14.9
Householder	17,857	12.4
Householder 65 years and over living alone	4,392	3.1
Nonrelatives	3,615	2.5
In group quarters	3,243	2.3
<b>Total Households</b>	<b>50,882</b>	<b>100.0</b>
Family households	33,025	64.9
Married-couple family	11,232	22.1
With related children under 18 years	6,520	12.8
Female householder, no husband present	18,549	36.5
With related children under 18 years	13,783	27.1
Male householder, no wife present	3,244	6.4
With related children under 18 years	1,671	3.3
Nonfamily households	17,857	35.1
Households with one or more persons 65 years and over	10,571	20.8
Persons Per Family	3.44	-
Persons Per Household	2.76	-
<b>Total Housing Units</b>	<b>58,162</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>50,882</b>	<b>100.0</b>
Renter occupied	40,981	80.5
Owner occupied	9,901	19.5
By Household Size:		
1 person household	15,305	30.1
2 person household	12,050	23.7
3 person household	9,007	17.7
4 person household	6,575	12.9
5 persons and over	7,945	15.6
By Age of Householder:		
15 to 24 years	2,679	5.3
25 to 44 years	21,941	43.1
45 to 64 years	17,331	34.1
65 years and over	8,931	17.6

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)



<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>8,242</b>	<b>749</b>	<b>8,242</b>	<b>(X)</b>
Less than 20.0 percent	1,254	276	15.2%	3
20.0 to 24.9 percent	584	189	7.1%	2.4
25.0 to 29.9 percent	810	226	9.8%	2.7
30.0 to 34.9 percent	680	233	8.3%	2.6
35.0 percent or more	4,914	599	59.6%	4.6
Not computed	85	83	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>32,055</b>	<b>1,301</b>	<b>32,055</b>	<b>(X)</b>
Less than 15.0 percent	4,290	631	13.4%	1.9
15.0 to 19.9 percent	3,167	491	9.9%	1.5
20.0 to 24.9 percent	3,107	511	9.7%	1.6
25.0 to 29.9 percent	3,668	512	11.4%	1.6
30.0 to 34.9 percent	3,374	486	10.5%	1.5
35.0 percent or more	14,449	1,008	45.1%	2.4
Not computed	1,924	411	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

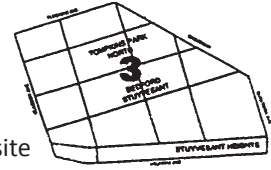
For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 03, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10	FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM FY2013	FY2014	REQUIRED TO COMPLETE
HB-1201	RECONSTRUCTION OF ATLANTIC AVE/LIRR ATLANTIC AVE BRIDGE, BROOKLYN	6,647 (CN)	47 (CN)	0 (CN)	0 (CN)	0 (CN)	44,572 (CN)
HD-DN489	PROVIDENCE HOUSE, INC	CP	500 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-DN642	PROCIDA CONSTRUCTION CORP - PROCIDA/BRISA AFFORDABLE HOUSING	CP	1,000 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-KN489	PROVIDENCE HOUSE, INC	CP	250 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN045	BEDFORD STUYVESANT FAMILY HEALTH CENTER INC	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN192	INTERFAITH MEDICAL CENTER	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HR-DN401	ST. STEVENS OUTREACH, INC	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HR-15	BEDFORD STUYVESANT NEIGHBORHOOD MULTI-SERVICE CENTER	CP	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	CP
HW-228	REPAVE FULTON PARK URBAN RENEWAL AREA, ETC.	6,084 (CN) 255 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)
HW-701	RECONSTRUCTION OF MANHATTAN AVE. BROOKLYN	19,007 (CN) 600 (S)	18 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)
HW-718	RECONSTRUCTION OF STUYVESANT AVENUE, BROOKLYN	5,397 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HW-719	RECONSTRUCTION OF TOMPKINS AVENUE, BROOKLYN	2,100 (CN) 5,148 (F) 1,450 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)
HW-973	RECONSTRUCTION OF FULTON STRET, ETC., BROOKLYN	7,017 (CN) 4,480 (F)	1,881 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)
HW-1129	RECONSTRUCT NOSTRAND AVE., FLUSHING TO ATLANTIC AVES, BROOKLYN.	1,693 (CN)	5,301 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-K006	RECON HERBERT VON KING PARK, INCL BALLFIELD, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-922	KOSCIUSKO POOL, RENOVATION, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-1102	RECONSTRUCTION OF HERBERT VON KING PARK, BROOKLYN	CP	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	CP
PV-D520	WEEKSVILLE, IMPROVEMENTS	CP	350 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN053	BILLIE HOLIDAY THEATER	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-K520	WEEKSVILLE, IMPROVEMENTS	CP	1,548 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-N053	BILLIE HOLIDAY THEATER	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-520	WEEKSVILLE, IMPROVEMENTS	12,543 (CN) 838 (P)	350 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)
PW-KN117	CORNERSTONE SUPPORT SERVICES	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN253	MAGNOLIA TREE EARTH CENTER INC	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
S-186	SANITATION GARAGE FOR DISTRICT 3/3A, BROOKLYN	74,858 (CN)	19,645 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)





**MARTY MARKOWITZ**  
 BOROUGH PRESIDENT

**CHARLENE PHILLIPS**  
 DISTRICT MANAGER

**HENRY L. BUTLER**  
 CHAIRPERSON

## District Needs Statement Fiscal Year 2012

### INTRODUCTION

New York City is comprised of five boroughs of wonderful diverse cultures and ethnicities. This is the characteristic that makes New York unique and envied among all the great cities of this nation. There is something here for everyone. Each borough pulses with its own exclusive nuances. However, Bedford-Stuyvesant stands on its own as a one-of-a-kind community. It is this quality that breathes life into the phenomena that is New York City.

Bedford-Stuyvesant, in the borough of Brooklyn, is one of the largest African Diaspora communities in the nation known for our beautiful brownstone homes. As a district, we continue to adjust to changing times in the economy and look forward to working in conjunction with the Mayor’s PlaNYC 2030. In order for this community to sustain its viability, we understand that we can not stagnate and continue in the business as usual mind set of the past century. In taking an assessment for the direction Bedford-Stuyvesant is to take, we are connecting our needs with the Mayor’s vision for future growth of New York City.

Community District #3 has continued its tradition of community and municipalities, working concertedly to create the best community ever. Last year, we met with former Deputy Mayor Skyler to discuss getting Nostrand Avenue reconstruction moved up as a priority on the 2011 budget. This item had been moved from budget to budget since 1989. That is twenty-two years without action. Through the Deputy Mayor’s (the Mayor), we are finally able to see that this project gets started.

Fulton Street, Bedford-Stuyvesant’s major commercial strip now has a business improvement district, The Gateway BID. We are proud of the efforts of Bedford Stuyvesant Restoration Corp., the Fulton Nostrand United Merchants Association, this community which is represented by Community District #3 our municipal partners, the Department of Small Business Services, and the Economic Development Corporation.

The Community Board operates with 50 volunteer members and an office of three, including the District Manager. The members have accepted the responsibility of dealing with the New York City charter mandates. It is in this vain that the work and development of Bedford-Stuyvesant is accomplished with the strong and steady participation of the residents of this neighborhood. Our office, like the other 58 community boards in this city, works to rectify issues and concerns of the board’s constituents to maintain a reasonable quality of life for all.

It is our privilege to give our municipal partners accolades for the wonderful partnership we have developed in order to bring the level of services in this community to a higher standard. We are now actively working

with City Planning on the rezoning of the northern district as well as the development of affordable housing along the Fulton Street corridor.

All of this being said, there are still major issues and concerns for Community District #3, even while great strides are being made, some of the old issues still remain and need to be worked out. These concerns, we attempt to work through, are not healed by band-aids, they require time, care and consistency of effort between the City of New York and the Community-at-large:

- We are still the epicenter of disastrous health issues such as HIV/AIDS, asthma, and obesity
- Our historically firm homeownership base has been undermined by vicious predatory lending schemes and the looming water and property tax lien system
- The educational system has undergone so many changes that it is difficult for parents and community to understand the processes that are now governing or children's education
- Employment opportunities are at a premium, exacerbated by a lack of access to workforce development programs
- Opportunities for the growth of small businesses has diminished
- Our young people and residents are menaced by the rise in gang culture and the proliferation of guns that are readily available in our public housing complexes
- Infrastructure and environmental issues such as the construction of the sanitation garage and large number of streets that require varying levels of attention are put off for years in the name of fiscal accountability

The progressive machinations of Community District #3 have been and continue to be a time honored tradition. The residents of this fine district are proactive groups of individuals that value this area and work without ceasing to ensure its continuity and growth. Bedford-Stuyvesant is moving upward and onward.

## **ARTS & CULTURE**

As we continue to look towards having an African American Cultural Center within the borders of Bedford Stuyvesant, the community urgently bands together to hold on to the richness that is our diverse African Diaspora cultural experience. There should be funding made available for activities and programs that depict and enhance this community's eclectic culture. Our art and cultural institutions are teetering on the edge because of a lack of capital.

There are so many organizations, institutions, foundations and programs that we would like to see survive: The Central Brooklyn Jazz Festival, the Fulton Art Fair that is celebrating its 54<sup>th</sup> year in 2012, are two widely enjoyed activities each year, yet there is hardly enough income generated to keep them afloat. It is the love of the arts that has sustained them thus far. The Bedford Stuyvesant Artists' Association (BeSAA), as well as our galleries, need support to continue. It would indeed be a travesty to allow these time honored entities to fade into nothingness. Our children must be exposed to their culture that is so rich and beautiful. The youth should be able to learn who they are through the expressions of those who have come before them. To share what we have is a gateway to become who we are to be as a people. The diverse and rich culture of Bedford-Stuyvesant must be allowed to survive and be a prominent and integral part of the legacy that is the City of New York.

We are pleased that the City is looking at public spaces as a venue to have works of art. That is an exciting prospect for schools, parks and plazas. This is an opportunity for the local artists of Bedford-Stuyvesant to

showcase their talent. With our streetscape project along Fulton Street and other venues being considered, albeit tentative, it is yet another way to keep the culture alive and visual for all to enjoy. However, to foster a growth in cultural and economic upward mobility, it is imperative that these projects are allowed to move forward. This cannot come to its full fruition without funding from the City.

## **DAY CARE**

The Division of Child Care and Head Start is designed to promote family well-being by giving parents the opportunity to pursue and maintain employment. Yet once again we iterate that comprehensive early childhood education is a crucial beginning for any child. There is still no bridge to connect the necessary components of demand, poverty and policy. The current financial climate is decimating our publicly funded day care in Community District #3 as well as throughout the City. So far, we have lost eleven head starts and four publicly funded child care centers. The centers that are remaining are experiencing greater and greater hardships to operate. It is like a physical attack on subsidized child care in the City of New York.

The City's Welfare to Work program is making demands that parents of young children cannot find their way around. Children that reach the age of five from the months of January to August must be discharged from day care; however, the parents cannot send them to public school mid-term so they are not eligible for public school until September. Where do they place their children so they can continue to work or seek employment? Money is being spent on re-entry programs, however as a preventative, we need to give our youth a solid foundation and maybe there will not be such a demand for re-entry programs.

In addition, there needs to be center-based care for our children. This is where most of them become socialized and learn to integrate with others. How are they to be prepared for the school system? Without this initial advantage, some of the children end up in special education programs or are labeled with attention deficit and other learning disabilities. These types of labels are caused in part because of inadequate socialization and integration. The deficiency in infant/toddler care in this community has not decreased. Parents needing a full-range of services from the Department of Social Services are still not getting it.

There is no way to look towards the future of our society without addressing the needs of our youth. It is the place of beginnings and we must not move away from that. By giving the early advantage is to remove the latter elements that undermine our community.

## **ECONOMIC DEVELOPMENT**

The site of the Pfizer Complex, which is now vacant, is a monumental opportunity for economic growth and development. It is one of the last bastions of land that can really impact the future economic development and employment opportunity in Bedford-Stuyvesant. The Pfizer site could be retrofitted to be a green entity, in keeping with the PlaNYC 2030 to be used as an outdoor mall, similar to the Gateway Mall in the Spring Creek section of Brooklyn, in keeping with the futuristic vision of New York City, while actually becoming a legacy to the progressive thinking of the City's current administration. The plant could be used as a Stop n Shop, an outlet store, a BJ's/Cosco, which would give a much needed boost to this neighborhood's employment opportunities. It is also a great site to increase green space. There are other uses that would benefit the community, i.e., recreational facility that would also create economic development as well as, employment opportunities. However, as we look at this site, it should be noted that we maximize the opportunities this site has to offer.

By moving into these types of arenas, we can curb the escalating unemployment rates here in Bedford-Stuyvesant. In January 2009 unemployment in Brooklyn was only 7.7% or 86,000 residents were out of

work. While the City itself is at 10.6% unemployment rate and the country is at 10%. In Bedford-Stuyvesant, the jobless rate is greater than 15%, third highest in the entire City. Here in Bedford-Stuyvesant, economic and employment opportunities are few. This is the reason we need more retail/service industries to be created. Our vision for Pfizer is so crucial. We need assistance, such as subsidies and aid to small businesses to keep them alive as we go through the current economic crisis.

Just as there are prospects in the northern section of Community District #3, there are also similar scenarios in the southern part of the district. There is a parcel of land on Atlantic Avenue which is Block 1557, Lot #s 3, 4, 23, 26, 28 & 31-37 totaling 25,616 square feet. Granted, this parcel is not particularly large, however, it is perfect for a residential community to benefit from. If utilized appropriately, this parcel can provide much needed commercial opportunities, leading to additional employment opportunities.

## **EDUCATION**

Community District #3 is covered by School Districts 13 and 16. Unfortunately, very little has changed. What we are looking for is a 21<sup>st</sup> Century education for our youth that will equip them for success in the new global workplace. Our schools are still teaching to the test. This is not adequate to prepare them to think critically, solve problems, or use the knowledge they have gleaned. In this we are failing our children and our country. Our drop-out statistics have begun to rise, Boys & Girls High School has a 16% dropout rate, Acorn High School has a 20% rate, George Westinghouse, Vocational High School has a 13% rate and Bedford Stuyvesant Preparatory School has a 12% rate. This is just to name of few of the schools. As a nation, we cannot afford to have our children fall behind.

A prime example of how we are failing our children is the State test scores in English and math that has fallen at Brooklyn schools. More than half of Brooklyn's fourth-graders failed this year's harder-to-pass state reading exams than previous tests. 43% earned passing marks on reading tests which is down from 67% in 2009. Eighth-graders had 32.9% passing as compared to 54% in 2009. This is deplorable. Citywide reading scores dropped 27 points from 69% in 2008-'09 school year to 42%. The City test results have allowed us to fall into a false sense of confidence about the education children are receiving and retaining.

Charter Schools are popping up everywhere. While we applaud the charter schools, every child is not going to have access to one. Acceptance is usually done on a lottery basis and they can only accept so many students. What then should happen to the rest of the youth? It is imperative that all schools afford the youth quality education and not just a select few. As stated previously little has changed:

- **Resources for Classroom Essentials**

The continued budget cuts still stymie any progress gained. We were hopeful that these cuts would be restored, as part of the President's commitment to sound education. We applaud all of our educators in the District for "doing more with less"; however, the constant uncertainty surrounding critical funding for our schools begins to take a toll on our children

- **Comprehensive Approach to high Drop-Out Rates**

We are still concerned with the high rate of early-leavers in our middle schools and high schools. This is the time to call for the development of a comprehensive plan to address these issues within our community. Strategies should include research on best practices; the convening of a commission comprised of a broad base of stakeholders. We must utilize what is already in place the CEC for instance must be empowered to catapult changes. (There are groups already organized in the community that could address this issue, if given support from the Department of Education.)

- **School Safety**

Gang recruitment and “turf” battles are certainly moving forward in their efforts in and around our schools. There has to be a comprehensive strategy to this negative phenomena growing in our urban settings. This Community Board was successful in establishing safe passage zones around Boys and Girls High School and CS 21. In addition to funding for more safe passage zones, we are requesting that any guidelines that have been developed by DOE’s Gang Intervention Unit be carefully reviewed, in conjunction with the NYPD Gang Unit and the District Attorney’s resources. Our children deserve to be safe.

There needs to be programs established for art, music, and sports in an after school setting. This will be beneficial to parents that need to work long hours, while their children (latchkey) are left to their own defenses. This would allow for structured time spent in a safe environment. Not only does this help parents because of the extended day, but it could well be a deterrent to gang recruitment and activities.

- **Parental Involvement**

We need “teeth” in the parental involvement initiatives that have been set forth by the Department of Education. Our parents still feel adrift in a monumental bureaucracy, where they feel powerless to make any changes even in their own schools it is time for innovative models that draw parents into the decision-making process. It is apparent that the old approaches are ineffective in communities such as ours. There must be more attention paid to diverse cultures, mores, and history in order to develop initiatives that will make a difference. The supervisory design is still a mystery to many, with a superintendent who may, or may not be the evaluator of record for principals within the District. For example, where do parents and community go for assistance when schools do not work?

In each of our district needs statements, we have advocated strongly for more parental involvement. The community board, community organizations and the various task forces and our elected officials are ready to participate in any pilots that DOE would like to initiate. We are ready!

## **ENVIRONMENTAL PROTECTION**

In 2007, the community of Bedford-Stuyvesant, Brooklyn was targeted by the Mayor’s Office for Comprehensive Neighborhood Economic Development (CNED) to serve as testing ground for the sustainability initiatives outlined in PlaNYC 2030, Mayor Bloomberg’s suitability plan for New York City. At this point, CNED no longer exists. The Coalition for the Improvement of Bedford-Stuyvesant (CIBS) is now the organization that has been designated to function in that capacity. CIBS is a coalition of 25 non-profit organizations in Bedford-Stuyvesant dedicated to the cooperative planning of works to help improve this district’s quality of life.

The Environmental Protection Committee is concerned with how to make Bedford–Stuyvesant greener, healthier and more affordable, with the overarching goal of improving health outcomes and reducing energy costs to residents and businesses. In 2008, the US Environmental Protection Agency (EPA) selected Bedford-Stuyvesant as a site for Smart Growth Technical Assistance, and many of the needs stated in this section reflect the EPA’s recommendations.

The EPA report recommended the expansion of Bedford-Stuyvesant’s building weatherization program, Retrofit Bedford Stuyvesant: block by block. The initiative aims to reduce housing costs, fight asthma, allergies and other health issues caused by poor indoor and outdoor air quality. It also improves housing conditions; decrease dependence on polluting energy sources, and improve environmental efficiency by providing energy upgrades to the homes and multifamily buildings. Bedford Stuyvesant Restoration Corporation launched the first pilot green block on Herkimer Street between Bedford and New York

Avenues. Homeowners on these blocks benefit from free energy audits, assistance accessing financial incentives, community garden improvements, street trees, and CFL light bulbs exchanges. In addition, Pratt Center is working with State Senator Velmanette Montgomery's office and the religious institutions of Bedford Stuyvesant to pilot an initiative to assist houses of worship to reduce their energy use while enabling them to make their spaces more available for community purposes. Lastly, Brooklyn Community District #3 applauds NYC City Council Speaker Christine Quinn for the recent 2010 allocation of \$400,000 to Pratt Center for the expansion of Retrofit Bedford Stuyvesant: block by block. We can best describe our needs as:

- Additional funding for the expansion of Retrofit Stuyvesant, block by block to retrofit 5,000 homes in the Bedford Stuyvesant Community in five years. Funding is also necessary to track reductions in energy use, dangerous emissions and costs.
- Adopting the goal to plant 10,000 street trees
- Improving and increasing the number of community gardens available to neighborhood residents
- Assisting CB3's religious institutions to undertake energy upgrades and become standard bearers for environmental sustainability.

The Nostrand Avenue Reconstruction Project (HWK1129), stretching from Flushing Avenue to Atlantic Avenue has been in the budget of Community District 3 since 1989. This project was moved from budget to budget since that time. It is now in the 2011 budget and we are excited to get the work started. Nostrand Avenue is a much-used thoroughfare that spans our district from north to south. The roadbed and abutting area are truly in deplorable condition. We need to see this venture begin without additional delays. We are asking that the Department of Environmental Protection complete their study of Nostrand Avenue so the construction can finally begin. HWK1129 is also the route for the Select Bus Service (SBS), which will span Brooklyn. Additionally, it ties in with the Streetscape Project of Fulton Street, once it has begun. All of these things are connected and should be happening concurrently.

Of preeminent concern to the Bedford-Stuyvesant community is the sale of liens on properties with outstanding water and sewer charges. The escalating cost of living in this neighborhood, higher property tax rates, predatory lending practices, and still financial failings due to the state of our economy, it is of particular interest to Community Board 3 what the impact of these issues will have on homeowners and the residents. This concern is of particular importance when applied to the seniors and others with either fixed or low incomes.

As advocates for the residents, it would be encouraging to see the implementation of some type of program that would protect the rights of the Central Brooklyn property owners to ensure they can continue to remain an integral portion of a community that most of them have been in for generations, with an intensive program of education and alternatives to this population for saving their homes.

Community District #3 is still requesting noise regulation enforcement by DEP and the Police Department. In addition, we would like to see signage regarding the prohibiting of honking horns in certain areas, including the fines for such posted on those signs, i.e., hospitals, residential sections, schools, et al. There really needs to be an increase in staffing for all agencies concerned to enforce all regulations.

## HEALTH CARE

We were excited when President Barack Obama signed the legislation for Health Care Reform. This legislation will create affordable care, make the insurers accountable, expand coverage to everyone and make our health system sustainable. With this now being law, the information needs to be disseminated to the people of this country, especially the seniors and people with disabilities and major health concerns. It is crucial for the children as well. The information regarding health care reform needs to be detailed so it can be readily understood. There should be a comprehensive plan on ascertaining that senior residences, senior centers, and schools market the information so people can benefit from these great resources.

As a community, we continue to be the epicenter of many health challenges. The death rate in Central Brooklyn is more than 20% higher than in Brooklyn and 30% higher than in New York City overall. Some of the causes are cancer at 17%, heart disease at 16%, HIV at 14% and homicide at 8%. This is tragic and preventable. The Health Care Reform should ease these numbers once people understand. Healthier people mean longer life, more revenue productivity, and a better economy. Our prevalence of obesity contributes to diabetes in epidemic proportions at about 95% type 2 diabetes that is linked directly to obesity. In Brooklyn 12% of the adults have diabetes as compared to 9% in New York City overall.

This is another area where change is imperative for the good of this community. We are requesting increased funding in several critical areas. Unfortunately, we must again, repeat the call for more funding in these areas:

- HIV/AIDS prevention and treatment
- Expand emergency room services
- Innovative preventive programs that address the high rates of **diabetes, obesity and asthma**
- Increased resources for training EMT personnel
- Expanded emergency mental health programs at Woodhull and interfaith Hospitals
- More accessible locations for flu vaccinations

The New York City Department of Health and Mental Hygiene must make every effort to bring information to the public. In the past, we have requested that our local Health office become more visible in the community, and that it step up its efforts to get information to the public. Since funding is always an issue, more resources should be allocated for this purpose.

## HOUSING AND LAND USE

This year 2010, we have begun to work on the re-zoning of Bedford-Stuyvesant North. Community District #3 is collaboratively working with City Planning to make comprehensive decisions regarding what the northern portion of Bedford-Stuyvesant will look like. The plan is to finish our studies as quickly as possible to preserve the integrity of this area. We are not willing to have a portion of our community slip through our fingers without regard to the people that live and work here. The area is home to diverse cultures and each of those ethnicities should be represented equally.

The Office of Deputy Mayor for Economic Development and Rebuilding should direct a study to assess the need and impact of active manufacturing in northern sections of Bedford-Stuyvesant. Clear opportunities for either the attraction of industrial manufacturing and/or the protection of areas for manufacturing should be identified. Additionally the study should include an assessment for the attraction of a green industry cluster appropriate and contextual to the Bedford-Stuyvesant neighborhood.

There are several parcels of land in the south eastern quadrant particularly on Fulton Street and we know that there has been discussion regarding those pieces. It is the understanding of Community District #3 that the parcels on Fulton Street under the purview of HPD are Block 1548, Lot #s 26-30 totaling 10,000 square feet, block 1549, lot #s 407 totaling 8000 square feet and block 1549, Lot #s 19-34 totaling 26,000 square feet. We view this as a marvelous opportunity for economic development, employment, and affordable housing. The unemployment statistics of 15% in Bedford-Stuyvesant certainly warrant this.

With a Needs Assessment in place that has community input, these parcels can be maximized to their fullest potential. With the Mayor's push for affordable housing, we can utilize these parcels of land as affordable housing with commercial/public space below. It would be in line with the zoning along the rest of Fulton Street which is R7D, and keep the street as a major commercial strip in Bedford Stuyvesant throughout its entirety. A multi-use building with perhaps a mid-size supermarket or bank on the ground level would be perfect. We must not forget that Bedford-Stuyvesant is part of the pilot for economic development and greening. Commercial revitalization along Fulton Street will be a tremendous boost to this under-served area of Central Brooklyn. It will also connect the eastern portion of Fulton Street with the Bed-Stuy Gateway BID leading to a viable commercial corridor for the entire length of Bedford Stuyvesant.

In addition, Community Board 3 is interested in finding out the relationship between HPD and HUD with regard to funded projects in our area i.e., Risley Dent, Hunterfly Homes, Jackie Robinson, and Smith Woodward. We are looking to fully understand how that relationship works and its impact on this community.

Just as last year, we must re-emphasize that the Department of Buildings must have adequate inspectors to enforce their guidelines. There have been instances when complaints have come in and we involve DOB their replies are nebulous. A contractor/developer that has applied for permits should be held accountable to what has been applied for. On occasion, that is not happening. This should not be. The issues of such infractions violate the quality of life and can at times be hazardous to public safety. Once permits have been issued, there should be periodic inspections while the work is going on to ensure that the contractors are doing what they applied for. Sometime deviating from the specifications can cause major problems and even worse, possible injury or property damage to adjacent parcels of land. We experienced a problem like that on MacDonough Street this Spring, where the plans were deviated from and it almost cost the block three brownstone houses. If more inspectors are needed, then we should push to get the funding for them. It makes more sense to be proactive than it does to be reactive. Compliance with codes were established for a reason. DOB needs to have a vehicle to respond to violators. Rules, laws, guidelines were created for the safety and well being of all concerned. It is time to make people comply. Community District #3 is pushing for legislative action to give DOB more enforcement power that will help safeguard the City against unscrupulous developers and contractors from going around the proscribed methods and procedures that have been designed for the safety and well-being of all.

Our major need continues to be technical assistance from agencies such as City Planning and HPD, and elected officials, to help us make a comprehensive assessment of:

- Rezoning of Bedford-Stuyvesant North
- The status of the urban renewal plans
- The coordinated development of the plans (how they fit together)
- How our housing needs have (or have not) been met by these plans
- Vacant land under the aegis of several city agencies
- How Community District #3's Affordable Housing Policy impacts all of the plans



After a 32 year history, Community board 3 should have had all of these issues addressed already. We feel that looking at where we are is now a tremendous understatement. Such a study will require time, staff, and commitment from agency staff and members of our Community board, and other stakeholders but it needs to happen none the less. It is a project whose time is long overdue.

There is no domain in life that is not obliged to upgrade its relationship to the needs of Community District #3 residents with disabilities and their families. This is particularly relevant to housing development. The need for more “accessible” affordable housing is a given. However, utilization of “universal design” practices which go beyond the concept of “barrier free” living, is necessary to make living spaces accessible, safe, and practical for all residents. This will always remain crucial to Community Board 3.

## **LANDMARKS**

Community District #3 is moving forth in its goal of identifying the historic properties throughout this community district and then to contacting the residents and inform them of the value of having their properties landmarked. Homeowners are entitled to receive a grant to restore the property to its original architectural aesthetic beauty that has set this community apart from other areas around the City. Preserving the historical properties enhances our community, promotes economic growth and allows the homeowner to have a heightened sense of self- worth.

There are several areas within the community that are deserving of city landmark status. The Community Board does all it can to preserve the historic housing stock for future generations. We continue to educate home owners regarding the benefits of going through landmark process; increasing your property value and elevating the values in your community. As an advocate, Community Board 3 would like to see programs and additional funding put in place that would allow property/home owners to become aware of the wonderful inheritance they have as the people of Bedford-Stuyvesant.

## **MTA**

Late in the last fiscal year, MTA informed us that they are going to honor our request to place an elevator at the Utica Avenue Subway Station. This is on the “A” and “C” line and is a transportation hub for the B25 and B46 buses as well. This is a more than worthy project considering how deep this station is and the number of senior’s and disabled persons that live in this area. When MTA revealed the plans, they did not have the elevator going all the way to the platform. This is defeating the purpose. The ramps that are at the station and the depth of the station would make this a true hardship for persons in walkers and wheelchairs that are not motorized. We have requested that they come back with plans for the elevator to go to the platform and also have been in dialogue with our state elected officials to add additional funding to make this financial feasible.

The elevator will be beneficial to many Bedford-Stuyvesant residents, as the only other elevator is at the western end of the neighborhood. This will give greater accessibility to the residents that live in the eastern portion of the community.

## **PARKS AND RECREATION**

Enhancing Bedford-Stuyvesant’s parks and providing ample opportunity for recreation is the key to combating the neighborhood’s nearly endemic problems of obesity and asthma. We applaud the fine job of renovating parks in Bedford-Stuyvesant. With the help of Council Members Vann and Mealy, in coordination with the Department of Parks and Recreation, Brevoort Park has been renovated and Pulaski Park is undergoing renovations. Councilman Vann has put funding in place to finish working on Von King Park’s cultural

facility. Talks have already begun regarding sprucing up St. Andrews Playground. The Chairperson, Henry L. Butler and the District Manager, Charlene Phillips met with the Borough Commissioner Spiegel to look at the preliminary plans. Charlie's Place Playground, a facility located on the northern section of Bedford-Stuyvesant had a section chosen to be a community garden. With the assistance of Commissioners Spiegel and Deputy Commissioner Linn, and at the community's urging, that idea has been re-evaluated and the playground is even going to be renovated. We give much praise and appreciation to Commissioner Spiegel for his cooperative manner and care he exhibits regarding the parks in this area. The playground at PS 309, has a new ball field and is quite nice. Marcy Playground, has also had some renovations done, the first phases of that facility have been completed. Our parks, under the current administration have been getting face-lifts and we are truly grateful on behalf of the residents of this great neighborhood. Additionally, Bedford-Stuyvesant residents have been making active use of the intensive programming taking place in city parks. Bedford-Stuyvesant's parks have come a long way toward meeting residents' needs, but the following needs remain:

Increased Maintenance of existing parks:

- Comfort stations, which include restrooms, are required at heavily used and/or programmed parks. Porta-potties should be put in place in the interim.
- Better enforcement on the cleanup of animal waste. Excessive animal waste in parks impedes their use by neighborhood residents.
- More sites for trash collection and increased frequency of trash collection in heavily utilized or programmed parks.
- Better enforcement against illegal dumping in parks. Construction debris often ends up in city parks.
- Funding for the complete renovation of Charlie's Place Playground
- Funding for an African American Cultural Center within the confines of Bedford-Stuyvesant
- Re-evaluation of the tree-pruning cycle. Higher temperatures have caused tree overgrowth. Additionally, overgrown trees on city sidewalks are damaging curbs, sidewalks, and roadbeds, and a revamped program of root slicing is required.
- Expanded opportunities for recreation:
- Sumner Armory, a highly regarded historic building, should be redeveloped for community use. Bedford-Stuyvesant residents lack adequate indoor recreational facilities, and Sumner Armory could accommodate an indoor track; tennis, basketball, volleyball, racquetball and paddle ball courts; a bowling alley; and a roller-skating rink.
- Kosciuszko Community Pool (K Pool)/Marcy Pool should be enclosed for year-round use. It is near the upcoming Nostrand SBS line and a public school. A concept plan (contained within the EPA Smart Growth report) already exists for the enclosure and solar heating of the facility

## **POLICE**

The NYPD works tirelessly to keep our community safe. Each time an area becomes blighted with crime, the precincts flood the area with officers and equipment, when available. The problem is that the availability can really only concentrate on one area at a time. If there is an impact unit in the Fulton/Nostrand corridor, then the crime is committed further in the eastern sections of Bedford-Stuyvesant. Now there is an impact team in the 81<sup>st</sup> Precinct as well as in the 79<sup>th</sup> but the problem still remains. If the officers are concentrating

on one area, the crime moves to another.

The goal of Community District #3 continues to have a crime-free community, yet there are more and more shootings. Guns continue to pour into this community. School children are being accosted as they leave their schools. Gunshots ring out anytime of the day or night.

The community affairs officers make great efforts for police/community relations. We certainly appreciate all that they do, however, it is known that community relations is a top-down issue and must be dealt with that way. How directives are issued from 1 Police Plaza to the commands, affects how the officers carry out their responsibilities. It cannot continue with business as usual. The 81<sup>st</sup> Precinct incident lets us know that there must be some serious changes made in order for the law enforcement officers to view the residents of any community as valuable citizens of this city. We are not all criminals, in fact the number of criminals in comparison to fine upstanding hard working people in this district is astounding. With an infusion of new blood at headquarters, we are hoping to see Chief Banks work through the problems and create a law enforcement force that is reminiscent of days gone by when police officers were allies.

Community District #3 would like to have the following needs met:

- Funding for additional section cars for our precincts
- Funding for another Skywatch dedicated to Bedford-Stuyvesant
- Additional officers in place especially in the areas of NYCHA
- Each precinct should have its own gang and gun unit answerable to the precinct commander. With designated units, there is a greater opportunity to proactive rather than just reactive. The job is overwhelming in this present climate.
- The impact unit should be permanently assigned to their home precincts
- School children are being accosted as they leave their schools. We are much in need of safe passage programs for school districts 13 and 16, which cover the Bedford-Stuyvesant community.

## **SAFETY/EMERGENCY PREPAREDNESS**

By all accounts, we will eventually experience a major hurricane hitting the New York Metropolitan area. We need an Emergency Preparedness strategy designed for the uniqueness of the Bedford-Stuyvesant community. While it is true, we are not a coastal community, our sewer system and catch basins are not equipped to handle the deluge and inundation of rising water in our streets.

It is crucial to know and organize health care providers and first responders, as well as, CBOs equipped with the necessary information and skills in case of emergencies. We should be aware of appropriate shelter provisions and strategic locations that people can be directed to in the event there is a need. Educational tools need to be disseminated more readily throughout the neighborhood to allow residents to know that terrorist's attacks are not the only emergencies. We see that as a pressing need, in the event of natural disaster as well as impending terrorist attacks.

We are just beginning to explore all of the ramifications of establishing such a system, and there is a need for assistance in that development. City, state and federal agencies all have resources and plans that would be of value. There should be a major recruitment drive to train CERT teams throughout all communities, particularly within the confines of the community based organizations.

## **SANITATION**

Community District #3 is still without our own Sanitation Garage. We have been making this request since 1980. This is a disgrace! We have been given every excuse imaginable. The site chosen was in controversy for years with numerous court battles. Now that the site is available, the money is supposedly no longer available do to the economic downturn. However in these dire times, capital projects are being constructed all over the city. So that tells us that if an agency and/or OMB view a project favorably, money mysteriously appears to keep a project funded.

This garage is important to the future of Bedford-Stuyvesant. With the current projections for the Bedford-Stuyvesant community, the increased density will necessitate having our own garage. With PlaNYC 2030 trying to make New York City a greener, cleaner, and leaner City, the lack of a facility in this district will truly become an intolerable condition. The great disparities in this district's health statistics, we cannot afford to have garbage and debris strewn around because we are utilizing a garage in Community Board #1 that will be unable to keep up the population and commercial growth of the community. Not only do we demand that this project be funded, it is also mandated by the City Charter that each district have its own garage.

The Bedford-Stuyvesant Gateway Business Improvement District (BID) encompassing Fulton Street from Classon Avenue to Troy Avenue and Nostrand from Halsey Street to Atlantic Avenue is a high traffic, densely populated commercial shopping corridor. The majority of the District is made up of long city blocks; therefore there is a glaring need for garbage receptacles to be placed mid-block to capture the overflow of litter. Given the functions of the BID, the Gateway is equipped to collect and move all garbage from mid-block receptacles to corner receptacles for pick-up by the Department of Sanitation.

We are aware that the signage division is no longer in existence however the need is even greater than before for signage. Is it possible to create a signage division that serves multiple municipal agencies making it more cost efficient? We need to have printed signs about canine waste, littering, and no posting. At this point, residents are putting up their own signs and residents are at risk of running afoul of sanitation codes themselves trying to compensate for the lack of official signage. Community District #3 is asking for without further delay:

- To know if the \$12 million start-up money is still available for the foundation?
- What is the Department of Sanitation doing to accommodate having the money appropriated for the construction start-up?
- How much is the garage cost at this time?

We are still requesting timely printed materials sent out to the community well in advance noting schedule changes prior to the changes taking place.

## **SENIORS**

The senior population of Community Board 3 continues to be a major concern. This is another area where nothing has changed. Our newest issue is the fact that we have even more reason to be concerned because some of the centers have been closed, which is the life-line for some of our elderly have with the world outside of their homes. Seniors are being displaced because they can no longer afford to age in place. We

need to have guaranteed steps to keep the people that helped build this community right here. They are unable to afford the rents or are unable to get into the senior housing in their very own neighborhood. Some of our golden residents cannot procure housing because they have too much income while others do not have enough. Some of our aged neighbors are ill and/or disabled and need some sort of assisted living facility within the confines of Bedford Stuyvesant. It is a travesty to have to move the seniors out of the neighborhood they have lived in their entire adult life, raised their children and grandchildren in. Not only are they struggling with placement, but also with being preyed upon by unscrupulous entities trying to take away their property and holdings.

- We need funding to create a facility sponsored by HUD and DFTA that will allow our seniors to age in place safely. Perhaps an incentive can be put in place for a developer to create the building and then DFTA can be its sponsoring agent.
- Here are an increasing percentage of senior citizens living in poverty and we need to concretize supportive services targeted specifically for them. These would include Medicaid, SSI, Food Stamps, home delivered meals and the ever crucial housing subsidies.
- Information is the key to better informed decisions. Definitive strategic well thought out plans should be instituted to ensure that our older Americans receive pertinent information. This does not have to only fall on the municipalities but with appropriate training the responsibility can be shared with community-based, faith-based, religious institutions, block associations and other community entities to advocate on behalf of the elderly. Keep the advocates abreast of new and beneficial legislation that will impact the quality of life for our seniors.
- The Senior Citizen Rent Increase Exemption Unit must continue to be in place for our older citizens. The price of rent has sky-rocketed and those seniors that do not own their homes are at an impasse as to how to afford to continue living in their rental property. Income eligibility needs to be re-vamped, so more elderly are qualified to age in place without fear of increases that will force them to have to seek shelter elsewhere.
- Protective services need to be provided in order to safeguard senior against crime and abuse. There should be training for all municipalities to recognize when the elderly have been victimized, sometimes even by their families. Assist with fuel and utility costs with programs such as HEAP and Weatherization.
- Another crucial matter when considering the elderly is making sure that our public, private and recreational spaces are senior friendly. They should be able to continue to go out and enjoy this city without worry that they cannot use the stairs, (i.e., subways), getting in public spaces and places like the theatres, restaurants, houses of worship and the like.

## **SOCIAL SERVICES**

Community District #3 has worked diligently over the past year to make sure that the homeless people that are placed in this community are treated fairly in their housing quest. There are many transitional facilities cropping up all over Bedford Stuyvesant in our residential community. Some of them are being placed in unsafe conditions. We have been working with the Commission on Human Rights, the Department of Homeless Services and our elected officials to see that these dangerous practices are curtailed. In April, Council Member Annabel Palma held a hearing and agreed that legislation was needed to ensure appropriate practices are adhered to when referring homeless people to transitional/independent living facilities.

The Department of Homeless Services and the City Council at the urging of the community districts of Brooklyn have taken a closer look at the present practices and deemed that there needed to be change. A pilot program is now in effect that instructs providers to refrain from making referrals to buildings that have registered complaints regarding occupancy violations, but have not been inspected by a City agency because the inspector was unable to access the premises.

At the time of the hearing, it was also decided that the Department of Homeless Services needs to send notification to the community when they are opening a facility in their catchments area. We have additionally asked that strict attention to the concentration of facilities that are placed in one geographic area. Bedford-Stuyvesant is largely a residential community and if we continue to make every vacant house a facility, we will only be known as a blighted ghetto of sheltering systems. Community District #3 is working toward building up this area, not allowing it to fall into a total state of disrepair. Residential facilities for homeless individuals and families must be spread throughout the five boroughs.

Additionally, it would be beneficial if all sheltering programs in the community be listed and given to organizations like the community board so that we may also have appropriate information that will allow us to allay the fears of the surrounding community. If these facilities are known, the community will also be able to be supportive to the residents and make sure that everyone has a suitable quality of life.

## **TRANSPORTATION**

As with DEP, the Nostrand Avenue HWK1129 project, (the reconstruction of Nostrand Avenue from Flushing to Atlantic Avenues) has been in the budget of Community District #3 since 1989. Nostrand Avenue is a major thoroughfare that runs from the northern most end of our district straight through in a southerly direction. At this time, construction is scheduled to begin in the Spring of 2011. Community District #3 is requesting that this schedule be adhered to, the project is overdue and the condition of the roadbed is hazardous at best.

Plans for NYC Select Bus Service along the Nostrand-Bedford corridors should include an impact study measuring effects on the local commercial strips and the identification of areas for dedicated parking along commercial nodes/intersections.

Additionally, we are cognizant of the growing number of bikers within the district. The existing bike lanes do not seem to connect. The lanes should connect allowing safe passage for bikers throughout Brooklyn. That being said, we do not want bike lanes along our major transverses. It slows traffic too much. Everyone is not riding a bike. There are people that still must use their vehicles and between parking, bike lanes, buses and deliveries, the major thoroughfares are being tremendously disadvantaged for motorists. There is a safety issue for bikers on busy streets. The secondary roadways would truly be much safer.

We would like to see bus shelters at all of our bus stops for the elderly and disabled especially. The bus stop areas need to be kept clean and snow-free. Some bus stops have debris lying around and weeks growing up out of the pits that the bus stop sign is in. There must be better maintenance at our bus stops and transportation hubs.

Another continuing problem with our roadways is that there is no consistent enforcement for big rigs that do not respect the truck routes but continually use the residential streets. These streets are not constructed to handle such heavy vehicles and they ruin the roadbed, not to mention the vibrations from these heavy vehicles also compromise the foundation of our historical building stock. Over time, this creates structural damage issues for the property owners.

## CONCLUSION

Community District #3 is excited to be the pilot program for the greening of this city. It is our belief that this is falling in line with our vision for the area. We are dedicated to revitalizing our commercial base, as well as promoting our economic and employment opportunities.

Bedford-Stuyvesant is taking a critical look at the divide in education. It will be on our radar to find strategies within the community to enhance the quality of education for our youth. The low test scores and the high drop-out rates have to be eliminated entirely. Of course, this cannot be fully realized without assistance from our municipal partners.

This District is committing much of our efforts to seeing that the properties left within our boundaries will be something that is going to benefit the residents, the borough, and the city. We must increase our opportunities to have affordable housing, and businesses that will generate jobs to eliminate the high level of unemployment as possible.

Finally, Community District #3 is looking forward to enhancing our recreational facilities and the possibility of creating new ones to assist in combating the health disparities within our borders. The greening will allow for healthier eating, the parks will assist in appropriate exercise and opportunities to work and have business that will boost community pride.

We are an ambitious people who will not quit until Bedford-Stuyvesant has reached her potential. Look out New York, here we come!

Respectfully submitted,



Henry L. Butler  
Board Chairperson



Charlene Phillips  
District Manager

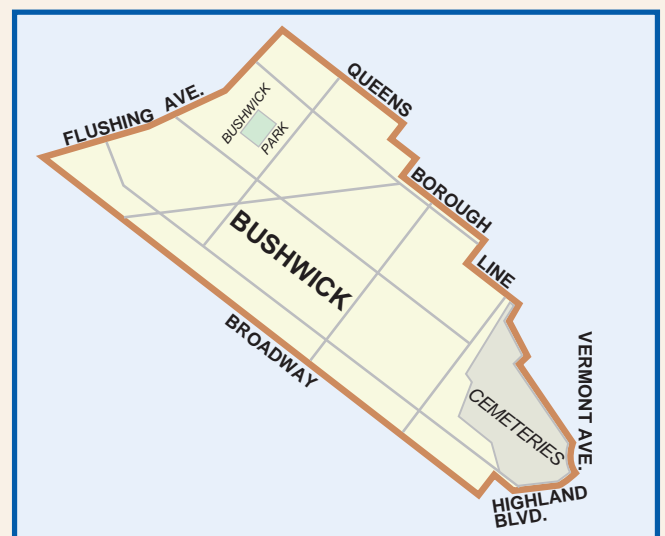
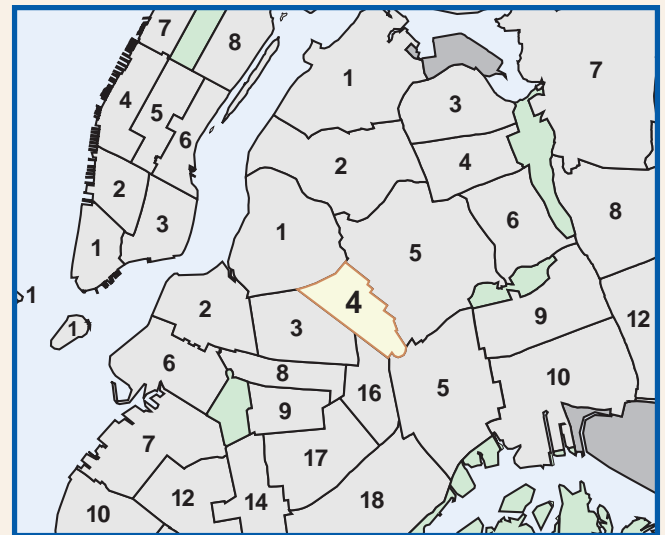
# BROOKLYN COMMUNITY DISTRICT 4

TOTAL POPULATION	1980	1990	2000
Number	92,497	102,572	104,358
% Change	—	10.9	1.7

VITAL STATISTICS	2000	2008
Births: Number	2,180	1,990
Rate per 1000	20.9	19.1
Deaths: Number	598	522
Rate per 1000	5.7	5.0
Infant Mortality: Number	12	11
Rate per 1000	5.5	5.5

INCOME SUPPORT	2000	2010
Cash Assistance (TANF)	17,349	9,078
Supplemental Security Income	8,191	8,201
Medicaid Only	12,701	36,545
<b>Total Persons Assisted</b>	<b>38,241</b>	<b>53,824</b>
<b>Percent of Population</b>	<b>36.6</b>	<b>51.6</b>

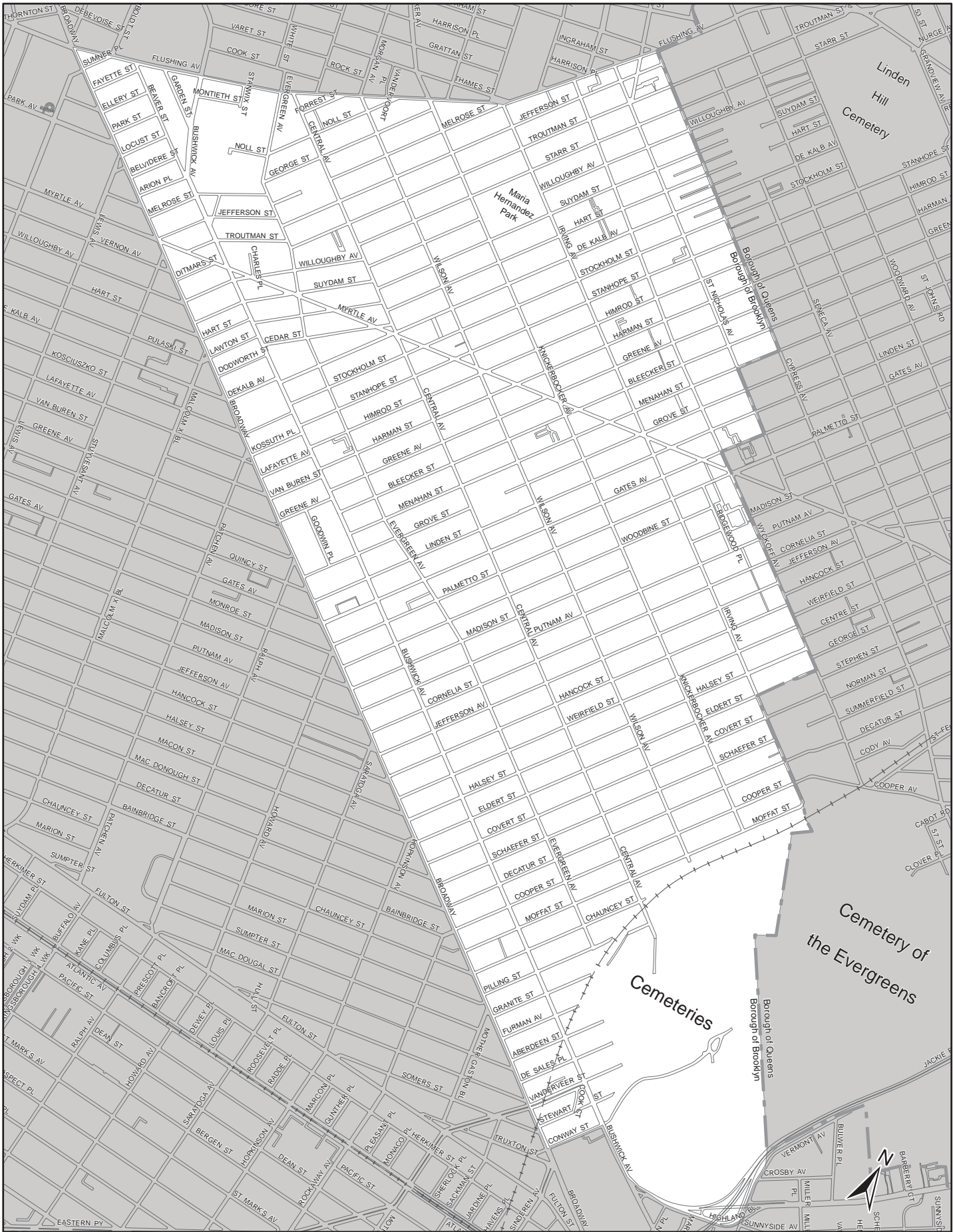
TOTAL LAND AREA		
	Acres:	1,300.7
	Square Miles:	2.0



	Lots	Lot Area	
		Sq. Ft. (000)	%
1- 2 Family Residential	4,169	8,453.3	20.4
Multi-Family Residential	4,425	12,059.0	29.1
Mixed Resid. / Commercial	1,051	2,668.3	6.4
Commercial / Office	254	1,402.8	3.4
Industrial	227	2,087.4	5.0
Transportation / Utility	58	699.3	1.7
Institutions	196	3,497.3	8.4
Open Space / Recreation	78	7,578.9	18.3
Parking Facilities	374	1,112.9	2.7
Vacant Land	456	1,606.7	3.9
Miscellaneous	103	289.7	0.7
<b>Total</b>	<b>11,391</b>	<b>41,455.5</b>	<b>100.0</b>



# Brooklyn Community District 4



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0 700 1,400 2,800 Feet

**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 4	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	102,572	100.0	104,358	100.0	1,786	1.7
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	5,542	5.4	3,026	2.9	(2,516)	-45.4
Black/African American Nonhispanic	25,580	24.9	24,838	23.8	(742)	-2.9
Asian or Pacific Islander Nonhispanic	3,823	3.7	3,245	3.1	(578)	-15.1
American Indian and Alaska Native Nonhispanic	348	0.3	300	0.3	(48)	-13.8
Some Other Race Nonhispanic	645	0.6	787	0.8	142	22.0
Nonhispanic of Two or More Races	-	-	2,020	1.9	-	-
Hispanic Origin	66,634	65.0	70,142	67.2	3,508	5.3
Population Under 18 Years	36,099	100.0	35,078	100.0	(1,021)	-2.8
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	1,019	2.8	633	1.8	(386)	-37.9
Black/African American Nonhispanic	8,711	24.1	8,307	23.7	(404)	-4.6
Asian or Pacific Islander Nonhispanic	1,040	2.9	774	2.2	(266)	-25.6
American Indian and Alaska Native Nonhispanic	121	0.3	143	0.4	22	18.2
Some Other Race Nonhispanic	294	0.8	260	0.7	(34)	-11.6
Nonhispanic of Two or More Races	-	-	514	1.5	-	-
Hispanic Origin	24,914	69.0	24,447	69.7	(467)	-1.9
Population 18 Years and Over	66,473	100.0	69,280	100.0	2,807	4.2
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	4,523	6.8	2,393	3.5	(2,130)	-47.1
Black/African American Nonhispanic	16,869	25.4	16,531	23.9	(338)	-2.0
Asian or Pacific Islander Nonhispanic	2,783	4.2	2,471	3.6	(312)	-11.2
American Indian and Alaska Native Nonhispanic	227	0.3	157	0.2	(70)	-30.8
Some Other Race Nonhispanic	351	0.5	527	0.8	176	50.1
Nonhispanic of Two or More Races	-	-	1,506	2.2	-	-
Hispanic Origin	41,720	62.8	45,695	66.0	3,975	9.5
Total Population	102,572	100.0	104,358	100.0	1,786	1.7
Under 18 Years	36,099	35.2	35,078	33.6	(1,021)	-2.8
18 Years and Over	66,473	64.8	69,280	66.4	2,807	4.2
Total Housing Units	31,921	-	33,928	-	2,007	6.3

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 4</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>104,358</b>	<b>100.0</b>
White Nonhispanic	3,026	2.9
Black Nonhispanic	24,838	23.8
Asian and Pacific Islander Nonhispanic	3,245	3.1
Other Nonhispanic	1,087	1.0
Two or More Races Nonhispanic	2,020	1.9
Hispanic Origin	70,142	67.2
Female	54,354	52.1
Male	50,004	47.9
Under 5 years	10,215	9.8
5 to 9 years	10,619	10.2
10 to 14 years	9,093	8.7
15 to 19 years	8,811	8.4
20 to 24 years	9,312	8.9
25 to 44 years	32,378	31.0
45 to 64 years	17,245	16.5
65 years and over	6,685	6.4
18 years and over	69,280	66.4
In households	102,863	98.6
In family households	93,412	89.5
Householder	23,864	22.9
Spouse	10,637	10.2
Own child under 18 years	28,677	27.5
Other relatives	24,842	23.8
Nonrelatives	5,392	5.2
In nonfamily households	9,451	9.1
Householder	7,231	6.9
Householder 65 years and over living alone	1,837	1.8
Nonrelatives	2,220	2.1
In group quarters	1,495	1.4
<b>Total Households</b>	<b>31,095</b>	<b>100.0</b>
Family households	23,864	76.7
Married-couple family	10,637	34.2
With related children under 18 years	6,979	22.4
Female householder, no husband present	10,738	34.5
With related children under 18 years	8,351	26.9
Male householder, no wife present	2,489	8.0
With related children under 18 years	1,422	4.6
Nonfamily households	7,231	23.3
Households with one or more persons 65 years and over	5,299	17.0
Persons Per Family	3.69	-
Persons Per Household	3.31	-
<b>Total Housing Units</b>	<b>33,928</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>31,095</b>	<b>100.0</b>
Renter occupied	26,333	84.7
Owner occupied	4,762	15.3
By Household Size:		
1 person household	5,806	18.7
2 person household	6,122	19.7
3 person household	6,116	19.7
4 person household	5,784	18.6
5 persons and over	7,267	23.4
By Age of Householder:		
15 to 24 years	2,099	6.8
25 to 44 years	15,072	48.5
45 to 64 years	9,853	31.7
65 years and over	4,071	13.1

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)

Brooklyn Community District 4 (PUMA 04002)

Selected Housing Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04002 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>44,202</b>	<b>1,461</b>	<b>44,202</b>	<b>(X)</b>
Occupied housing units	39,458	1,508	89.3%	1.4
Homeowner vacancy rate	4.3	2.5	(X)	(X)
Rental vacancy rate	4.2	1.1	(X)	(X)
<b>UNITS IN STRUCTURE</b>				
<b>Total housing units</b>	<b>44,202</b>	<b>1,461</b>	<b>44,202</b>	<b>(X)</b>
1-unit, detached	623	246	1.4%	0.6
1-unit, attached	1,753	359	4.0%	0.8
2 units	7,763	784	17.6%	1.6
3 or 4 units	9,240	757	20.9%	1.6
5 to 9 units	15,672	914	35.5%	2
10 to 19 units	3,014	504	6.8%	1.1
20 or more units	6,137	610	13.9%	1.2
Mobile home	0	158	0.0%	0.1
Boat, RV, van, etc.	0	158	0.0%	0.1
<b>YEAR STRUCTURE BUILT</b>				
<b>Total housing units</b>	<b>44,202</b>	<b>1,461</b>	<b>44,202</b>	<b>(X)</b>
Built 2005 or later	951	287	2.2%	0.6
Built 2000 to 2004	1,868	382	4.2%	0.9
Built 1990 to 1999	1,989	355	4.5%	0.8
Built 1980 to 1989	2,027	357	4.6%	0.8
Built 1970 to 1979	1,238	318	2.8%	0.7
Built 1960 to 1969	2,095	397	4.7%	0.9
Built 1950 to 1959	2,340	416	5.3%	0.9
Built 1940 to 1949	2,480	407	5.6%	0.9
Built 1939 or earlier	29,214	1,241	66.1%	1.8
<b>HOUSING TENURE</b>				
<b>Occupied housing units</b>	<b>39,458</b>	<b>1,508</b>	<b>39,458</b>	<b>(X)</b>
Owner-occupied	6,931	762	17.6%	1.8
Renter-occupied	32,527	1,426	82.4%	1.8
<b>VEHICLES AVAILABLE</b>				
<b>Occupied housing units</b>	<b>39,458</b>	<b>1,508</b>	<b>39,458</b>	<b>(X)</b>
No vehicles available	27,619	1,468	70.0%	2.4
1 vehicle available	9,459	810	24.0%	1.9
2 vehicles available	1,876	463	4.8%	1.2
3 or more vehicles available	504	193	1.3%	0.5
<b>OCCUPANTS PER ROOM</b>				
<b>Occupied housing units</b>	<b>39,458</b>	<b>1,508</b>	<b>39,458</b>	<b>(X)</b>
1.00 or less	33,779	1,519	85.6%	1.6
1.01 to 1.50	3,950	539	10.0%	1.4
1.51 or more	1,729	364	4.4%	0.9
Average household size	3.19	0.08	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>4,564</b>	<b>584</b>	<b>4,564</b>	<b>(X)</b>
Less than 20.0 percent	541	185	11.9%	3.8
20.0 to 24.9 percent	384	183	8.4%	3.7
25.0 to 29.9 percent	269	143	5.9%	3
30.0 to 34.9 percent	269	131	5.9%	2.9
35.0 percent or more	3,101	498	67.9%	6.3
Not computed	0	158	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>30,909</b>	<b>1,396</b>	<b>30,909</b>	<b>(X)</b>
Less than 15.0 percent	3,266	625	10.6%	1.9
15.0 to 19.9 percent	3,118	552	10.1%	1.8
20.0 to 24.9 percent	3,386	566	11.0%	1.7
25.0 to 29.9 percent	2,854	487	9.2%	1.5
30.0 to 34.9 percent	2,902	504	9.4%	1.6
35.0 percent or more	15,383	1,186	49.8%	2.9
Not computed	1,618	377	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 04, BROOKLYN

BUDGET LINE	TITLE	TOTAL		FY2011 ADOPTED CAP BUDGET	THREE YEAR PROGRAM			REQUIRED TO COMPLETE
		APPROPRIATION AS OF 5/31/10			FY2012	FY2013	FY2014	
CS-DN039	AUDREY JOHNSON DAY CARE CENTER	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
CS-DN355	ROUNDTABLE DAY CARE CENTER	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-DN496	RIDGEWOOD BUSHWICK SENIOR CITIZENS COUNCIL, INC.	CP		800 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-DN621	RIDGEWOOD BUSHWICK SENIOR CITIZEN COUNCIL	CP		1,000 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN456	WYCKOFF HEIGHTS MEDICAL CENTER	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HW-472	RECONSTRUCTION OF FLUSHING AVENUE, BROOKLYN		17,080 (CN) 8,000 (F) 3,050 (S)	67 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)
HW-876	RECONSTRUCTION OF WYCKOFF AVENUE, BROOKLYN		4,600 (CN) 0 (F) 30 (S)	205 (CN) 0 (F) 0 (S)	0 (CN) 2,250 (F) 0 (S)	7,802 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)
P-1179	CONSTRUCTION OF BUSHWICK PLAYGROUND, BROOKLYN		563 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)

FOR ADDITIONAL INFORMATION ON EACH PROJECT, REFER TO PART 1 OF THE ADOPTED CAPITAL BUDGET



JULIE DENT  
CHAIRPERSON

NADINE WHITED  
Districts Manager

## Statement Of Community District Needs

### INTRODUCTION

Community Board #4-Bushwick is located in the northeast section of Brooklyn, its boundaries are: Broadway, Flushing Avenue, Eastern Parkway Extension, and the Brooklyn/Queens borough line.

We have seen our community's potential for survival based on the work of the Bushwick residents, and the city's commitment through the first Mayoral Task Force. Although we have begun to turn the corner, the city must continue to provide resources to allow the community to experience further improvement.

The overall needs of Bushwick can only be described as "INTENSE". Our request for addressing these needs are by no means exaggerated. We look forward to the restoration of the neighborhood through the effort of the city to provide the assistance and the services that are so desperately needed.

### HOUSING

Community Board #4 has gone on record supporting the building of affordable one and two family houses in scattered infill sites throughout the district.

It is our intention to work with Housing Preservation and Development and outside developers to target and develop sites for homeownership opportunities for our residents. The need for acquisition and site preparation funds are imperative.

The Bushwick community has been selected to house facilities for homeless families. It is our strongest desire to witness the construction and renovation of city-owned buildings for permanent apartments for Bushwick's homeless population. We are sensitive to the homeless plight, however, providing permanent apartments for those homeless people who are from the "BUSHWICK COMMUNITY". We feel that this is done best by providing permanent apartments as opposed to the transitional type which is being proposed.

City-owned housing units represent a valuable resource in our neighborhood and it is essential that they be managed in the best way possible. The city must provide sufficient funds and personnel to ensure that this is done. In addition, innovative alternative management initiatives like community management should be expanded in Bushwick. Community Board #4 strongly opposes consolidation of city-owned properties. Among the Board's concerns is the rehabilitation of abandoned buildings that can be managed by a community group.

## **ECONOMIC DEVELOPMENT**

The Bushwick commercial shopping strips have started to make a comeback after the devastation caused by the Blackout some years ago.

The Local Development Corporation of Broadway in Brooklyn has been successful in securing funds from the city of New York which has had a positive impact on that portion of the strip. Many merchants have improved their facades and vacant buildings have been sealed. More funding is needed to re-fund these efforts. The other end of the commercial strip is of major concern to the neighborhood. We encourage the city to fund the newly formed L.D.C. so that they may begin the work necessary to develop and market the commercial properties located on that portion of the strip. Myrtle Avenue from Broadway to Cypress Avenue, a commercial strip where there has been little attention and focus could become quite valuable with proper marketing and development. The community welcomes the development of the former Rheingold Brewery site. We would like to see the surrounding portions developed, thus creating additional jobs for community residents.

## **YOUTH**

Community Board #4 had the services of a Youth Coordinator for approximately one year. Unfortunately, the monies coming to the district from the NYC-Youth Bureau don't begin to meet the demands for services, programs and counselling needs. There is thus a critical need to provide comprehensive services to address the myriad problems that plague our youth. Youngsters are faced with challenges very early in life; most prevalent is that of drugs, which may lead them to commit crimes and find themselves in trouble with the law. Concentrated efforts in the area of drug education and other youth related programs are needed.

Recently, a community agency sponsored a "One Day Forum" on child abuse and neglect. Many of the professionals who attended voiced their frustration and confusion with the system. In Bushwick the high risk cases are growing rapidly. The Community needs more professionals to work with the families who are at risk. As it stands, waiting lists are far too long, meanwhile, the children are suffering.

## **POLICE**

The crime rate is on a rise, heavy drug traffic still remains a major problem which requires the establishment of special enforcement initiatives. Clearly, there is a need for more police manpower, especially foot patrolmen and undercover officers. To provide funds to support the efforts of civilian patrol programs may offset some of the crime activity. Additional police vehicles are a must in order to assure that emergency calls are answered in a timely fashion.

## **HEALTH/HUMAN SERVICES**

The entire community of Bushwick lacks the most basic health services and has the most serious health problems. Statistics indicate that education and nutrition for pregnant women is very much needed since many women are giving birth with little or no prenatal care. Statistics also reveal that comprehensive primary care and screening of outstanding community health problems such as tuberculosis, cirrhosis and diabetes are desperately needed.

Alcoholism programs are non-existent in the community. The community has supported the Damon House proposal to bring forth a drug free treatment center for those in need.



## **PUBLIC FACILITIES**

The former 83rd Precinct, a landmark building and a local treasure, must be renovated. Many programs lack the necessary office space. Additionally, Community Board #4 has expressed an interest in relocating its offices there.

## **SANITATION**

The community is plagued by problems relating to the vacant lot cleaning. The vacant lots are prime targets for illegal dumping. The Round Robin Program operated by the Department of Sanitation needs to be expanded to include a fencing program. Sanitation Police are needed to patrol key dumping locations during the hours of 9:00 PM to 9:00 AM.

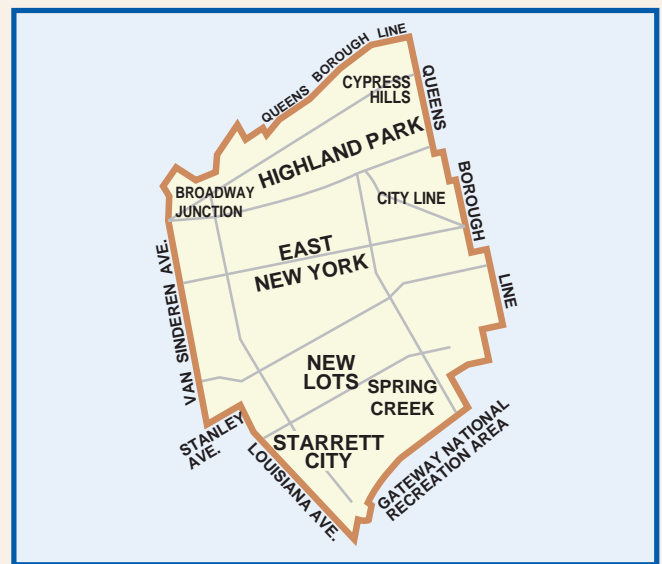
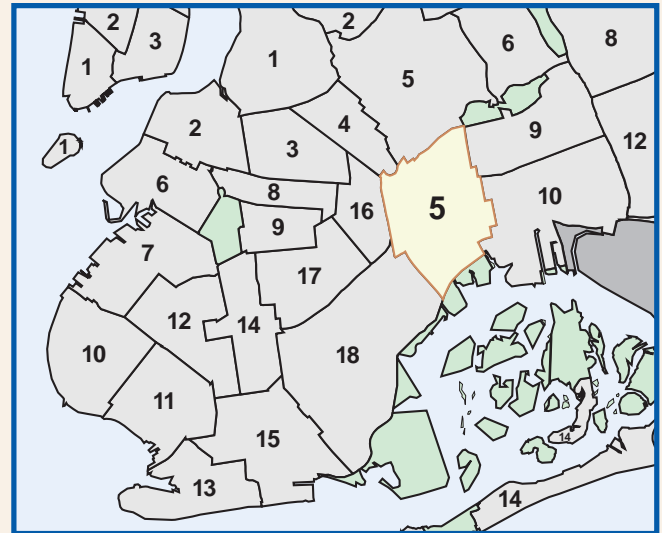
# BROOKLYN COMMUNITY DISTRICT 5

TOTAL POPULATION	1980	1990	2000
Number	154,932	161,350	173,198
% Change	—	4.1	7.3

VITAL STATISTICS	2000	2008
Births: Number	2,898	2,937
Rate per 1000	16.7	17.0
Deaths: Number	1,071	1,066
Rate per 1000	6.2	6.2
Infant Mortality: Number	27	29
Rate per 1000	9.3	9.9

INCOME SUPPORT	2000	2010
Cash Assistance (TANF)	25,268	16,190
Supplemental Security Income	12,874	14,153
Medicaid Only	17,619	57,126
<b>Total Persons Assisted</b>	<b>55,761</b>	<b>87,470</b>
<b>Percent of Population</b>	<b>32.2</b>	<b>50.5</b>

TOTAL LAND AREA		
	Acres:	3,586.0
	Square Miles:	5.6



	Lots	Lot Area	
		Sq. Ft.(000)	%
1- 2 Family Residential	12,414	29,117.3	26.0
Multi-Family Residential	4,154	22,367.6	20.0
Mixed Resid. / Commercial	1,101	2,715.1	2.4
Commercial / Office	316	3,926.9	3.5
Industrial	419	6,959.6	6.2
Transportation / Utility	185	3,579.7	3.2
Institutions	329	8,182.7	7.3
Open Space / Recreation	80	12,421.4	11.1
Parking Facilities	613	6,104.0	5.5
Vacant Land	1,133	15,470.4	13.8
Miscellaneous	217	1,067.9	1.0
<b>Total</b>	<b>20,961</b>	<b>111,912.6</b>	<b>100.0</b>

# Brooklyn Community District 5



**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 5	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	161,350	100.0	173,198	100.0	11,848	7.3
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	15,264	9.5	8,785	5.1	(6,479)	-42.4
Black/African American Nonhispanic	77,341	47.9	84,838	49.0	7,497	9.7
Asian or Pacific Islander Nonhispanic	5,135	3.2	6,007	3.5	872	17.0
American Indian and Alaska Native Nonhispanic	734	0.5	733	0.4	(1)	-0.1
Some Other Race Nonhispanic	935	0.6	2,251	1.3	1,316	140.7
Nonhispanic of Two or More Races	-	-	5,272	3.0	-	-
Hispanic Origin	61,941	38.4	65,312	37.7	3,371	5.4
Population Under 18 Years	52,542	100.0	56,859	100.0	4,317	8.2
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	2,836	5.4	1,420	2.5	(1,416)	-49.9
Black/African American Nonhispanic	25,725	49.0	28,707	50.5	2,982	11.6
Asian or Pacific Islander Nonhispanic	1,431	2.7	1,618	2.8	187	13.1
American Indian and Alaska Native Nonhispanic	247	0.5	267	0.5	20	8.1
Some Other Race Nonhispanic	397	0.8	669	1.2	272	68.5
Nonhispanic of Two or More Races	-	-	1,546	2.7	-	-
Hispanic Origin	21,906	41.7	22,632	39.8	726	3.3
Population 18 Years and Over	108,808	100.0	116,339	100.0	7,531	6.9
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	12,428	11.4	7,365	6.3	(5,063)	-40.7
Black/African American Nonhispanic	51,616	47.4	56,131	48.2	4,515	8.7
Asian or Pacific Islander Nonhispanic	3,704	3.4	4,389	3.8	685	18.5
American Indian and Alaska Native Nonhispanic	487	0.4	466	0.4	(21)	-4.3
Some Other Race Nonhispanic	538	0.5	1,582	1.4	1,044	194.1
Nonhispanic of Two or More Races	-	-	3,726	3.2	-	-
Hispanic Origin	40,035	36.8	42,680	36.7	2,645	6.6
Total Population	161,350	100.0	173,198	100.0	11,848	7.3
Under 18 Years	52,542	32.6	56,859	32.8	4,317	8.2
18 Years and Over	108,808	67.4	116,339	67.2	7,531	6.9
Total Housing Units	51,558	-	59,529	-	7,971	15.5

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 5</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>173,198</b>	<b>100.0</b>
White Nonhispanic	8,785	5.1
Black Nonhispanic	84,838	49.0
Asian and Pacific Islander Nonhispanic	6,007	3.5
Other Nonhispanic	2,984	1.7
Two or More Races Nonhispanic	5,272	3.0
Hispanic Origin	65,312	37.7
Female	94,013	54.3
Male	79,185	45.7
Under 5 years	14,648	8.5
5 to 9 years	16,752	9.7
10 to 14 years	16,358	9.4
15 to 19 years	14,959	8.6
20 to 24 years	13,459	7.8
25 to 44 years	50,460	29.1
45 to 64 years	32,755	18.9
65 years and over	13,807	8.0
18 years and over	116,339	67.2
In households	170,646	98.5
In family households	154,281	89.1
Householder	41,378	23.9
Spouse	18,075	10.4
Own child under 18 years	45,677	26.4
Other relatives	42,989	24.8
Nonrelatives	6,162	3.6
In nonfamily households	16,365	9.4
Householder	13,664	7.9
Householder 65 years and over living alone	3,748	2.2
Nonrelatives	2,701	1.6
In group quarters	2,552	1.5
<b>Total Households</b>	<b>55,042</b>	<b>100.0</b>
Family households	41,378	75.2
Married-couple family	18,075	32.8
With related children under 18 years	10,845	19.7
Female householder, no husband present	19,610	35.6
With related children under 18 years	14,820	26.9
Male householder, no wife present	3,693	6.7
With related children under 18 years	1,990	3.6
Nonfamily households	13,664	24.8
Households with one or more persons 65 years and over	10,804	19.6
Persons Per Family	3.58	-
Persons Per Household	3.10	-
<b>Total Housing Units</b>	<b>59,529</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>55,042</b>	<b>100.0</b>
Renter occupied	42,450	77.1
Owner occupied	12,592	22.9
By Household Size:		
1 person household	11,767	21.4
2 person household	12,444	22.6
3 person household	10,815	19.6
4 person household	8,838	16.1
5 persons and over	11,178	20.3
By Age of Householder:		
15 to 24 years	2,785	5.1
25 to 44 years	24,292	44.1
45 to 64 years	19,458	35.4
65 years and over	8,507	15.5

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)

Brooklyn Community District 5 (PUMA 04008)

Selected Housing Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04008 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>53,790</b>	<b>1,406</b>	<b>53,790</b>	<b>(X)</b>
Occupied housing units	49,658	1,390	92.3%	1.2
Homeowner vacancy rate	2.6	1.4	(X)	(X)
Rental vacancy rate	2.9	0.9	(X)	(X)
UNITS IN STRUCTURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>53,790</b>	<b>1,406</b>	<b>53,790</b>	<b>(X)</b>
1-unit, detached	2,692	518	5.0%	1
1-unit, attached	3,706	473	6.9%	0.9
2 units	15,172	992	28.2%	1.7
3 or 4 units	10,412	861	19.4%	1.6
5 to 9 units	2,773	486	5.2%	0.9
10 to 19 units	2,192	395	4.1%	0.7
20 or more units	16,811	1,008	31.3%	1.5
Mobile home	32	52	0.1%	0.1
Boat, RV, van, etc.	0	158	0.0%	0.1
YEAR STRUCTURE BUILT				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>53,790</b>	<b>1,406</b>	<b>53,790</b>	<b>(X)</b>
Built 2005 or later	573	195	1.1%	0.4
Built 2000 to 2004	1,476	368	2.7%	0.7
Built 1990 to 1999	3,106	503	5.8%	0.9
Built 1980 to 1989	2,576	434	4.8%	0.8
Built 1970 to 1979	8,129	1,004	15.1%	1.7
Built 1960 to 1969	5,772	567	10.7%	1.1
Built 1950 to 1959	6,268	602	11.7%	1.1
Built 1940 to 1949	5,353	586	10.0%	1
Built 1939 or earlier	20,537	1,032	38.2%	1.8
HOUSING TENURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>49,658</b>	<b>1,390</b>	<b>49,658</b>	<b>(X)</b>
Owner-occupied	12,127	846	24.4%	1.7
Renter-occupied	37,531	1,512	75.6%	1.7
VEHICLES AVAILABLE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>49,658</b>	<b>1,390</b>	<b>49,658</b>	<b>(X)</b>
No vehicles available	29,768	1,550	59.9%	2.2
1 vehicle available	16,156	990	32.5%	2
2 vehicles available	3,056	482	6.2%	1
3 or more vehicles available	678	207	1.4%	0.4
OCCUPANTS PER ROOM				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>49,658</b>	<b>1,390</b>	<b>49,658</b>	<b>(X)</b>
1.00 or less	45,194	1,286	91.0%	1
1.01 to 1.50	2,830	500	5.7%	1
1.51 or more	1,634	326	3.3%	0.6
Average household size	3.14	0.08	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>				
	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>9,730</b>	<b>778</b>	<b>9,730</b>	<b>(X)</b>
Less than 20.0 percent	1,251	309	12.9%	3
20.0 to 24.9 percent	745	250	7.7%	2.5
25.0 to 29.9 percent	925	302	9.5%	2.9
30.0 to 34.9 percent	924	324	9.5%	3.3
35.0 percent or more	5,885	656	60.5%	4.8
Not computed	113	101	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>				
	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>36,463</b>	<b>1,498</b>	<b>36,463</b>	<b>(X)</b>
Less than 15.0 percent	3,850	645	10.6%	1.7
15.0 to 19.9 percent	3,604	649	9.9%	1.7
20.0 to 24.9 percent	3,436	606	9.4%	1.7
25.0 to 29.9 percent	4,500	546	12.3%	1.4
30.0 to 34.9 percent	3,597	596	9.9%	1.5
35.0 percent or more	17,476	1,143	47.9%	2.5
Not computed	1,068	287	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 05, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10		FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM			REQUIRED TO COMPLETE
						FY2013	FY2014		
HB-630	RECONSTRUCTION, HIGHLAND BOULEVARD BRIDGE OVER VERMONT AVENUE, BROOKLYN	2,269 (CN) 4,570 (F)		0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	
HB-1034	BRIDGE REHABILITATION, LIBERTY AVENUE, ETC., BROOKLYN	5,473 (CN)		0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	
HB-1036	BRIDGE REHABILITATION, ATLANTIC AVENUE SERVICE RD. E/B, ETC., BROOKLYN	4,188 (CN)		3 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	
HD-DN647	CYPRESS HILLS LDC	CP		1,000 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
HD-151	NEHEMIAH HOUSING CONSTRUCTION	23,517 (CN)		0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	
HD-158	NEHEMIAH PROGRAM, ASSOC. COSTS, BROOKLYN AND THE BRONX	40,373 (CN)		36 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	
HD-160	SPRING CREEK NIP, BROOKLYN	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
HD-161	SPRING CREEK, ASSOC. COSTS, BROOKLYN	50,591 (CN)		252 (CN)	874 (CN)	0 (CN)	0 (CN)	0 (CN)	
HL-DN133	DR. BETTY SHABAZZ HEALTH CENTER	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
HO-398	MAJOR RECONSTRUCTION OF KINGS COUNTY HOSPITAL CENTER, BROOKLYN	395,736 (CN)		1,387 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	
HW-796	RECONSTRUCTION OF SCHENCK AVENUE, BROOKLYN	103 (CN) 0 (F)		0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	592 (CN) 0 (F)	5,931 (CN) 4,000 (F)	
HW-1148	RECONSTRUCT JEWEL STREET AREA, BROOKLYN	2,132 (CN)		11 (CN)	0 (CN)	0 (CN)	10,864 (CN)	0 (CN)	
HW-1154	VERMONT, JAMAICA, ARLINGTON, ATLANTIC AVES AND CRESCENT ST, BROOKLYN	7,721 (CN)		9 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	
P-C123	RECONSTRUCTION OF HIGHLAND PARK, BROOKLYN	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
P-981	RECONSTRUCTION OF RUNNING TRACK, LINDEN/JHS PARK	1,815 (CN)		0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	
P-1123	RECONSTRUCTION OF HIGHLAND PARK, BROOKLYN	CP		0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	CP	
P-1130	CONSTRUCT AND RECONSTRUCT SHORE PKWY BIKE PATHS, BROOKLYN	CP		2 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	CP	
P-1239	RECON. LINDEN PLAZA/ROBERT VENEABLE PARK, BROOKLYN	1,694 (CN)		0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	
P-1327	SPRING CREEK AND FRESH CREEK PARKS	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
PV-DN356	RUSH PHILANTHROPIC ARTS FOUNDATION	CP	0 (CN)	0 (CN)	CP				
PW-KN015	BROOKLYN BUREAU OF COMMUNITY SERVICE	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP	
SE-767	STORM SEWER IN GATEWAY ESTATES, ETC. BROOKLYN	7,202 (CN) 70 (CX)		0 (CN) 0 (CX)	0 (CN) 0 (CX)	0 (CN) 0 (CX)	0 (CN) 0 (CX)	0 (CN) 0 (CX)	
SE-768	SANITARY SEWER IN GATEWAY ESTATES, ETC. BROOKLYN	9,977 (CX)		0 (CX)	0 (CX)	0 (CX)	0 (CX)	0 (CX)	



The  
Borough  
of  
Brooklyn



## COMMUNITY BOARD NO. 5

The City of New York  
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(E-Mail) bk5@cb.nyc.gov

MARTY MARKOWITZ  
*Borough President*

NATHAN BRADLEY  
*Chairman*

WALTER CAMPBELL  
*District Manager*

### Statement Of Community District Needs 2012 Community Board #5- East New York

Serving the needs of more than 173,000 residents composed of a variety of ethnic and income groups that reflect in a true sense the mosaic mirror of the City of Brooklyn. Its boundaries are from the North: Jackie Robinson Parkway (Queens Border) to the south: Belt Parkway; from the East: Queens City line (border) to the west: Van Sinderen and Louisiana Avenue.

Within our district there are several diverse and distinct neighborhoods such as Cypress Hills' Highland Park, City Line, The New Lots Central Area, and Spring Creek. The need of these neighborhoods varies but their demands are consisted with overall district needs for affordable housing, economic development, health and social services, education, infrastructure, and public safety.

#### HOUSING

Affordable housing still remains the #1 priority in this district. We will continue to advocate for more development and building of affordable housing including condominiums and co-op apartments. We continue to promote the rehabilitation of the few existing vacant housing for use as co-ops or condominiums so that we can enhance stability in our community.

The Department of Housing Preservation and Development must continue the ongoing communications with the board regarding the planning and selection of developers for the development of housing in "Gateway Estates". A good example of community board and the city agency is the Nehemiah Houses East of Pennsylvania Avenue/Spring Creek and the partnership homes in Cypress Hills.

Spring Creek Towers formally known as Starrett City remains a bastion of middle-class housing for another generation. In July 2009 Governor Paterson signed into law legislation that extended affordable housing for another 30 years to the tenants of the 5881 units housing complex in the district and the complex remains in the Mitchell-Lama affordable housing programs.

We are very proud to report that four (4) New Affordable Housing Complexes are opening late this year and early 2011. 176 units at 1490 Dumont Avenue known as Dumont Green. New Lots Plaza located at 683 Barbey Street with 68 affordable units. The Cypress Hills local Development is offering 35 units at 119 Fountain Avenue and another 36 units at 902 Liberty Avenue. We are gratefully for these affordable units.

We are now awaiting the completion of phase III of the Nehemiah homes in the Spring Creek area.

We have consistently sympathized with the city homeless problem by our willingness to accept more than

our fair share, and we are saturated with: three large Homeless Shelter: five Transitional housing: several Residential Care facilities and many illegal halfway and three quarters homes.

As in comparison to other community district we have had more than our fair share and therefore request “zero” allocation.

We have a few lots on Livonia Avenue west of Pennsylvania Avenue that are owned by the city that need to be developed.

## **ECONOMIC DEVELOPMENT**

Economic Development and revitalization of commercial and industrial areas is extremely vital for the economic growth of our community. The opening of Gateway Mall in November 2002 was a great start in that direction, with its employment of local residents and its sale is a plus for the local economy. We now wait for phase II of Gateway. We continue to advocate for completion of the revitalization of Fulton Street and New Lots Avenue commercial area and shopping district.

Since the conversion of Pitkin Avenue, Pennsylvania Avenue to Crescent Street as two-way traffic, (September 1998) prime consideration should be given to the development of a commercial corridor along this strip. EDC, DBC, Local LDC’s in conjunction with this board need to set-up long range planning objectives and goals for marketing initiatives if the vacant parcels along the strip.

It is imperative that the State of New York maintain funding for administration of the Empire Zone and our commercial and industrial areas.

## **YOUTH EDUCATION**

Community Board #5 has an increasing need for youth, education, and recreation programs ranging from pre-school to after school programs to summer camps programs. We have three Beacon schools IS 166, 218 & 302 among other recreation programs.

Our Beacon schools in the district have proven to be very successful. These beacon schools are the hallmark programs of the Department of Youth in our community and must be continuously funded. However, the amount of youth programs that the Beacon school served does not meet the demands for the amount of youth services and programs needed in this community with such a large housing density.

We will continue to advocate from DYCD to sponsor or help arrange for sponsors to construct a multi-purpose recreational youth center in this community district. The (PAL) Police Athletic League which housed a youth program closed its door at 127 Pennsylvania Avenue in 2008.

We need to continue to serve our youth. We continue to suffer from the city’s decision to eliminate the position of youth coordinator. Our young people would greatly benefit from expanded employment opportunities, training and mentoring programs. Computer and new technology training programs must be expanded to keep preparing our youth for employment. We need recreational programs that are open past 10 pm during the out of school time. We believe that these types of programs will keep our youth out of trouble.

## **HEALTH AND SOCIAL SERVICES**

Health and Social Services continues to be one of our highest priorities. There is an increase in “demand use” at our Health and Hospital facility located at 2094 Pitkin Avenue due to the fact of new housing; shelters housing a large homeless population in need of specialized care.

Our Social Services programs continue to be compounded; currently 42% of our total population received some sort of income support, such as SSI, Public Assistance, Medicaid, AFDC, etc.

We are still in need of a Day Care and an additional Health Care Center west of Pennsylvania Avenue.

## **POLICE DEPARTMENT**

Community Board #5 is fully committed to maintaining grace with the officers working in our district and will continue to expand our current relationship with the 75<sup>th</sup> PCT, PSA #2, and transit polices. The commanding officers are quick to respond to our concerns. We have always supported increase training as a significant measure to increase trust between the people of our community and the Police. We feel that no part our community should be targeted because of the way they look or speak. We believe that individual officers must be held accountable for their actions and behavior.

We have a very large precinct and our major concern is that we do not have enough officers to sufficiently patrol our district. Our population has increased substantially due to the fact that we have new homes through out the district and the allocation of police personnel has remained the same.

When the new census count is finalized, our district should have over 200,000 residents and two Community Affairs officers will not be able to service our district the way it should be serviced and we feel this is not enough. We need Community Affairs officers to be available seven days per week plus available for the many evenings meetings that our community hold.

Finally our precinct is in need of additional space for the various departments and a state of the art parking lot that will accommodate all the officers' cars. This will free up parking all over the area and will give visitors places to park closer to the precinct (75th). We support Community Policing and would like to see more police officers on the street, this will eradicate the pack of persistent drug trafficking and usage.

## **SENIORS**

The elderly population in Community Board #5 is increasing. The city must not lose sight of the special needs of our seniors. It is imperative that long range comprehension planning include housing, health and mental care, home care, and senior centers. Only in this way can we ensure continued quality of life and prevent the isolation which places many of our elderly at risk of poor health, unacceptable living conditions, poor nutrition and inaccessible services.

## **ENVIRONMENTAL PROTECTION**

District wide residents continue to report sewer back-ups during heavy rains. An assessment of the conditions of sewer pipes and catch basins need to be conducted. Defective equipment should be replaced. A regular repair and cleaning schedule should be set up and maintained. Reconstruction of catch basins and sewers along our major thoroughfare (Linden Blvd, Atlantic Avenue) must be given a priority.

We have been successful on conserving water through the Hydro-Lock program. We request that the special wrenches be made available to all agencies so that hydrants can be closed expeditiously.

There is a need for a weekend unit in Department of Environment Protection for noise complaints since most noise occurs during weekends.

## **TRANSPORTATION-INFRASTRUCTURE**

The infrastructure in East New York is one of the worst in the entire City of New York as every street and all major thoroughfares in this community are in need of some kind of repair. In some cases there is need

for resurfacing in others its reconstruction or just merely filling potholes. A huge problematic area is the placement and replacement of street signs, traffic and parking signs. It takes an average of five to six months to get signage replaced. We need to get better service in this area.

We consistently rank funding for street repairs and maintenance high on our list of priorities. Due to many years of neglect, many of our streets present hazardous conditions. We support increase staffing to highway operations for maintenance crews to repair potholes and cave ins. The quality of material and work should be more consistent, thereby eliminating the immediate reoccurrence of the conditions. All efforts must be made to implement previous projects and repairs.

There is a major problem in getting a street light fixed. Streets lights are so important because they illuminate our streets and provide a safe environment. Funding must be a major priority to maintain the broken street lights.

## **CONCLUSION**

Community Board is the first level of city government responsibility for the delivery of municipal services in this district. Our ability to perform depends on the amount of cooperation from the city Agencies and allocated funding for the provisions of essential services.

We look forward to continued support from the Community Assistance Unit (CAU); we welcome our new Brooklyn Borough Director, Mr. Samuel Pierre and look forward to his efforts in resolving problematic issues in this district and making it possible for our board to function efficiently.

This Statement of Need highlighted some of the most pressing needs or concerns of our district. Our requested needs are by no means overstated; however, we believe there is much more to be done to enhance the quality of life for current and future residents. The Board will continue to work with City Agencies and Elected Officials to address the needs of our community.

Sincerely,

*Nathan Bradley*

Nathan Bradley

Chairman

*Walter Campbell*

Walter Campbell

District Manager

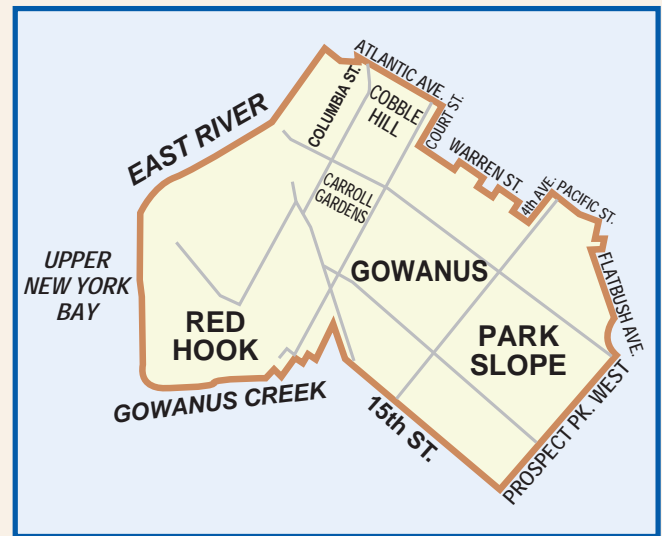
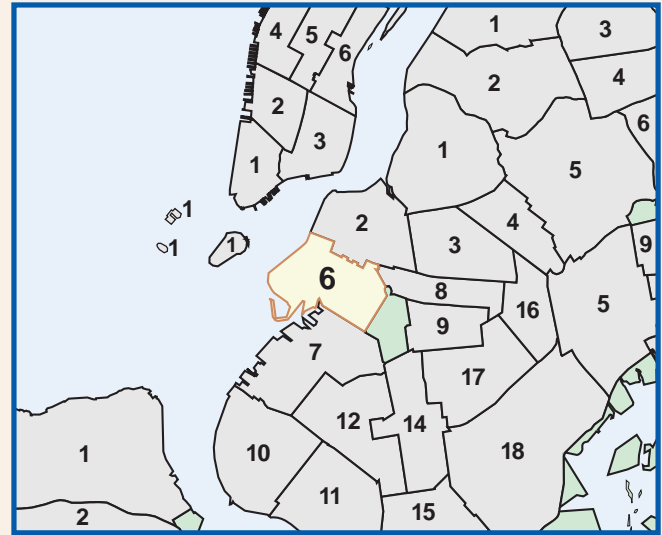
# BROOKLYN COMMUNITY DISTRICT 6

<b>TOTAL POPULATION</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Number	110,225	102,724	104,054
% Change	—	-6.8	1.3

<b>VITAL STATISTICS</b>	<b>2000</b>	<b>2008</b>
Births: Number	1,395	1,672
Rate per 1000	13.4	16.1
Deaths: Number	778	628
Rate per 1000	7.5	6.0
Infant Mortality: Number	5	9
Rate per 1000	3.6	5.4

<b>INCOME SUPPORT</b>	<b>2000</b>	<b>2010</b>
Cash Assistance (TANF)	5,320	1,602
Supplemental Security Income	4,334	3,514
Medicaid Only	5,312	11,073
<b>Total Persons Assisted</b>	<b>14,966</b>	<b>16,189</b>
<b>Percent of Population</b>	<b>14.4</b>	<b>15.6</b>

<b>TOTAL LAND AREA</b>		
	<b>Acres:</b>	<b>1,974.9</b>
	<b>Square Miles:</b>	<b>3.1</b>



	Lots	Lot Area	
		Sq. Ft.(000)	%
1- 2 Family Residential	4,346	7,766.5	12.5
Multi-Family Residential	5,870	16,525.5	26.7
Mixed Resid. / Commercial	1,598	3,601.9	5.8
Commercial / Office	260	4,054.4	6.6
Industrial	576	9,307.7	15.0
Transportation / Utility	184	4,195.7	6.8
Institutions	192	3,074.8	5.0
Open Space / Recreation	45	3,773.3	6.1
Parking Facilities	267	3,809.6	6.2
Vacant Land	529	2,862.7	4.6
Miscellaneous	143	2,964.3	4.8
<b>Total</b>	<b>14,010</b>	<b>61,936.5</b>	<b>100.0</b>

# Brooklyn Community District 6



**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 6	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	102,724	100.0	104,054	100.0	1,330	1.3
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	56,266	54.8	57,106	54.9	840	1.5
Black/African American Nonhispanic	16,342	15.9	14,034	13.5	(2,308)	-14.1
Asian or Pacific Islander Nonhispanic	3,326	3.2	4,622	4.4	1,296	39.0
American Indian and Alaska Native Nonhispanic	257	0.3	173	0.2	(84)	-32.7
Some Other Race Nonhispanic	266	0.3	493	0.5	227	85.3
Nonhispanic of Two or More Races	-	-	3,274	3.1	-	-
Hispanic Origin	26,267	25.6	24,352	23.4	(1,915)	-7.3
Population Under 18 Years	20,769	100.0	20,345	100.0	(424)	-2.0
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	7,562	36.4	7,982	39.2	420	5.6
Black/African American Nonhispanic	4,652	22.4	3,844	18.9	(808)	-17.4
Asian or Pacific Islander Nonhispanic	653	3.1	683	3.4	30	4.6
American Indian and Alaska Native Nonhispanic	55	0.3	41	0.2	(14)	-25.5
Some Other Race Nonhispanic	108	0.5	134	0.7	26	24.1
Nonhispanic of Two or More Races	-	-	869	4.3	-	-
Hispanic Origin	7,739	37.3	6,792	33.4	(947)	-12.2
Population 18 Years and Over	81,955	100.0	83,709	100.0	1,754	2.1
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	48,704	59.4	49,124	58.7	420	0.9
Black/African American Nonhispanic	11,690	14.3	10,190	12.2	(1,500)	-12.8
Asian or Pacific Islander Nonhispanic	2,673	3.3	3,939	4.7	1,266	47.4
American Indian and Alaska Native Nonhispanic	202	0.2	132	0.2	(70)	-34.7
Some Other Race Nonhispanic	158	0.2	359	0.4	201	127.2
Nonhispanic of Two or More Races	-	-	2,405	2.9	-	-
Hispanic Origin	18,528	22.6	17,560	21.0	(968)	-5.2
Total Population	102,724	100.0	104,054	100.0	1,330	1.3
Under 18 Years	20,769	20.2	20,345	19.6	(424)	-2.0
18 Years and Over	81,955	79.8	83,709	80.4	1,754	2.1
Total Housing Units	46,907	-	48,945	-	2,038	4.3

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 6</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>104,054</b>	<b>100.0</b>
White Nonhispanic	57,106	54.9
Black Nonhispanic	14,034	13.5
Asian and Pacific Islander Nonhispanic	4,622	4.4
Other Nonhispanic	666	0.6
Two or More Races Nonhispanic	3,274	3.1
Hispanic Origin	24,352	23.4
Female	55,061	52.9
Male	48,993	47.1
Under 5 years	6,130	5.9
5 to 9 years	5,928	5.7
10 to 14 years	5,326	5.1
15 to 19 years	4,612	4.4
20 to 24 years	6,973	6.7
25 to 44 years	44,430	42.7
45 to 64 years	21,461	20.6
65 years and over	9,194	8.8
18 years and over	83,709	80.4
In households	102,903	98.9
In family households	70,574	67.8
Householder	22,864	22.0
Spouse	14,892	14.3
Own child under 18 years	17,678	17.0
Other relatives	12,961	12.5
Nonrelatives	2,179	2.1
In nonfamily households	32,329	31.1
Householder	23,804	22.9
Householder 65 years and over living alone	3,022	2.9
Nonrelatives	8,525	8.2
In group quarters	1,151	1.1
<b>Total Households</b>	<b>46,668</b>	<b>100.0</b>
Family households	22,864	49.0
Married-couple family	14,892	31.9
With related children under 18 years	6,976	14.9
Female householder, no husband present	6,419	13.8
With related children under 18 years	4,115	8.8
Male householder, no wife present	1,553	3.3
With related children under 18 years	648	1.4
Nonfamily households	23,804	51.0
Households with one or more persons 65 years and over	6,990	15.0
Persons Per Family	2.99	-
Persons Per Household	2.21	-
<b>Total Housing Units</b>	<b>48,945</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>46,668</b>	<b>100.0</b>
Renter occupied	33,860	72.6
Owner occupied	12,808	27.4
By Household Size:		
1 person household	16,804	36.0
2 person household	15,640	33.5
3 person household	7,064	15.1
4 person household	4,335	9.3
5 persons and over	2,825	6.1
By Age of Householder:		
15 to 24 years	2,228	4.8
25 to 44 years	24,794	53.1
45 to 64 years	13,509	28.9
65 years and over	6,137	13.2

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)



Brooklyn Community District 6 (PUMA 04005)

Selected Housing Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04005 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>51,894</b>	<b>1,295</b>	<b>51,894</b>	<b>(X)</b>
Occupied housing units	47,555	1,291	91.6%	1.5
Homeowner vacancy rate	1.1	1	(X)	(X)
Rental vacancy rate	2	0.8	(X)	(X)
UNITS IN STRUCTURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>51,894</b>	<b>1,295</b>	<b>51,894</b>	<b>(X)</b>
1-unit, detached	644	180	1.2%	0.3
1-unit, attached	4,767	628	9.2%	1.1
2 units	7,888	717	15.2%	1.4
3 or 4 units	14,329	941	27.6%	1.6
5 to 9 units	10,819	782	20.8%	1.4
10 to 19 units	4,156	587	8.0%	1.2
20 or more units	9,210	682	17.7%	1.2
Mobile home	81	134	0.2%	0.3
Boat, RV, van, etc.	0	158	0.0%	0.1
YEAR STRUCTURE BUILT				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>51,894</b>	<b>1,295</b>	<b>51,894</b>	<b>(X)</b>
Built 2005 or later	515	264	1.0%	0.5
Built 2000 to 2004	1,085	287	2.1%	0.6
Built 1990 to 1999	876	285	1.7%	0.5
Built 1980 to 1989	913	221	1.8%	0.4
Built 1970 to 1979	592	163	1.1%	0.3
Built 1960 to 1969	965	272	1.9%	0.5
Built 1950 to 1959	2,174	387	4.2%	0.8
Built 1940 to 1949	1,938	304	3.7%	0.6
Built 1939 or earlier	42,836	1,377	82.5%	1.5
HOUSING TENURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>47,555</b>	<b>1,291</b>	<b>47,555</b>	<b>(X)</b>
Owner-occupied	17,550	1,135	36.9%	2.1
Renter-occupied	30,005	1,238	63.1%	2.1
VEHICLES AVAILABLE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>47,555</b>	<b>1,291</b>	<b>47,555</b>	<b>(X)</b>
No vehicles available	27,277	1,076	57.4%	2
1 vehicle available	17,580	1,229	37.0%	2.2
2 vehicles available	2,311	405	4.9%	0.8
3 or more vehicles available	387	170	0.8%	0.4
OCCUPANTS PER ROOM				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>47,555</b>	<b>1,291</b>	<b>47,555</b>	<b>(X)</b>
1.00 or less	45,999	1,301	96.7%	0.8
1.01 to 1.50	1,050	330	2.2%	0.7
1.51 or more	506	245	1.1%	0.5
Average household size	2.33	0.06	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>12,088</b>	<b>863</b>	<b>12,088</b>	<b>(X)</b>
Less than 20.0 percent	4,630	551	38.3%	4.1
20.0 to 24.9 percent	1,558	315	12.9%	2.5
25.0 to 29.9 percent	1,358	322	11.2%	2.6
30.0 to 34.9 percent	742	207	6.1%	1.8
35.0 percent or more	3,800	636	31.4%	4.2
Not computed	108	107	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>29,097</b>	<b>1,261</b>	<b>29,097</b>	<b>(X)</b>
Less than 15.0 percent	4,623	618	15.9%	1.9
15.0 to 19.9 percent	4,585	637	15.8%	2.1
20.0 to 24.9 percent	4,508	615	15.5%	2
25.0 to 29.9 percent	4,278	633	14.7%	2
30.0 to 34.9 percent	2,638	407	9.1%	1.4
35.0 percent or more	8,465	651	29.1%	2
Not computed	908	309	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 06, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10	FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM FY2013	FY2014	REQUIRED TO COMPLETE
BR-291	9TH STREET BRIDGE OVER GOWANUS CANAL, BIN 2-24024, BROOKLYN	CP	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	CP
E-4000	PARK SLOPE ARMORY	CP	44 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
ED-DN632	BROOKLYN WORKFORCE INNOVATIONS	CP	121 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
ED-N069	FAMILY HOME CARE SERVICES OF BROOKLYN AND QUEENS, INC.	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HB-1140	RECON HAMILTON AVE BRIDGE OVER THE GOWANUS CANAL, BROOKLYN	94,621 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HB-1168	RECON CONGRESS ST/2781 (BQE), BROOKLYN	5,748 (CN) 204 (P)	18 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)
HB-1169	RECON 14TH ST/LIRR & SEA BEACH, BROOKLYN	4,713 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HB-1213	RECONSTRUCT UNION STREET BRIDGE OVER GOWANUS CANAL, BROOKLYN	4,169 (CN)	2,255 (CN)	0 (CN)	0 (CN)	0 (CN)	29,730 (CN)
HD-DN003	FIFTH AVENUE COMMITTEE, INC. (FAC)	CP	315 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-DN550	DELIGHT CONSTRUCTION/NEW FOUNDATIONS HPD PROGRAMS	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN073	BROOKLYN HOSPITAL CENTER	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN107	COBBLE HILL HEALTH CENTER	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN562	NEW YORK METHODIST HOSPITAL	CP	333 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-KN073	BROOKLYN HOSPITAL CENTER	CP	1,592 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-KN562	NEW YORK METHODIST HOSPITAL	CP	325 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HO-398	MAJOR RECONSTRUCTION OF KINGS COUNTY HOSPITAL CENTER, BROOKLYN	395,736 (CN)	1,387 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HW-C033	REPAVE SMITH STREET PLAZA BETWEEN 1ST AND 2ND PLACE, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HW-C048	RECONSTRUCTION OF GRAND ARMY PLAZA FARMERS MARKET, BROOKLYN	100 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HW-642	RECONSTRUCTION OF 9TH ST. FROM PROSPECT PK. WEST TO GOWANUS CANAL, BKLY	2,896 (CN) 4,683 (F) 875 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)
HW-700	RECONSTRUCTION COLUMBIA ST. FROM ATLANTIC AVE. TO HAMILTON AVE BKLYN.	CP	93 (CN)	0 (CN)	0 (CN)	5,680 (CN)	CP
P-C917	CARROLL STREET PLAYGROUND, RECONSTRUCTION, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-K005	CONSTRUCTION OF PARK SLOPE ARMORY CENTER, BROOKLYN	60 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-K141	GRAND ARMY PLAZA RECONSTRUCTION, BROOKLYN	1,425 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-K644	RED HOOK AND COFFEY PARK, BROOKLYN, REHABILITATION	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-K827	IMPROVEMENTS TO JAMES BYRNE PARK	873 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)

FOR ADDITIONAL INFORMATION ON EACH PROJECT, REFER TO PART 1 OF THE ADOPTED CAPITAL BUDGET

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 06, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10	FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM FY2013	FY2014	REQUIRED TO COMPLETE
P-K917	CARROLL STREET PLAYGROUND, RENOVATION, BROOKLYN	1,277 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-827	IMPROVEMENTS TO JAMES BYRNE PARK	556 (CN) 150 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)
P-875	RED HOOK PARK, REHABILITATION OF THE TRACK AND STADIUM	5,749 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
PV-DN066	BROOKLYN ARTS COUNCIL INC.	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-DN072	BROOKLYN HISTORICAL SOCIETY	CP	350 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-DN124	DANCEWAVE, INC	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN028	ISSUE PROJECT ROOM	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN065	BROOKLYN ART EXCHANGE	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN066	BROOKLYN ARTS COUNCIL INC.	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN072	BROOKLYN HISTORICAL SOCIETY	CP	500 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN113	REEL WORKS TEEN FILMMAKING	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN124	DANCEWAVE, INC	CP	37 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-N066	BROOKLYN ARTS COUNCIL INC.	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-N072	BROOKLYN HISTORICAL SOCIETY	CP	351 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN003	FIFTH AVENUE COMMITTEE, INC. (FAC)	CP	47 (CN)	62 (CN)	0 (CN)	0 (CN)	CP
PW-KN151	FAMILIES FIRST PARENTING CENTER	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN323	PARK SLOPE NEIGHBORHOOD FAMILY CENTER	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN459	RED HOOK INITIATIVE	CP	65 (CN)	0 (CN)	0 (CN)	0 (CN)	CP



# THE CITY OF NEW YORK COMMUNITY BOARD SIX

Marty Markowitz  
Borough President

Richard Bashner  
Chairperson

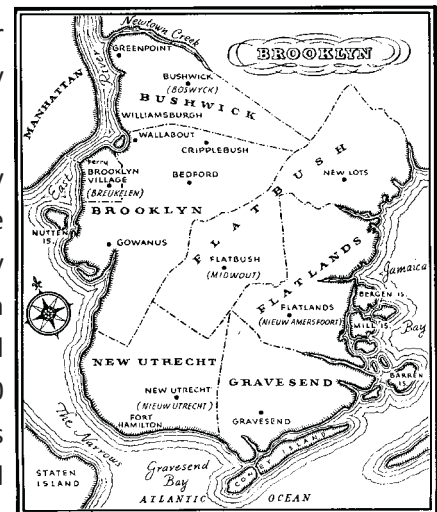
Craig Hammerman  
District Manager

## District Needs Statement

With a population of 104,054 residents (2000 Census figure), Brooklyn Community Board 6 is comprised of the following neighborhoods: Carroll Gardens, Cobble Hill, Columbia Street District, Gowanus, Park Slope and Red Hook. The neighborhoods are delineated by a combination of natural, man-made and artificial boundaries. The construction of the Brooklyn Queens Expressway, the Gowanus Expressway, and the Brooklyn Battery Tunnel subdivided the geographic area once commonly known as South Brooklyn. The name South Brooklyn referred to the southern portion of the town of Brooklyn (or Breukelen), one of the six original towns that comprised Kings County when it was settled by the Dutch in the seventeenth century (see map inset). Each of our neighborhoods possesses distinctive characteristics; collectively they reflect our City's vibrant diversity.

This statement is arranged by neighborhood to more precisely depict the needs and challenges facing our communities. The information contained in this statement is compiled from a variety of sources including, but not limited to, prior statements, input from annual neighborhood budget hearings, monitoring of land use and infrastructure projects, Census socioeconomic data (not all 2000 data was available at time of submission), ongoing consultations and dialogue with municipal service providers, community-based organizations, and complaints/requests for services received from the public.

Please do not hesitate to contact the District Office of Brooklyn Community Board 6 for further clarification or additional information.



Map showing the five Dutch towns and the one English town (Gravesend) which during the seventeenth century constituted Kings County. Note the original Dutch names in parentheses. [Source: *The First Hundred Years, 1851-1951*, By Edgerton G. North, 1951.]

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## **CARROLL GARDENS**

Carroll Gardens is primarily a residential community steeped in traditional working class values. It derives a rich heritage from a wave of Italian immigration that occurred in the earlier part of the twentieth century. The Carroll Gardens Historic District so designated on September 25, 1973 is one of the smallest historic districts in the city; it is notable for its atypical setbacks that create deep front yards for the Neo-Grec and Italianite style brownstone rowhouses. The neighborhood is situated between Cobble Hill to the north and major regional transportation thoroughfares to the south and west, including Hamilton Avenue, the Brooklyn-Queens Expressway, the Gowanus Expressway, and the Brooklyn Battery Tunnel. Much to the chagrin of local residents, the major north-south local streets (viz: Smith, Court, Clinton, Henry and Hicks Streets) are heavily used corridors for commuter traffic traveling to and from Downtown Brooklyn and Manhattan. The ongoing repair work and much-needed reconstruction of the Gowanus Expressway, combined with other local street network projects underway and planned, are of primary concern to the neighborhoods of Carroll Gardens, Cobble Hill and Columbia Street District. Spillover traffic effects are anticipated and experienced as far to the east as Park Slope. Lane closures, traffic restrictions and other diversions are spilling more than the usual high volume of vehicles onto these local residential/commercial streets. Additional traffic congestion means attendant reductions in ambient air quality, increases in noise and vibrations particularly to our older housing stock, and negatively contributes to the neighborhood's perception of public safety and quality of life.

As with so many other neighborhoods in the city, publicly available open space is sparse and lightly sprinkled throughout the area. Carroll Park is a bustling oasis and center for civic life in the heart of the neighborhood. It is used for both active and passive recreation, and caters to adults and children of all ages. Organized softball and bocci leagues, community events and programs for children can be found there. The neighborhood hosts Brooklyn's first constructed and sanctioned dog run at an underutilized tract of land at Hamilton Avenue and Hicks Street. The city also recently completed construction of a new grassy ballfield at DiMattina Park at Hicks and Woodhull Streets. For the past few years the community has been planning the construction of a community garden to be located on New York City Transit property at the southwest corner of Smith Street and Second Place, funding for which has been provided by the Office of the Brooklyn Borough President.

The completed reconstruction of Smith Street has had a tremendously positive impact on the local economy. This commercial strip is heavily trafficked by local residents, the majority of whom travel by foot. Occupancy rates are up and private property owners are reinvesting in their properties, as evidenced by enhancements to storefronts and building facades. It is widely hoped that the same amenities included on Smith Street can now be applied to a similar sought-after reconstruction of Court Street project as the deteriorating street, sidewalks and curbs would seem to justify. Smith and Court Streets possess both the traditional smaller "Mom and Pop" stores and more specialized businesses that reflect a combination of the old flavor of European tastes with the newly settled elements of young urban professionals that continue to flock to the neighborhood. Smith Street especially has developed a reputation as "restaurant row" hosting an eclectic mix of international gourmet cuisine. Nightlife on Smith Street continues to grow with more bars, clubs, performance and social gathering spaces opening up attracting even more people to the area.

**Issues that need to be addressed include but are not limited to:**

- Identify potential resources for expanded youth programming needs currently unmet, particularly aimed at young teenagers.
- Pursue a comprehensive reevaluation of the existing on-street Truck Route network, with an eye toward reducing impacts of traffic on residential communities. Expanded enforcement targeted to truck traffic.
- Continued planning and implementation of various traffic calming strategies as discussed in the Downtown Brooklyn Traffic Calming project undertaken by the Department of Transportation designed to enhance public safety and facilitate the safe movement of traffic.
- Study the problems (i.e., noise, air emissions, vibrations, aesthetic quality, etc.) inherent in Brooklyn-Queens Expressway Trench that divides the Carroll Gardens, Cobble Hill and Columbia Street District neighborhoods along Hicks Street, with an eye toward designing a solution that could become a Capital project.
- Construction of new community garden at the New York City Transit's open lot adjacent to the substation at the southwest corner of Smith Street and Second Place.
- Installation of lighting at DiMattina Ballfield to increase utility of open space by providing for expanded hours of use for local recreational needs.
- Development of a comprehensive commercial revitalization plan for Court Street between Luquer Street and Hamilton Avenue.
- Planning, design and reconstruction of Court Street between Atlantic and Hamilton Avenues to upgrade utilities, improve riding surface, repair cracked and spalled bus pads, cure existing sidewalk defects, replace missing curb sections and include amenities similar to those applied to Smith Street (i.e., historic street lighting, tinted concrete sidewalks, granite curbs, etc.).
- Preservation and stabilization of affordable housing stock and development of additional affordable senior housing options to reduce economic displacement of indigenous residents.
- Ongoing monitoring and coordination of highway, street reconstruction and infrastructure projects (such as Hamilton Avenue Bridge Reconstruction, Reconstruction of Gowanus Expressway, etc.) to minimize impacts on local residents and merchants.

## **COBBLE HILL**

Since its inception Cobble Hill has been a residential enclave for professionals. Initial development during the mid-nineteenth century was spurred by its proximity to the South Ferry service to Lower Manhattan that opened in 1836. Because virtually the entire neighborhood is included in the Cobble Hill Historic District, so designated December 30, 1969, the architectural integrity of its brownstone rowhouses has been well preserved. Continuous efforts are underway to preserve and maintain the historic bluestone sidewalks that line the residential streets, an essential characteristic of the area. In fact, the Cobble Hill Association continues to lobby the City for area-wide installation of bluestone sidewalks and historic replica street lighting for the whole neighborhood. Cobble Hill has the lowest unemployment levels (*at 3.1% per 1990 Census*) relative to any other neighborhood in the district. The neighborhood also has the highest proportion of seniors in the district (*16.3% of Cobble Hill is over 65 per 1990 Census*), many of whom reside in the Cobble Hill Health Center. Cobble Hill Park is heavily utilized predominantly for passive recreation, and the three vest-pocket parks on Henry Street created by the Long Island College Hospital (LICH) provide

open space for active recreation for small children and additional passive recreation space. LICH's other land holdings and potential reconfiguration of medical and health service spaces are typically among the neighborhood's ongoing concerns.

Cobble Hill is abuzz with pedestrian activity on its Court Street commercial strip as evidenced by an explosion of unenclosed sidewalk cafes that have popped up over the past few years. Cobble Hill shares the same north-south local streets as Carroll Gardens to the south and Brooklyn Heights to the north; as such they endure a heavy volume of commuter traffic flowing through the neighborhood. A recent grassroots movement has begun a concerted effort to revisit the problems suffered by Carroll Gardens, Cobble Hill and the Columbia Street District resulting from the Brooklyn-Queens Expressway Trench that divides these communities along Hicks Street. Traffic encroachments from Downtown Brooklyn, particularly agency vehicles bearing City permits used for personal commuting, have a history of usurping precious few metered parking spaces on Atlantic Avenue and Court Street. This has had a negative impact on lost revenue for the merchants and the City alike, and has worsened constrained on-street parking conditions. Atlantic Avenue has become the subject of its own master design planning effort. The goal of the effort is to capitalize and harmonize the multiplicity of uses (i.e., regional shopping destination, local commercial strip, traffic corridor, etc.) particularly in relation to two other major regional planning efforts underway, specifically, the Brooklyn Bridge Park project at the waterfront and the BAM cultural district in the Atlantic/Flatbush Avenues vicinity.

**Issues that need to be addressed include but are not limited to:**

- Continued planning and implementation of various traffic calming strategies as discussed in the Downtown Brooklyn Traffic Calming project undertaken by the Department of Transportation designed to improve public safety and facilitate the safe movement of traffic.
- Continued support for the Atlantic Avenue Master Design planning effort, particularly follow-up support services that will promote Atlantic Avenue as a shopping destination, and provide for improved security, cleanliness and beautification of the area.
- Planning, design and reconstruction of Court Street between Atlantic and Hamilton Avenues to upgrade utilities, improve riding surface, repair cracked and spalled bus pads, cure existing sidewalk defects, replace missing curb sections and include amenities similar to those applied to Smith Street (i.e., historic street lighting, tinted concrete sidewalks, granite curbs, etc.).
- Install additional streetscape amenities, specifically historic replica street lighting and bluestone sidewalks, to enhance the historic integrity of the neighborhood.
- Study the problems (i.e., noise, air emissions, vibrations, aesthetic quality, etc.) inherent in Brooklyn-Queens Expressway Trench that divides the Carroll Gardens, Cobble Hill and Columbia Street District neighborhoods along Hicks Street, with an eye toward designing a solution that could become a Capital project.
- Expand inspection personnel and administrative support necessary for Landmarks Preservation Commission violations monitoring and enforcement.
- Identify potential resources for expanded senior recreational, transportation and educational programming needs.



## COLUMBIA STREET DISTRICT

The Columbia Street District is a landlocked community in an area due south of the Brooklyn Heights Promenade sharing perhaps the most spectacular vistas of the Manhattan skyline in the entire city. The waterfront is exclusively occupied by the Red Hook Container Port a busy off-loading cargo facility that imports raw materials to the region and a source of local employment. This Port Authority-leased facility has seen a tremendous increase in business over the last decade, with the potential to grow even further, and handles both containerized and break-bulk cargo. It boasts the highest amount of cocoa imports from overseas in the United States. The future of these piers, however, has been called into question as the Port Authority and the current operator are approaching the end of their existing lease for the space. Other uses, notably the possibility of converting a portion of the site over to a cruise ship terminal, have been proposed and presumably are under some form of consideration. Discussions over the potential reuse of the piers have not included the community to the extent desired. Continuous efforts are underway by local residents lobbying for greater access to the waterfront; the Port Authority is attempting to accommodate its residential neighbors in this regard and initiated a perimeter improvement project to beautify the edge of the facility where it abuts local streets. New signage, ornamental lighting, entrance gateways and landscaping have been constructed to the delight of the community. The neighborhood is effectively delineated by the waterfront to the west; the Brooklyn-Queens Expressway (BQE) trench to the east; Atlantic Avenue to the north; and, to the south, Hamilton Avenue, the Brooklyn Battery Tunnel plaza, and the Gowanus Expressway.

This neighborhood is a mixed-use community, zoned for both heavy manufacturing (working waterfront maritime area), and a mix of light manufacturing and residential uses. A resurgence of low- to moderate-income housing development in the past decade, largely flowing from the city's Columbia Street Urban Renewal Plan, has resulted in a tremendous influx of residents. The Columbia Street merchant sector could benefit from organizational support in order to promote the area and leverage additional private market goods and services that are lacking; commercial growth has not kept pace with the residential growth. The neighborhood could substantially benefit from targeted commercial revitalization and economic development efforts. Further compounding matters is the use of Columbia Street as a common detour route for excessive volumes of traffic diverted from the BQE, for traffic seeking to avoid construction on the Gowanus Expressway, and some Red Hook-bound truck traffic. The general condition of this main corridor and side streets is deplorable with exposed patches of cobblestones, trolley tracks and uneven street grades with pronounced crowns from years of strip paving. Under the leadership of the Community Board, a task force was convened to work on the final design for the Reconstruction of Columbia Street that included numerous stakeholder agency representatives and representatives of the local residential and merchant communities. It is expected that this project will not only improve the roadway surface, but will provide opportunities for much-needed recreation, open/green space and enhanced waterfront access, and improved roadway geometry. Proper truck route street widths, adequate signage, and smooth riding surfaces should discourage the chronic illegal and unsafe movement of traffic, particularly the current lack of adherence to the city's designated truck routes.

Interestingly, one of the first Puerto Rican enclaves in the United States formed on Columbia Street in the 1950's and to this day the neighborhood has the highest proportion of foreign born residents (*22.8% of the neighborhood is foreign born per 1990 Census*) relative to any other neighborhood in the district. Language barriers and cultural differences have led to distinct growth patterns for the diverse ethnic groups residing in the area. Future development efforts include the now underway final stages of the Columbia Street Urban Renewal Plan, the Atlantic Avenue Master Design planning efforts, the Brooklyn Bridge Park project, the Reconstruction of Columbia Street and the continued organizing of the residents and businesses into

active groups that help to refocus efforts toward balanced community development designed to address currently unmet needs. It is widely hoped that all of the communities to the south of Atlantic Avenue will have a fair and proportionate amount of input into the planning process for the Brooklyn Bridge Park. What is clear to these communities is that the impact of

this world-class regional waterfront park will be felt by all neighborhoods abutting this stretch of Brooklyn's waterfront, particularly at the Atlantic Avenue approach. Residents have shown widespread interest in preserving and enhancing the local streetscape and open spaces, particularly among artists and active community gardeners living in the area; local artists have taken to using some of the open space as public art display sites. Some of the long-time residents of the neighborhood attribute Robert Moses' dictatorial style of urban planning, coupled with the post-World War II decline in the maritime industry and a disastrous interceptor sewer line installation along Columbia Street in the 1970's, for the deterioration of the community. Ample evidence exists throughout the Columbia Street District that the neighborhood is in the midst of a true twenty-first century renaissance.

**Issues that need to be addressed include but are not limited to:**

- Perform a Zoning Study of the neighborhood with an eye toward reconciling existing conflicts between mixed-use residential and manufacturing areas making it easier for existing uses to coexist and encouraging appropriate growth areas.
- Pursue long-awaited and much overdue Reconstruction of Columbia Street capital project, including water main work related to the City's Third Water Tunnel and provisions for a continuous off-street recreation path/network connecting the Brooklyn Bridge to Red Hook.
- Study the problems (i.e., noise, air emissions, vibrations, aesthetic quality, etc.) inherent in Brooklyn-Queens Expressway Trench that divides the Carroll Gardens, Cobble Hill and Columbia Street District neighborhoods along Hicks Street, with an eye toward designing a solution that could become a Capital project.
- Identify and target a Day Care facility to serve the area, particularly in light of the increased neighborhood population resulting from the construction of new housing units.
- Pursue a comprehensive evaluation of the existing on-street Truck Routes, with an eye toward reducing impacts of traffic on residential communities.
- Continued support for the Atlantic Avenue Master Design planning effort, particularly follow-up support services that will promote Atlantic Avenue as a shopping destination, and provide for improved security, cleanliness and beautification of the area.
- Provide resources to assist in the formation of an organized merchant sector to provide commercial revitalization services and local economic development.
- Identify appropriate physical facility to offer permanent performance, gallery and community meeting space.
- Pursue completion of the Columbia Street Urban Renewal Plan.

## GOWANUS

Soon after the Gowanus Canal was constructed in 1848 to rid South Brooklyn of marshlands, the corridor surrounding the canal developed as a thriving manufacturing area primarily reliant on barge service. The canal effectively bisects the community district, and has five east-west crossings at Union Street, Carroll Street, Third Street, 9th Street and Hamilton Avenue. The Carroll Street Bridge (constructed in 1888 and reconstructed in the late 1980's) is the oldest known retractile or horizontally sliding bridge in the nation and is an individually designated national and city landmark structure that is still in operation. With the advent of increased reliance on trucking coupled with the construction of the Gowanus Expressway after World War II, the canal began a long and slow period of decline. The Gowanus Flushing Tunnel, constructed in 1947, was designed to impel and pump fresh water from the Buttermilk Channel into the head of the canal creating a flow to displace stagnant water out of the canal and into the Gowanus Bay. Since the reactivation of the Gowanus Flushing Tunnel and Pump Station in 1999, new life has literally been breathed into the canal. Putrid odors that were once commonplace are virtually non-detectable; aquatic and avian life forms are settling in with each passing day. Increasing visits to the canal, by land and water, are enhancing the area's profile and potential.

Years of neglect and abandonment have taken their toll on the properties and streets abutting the canal. Many of the roadway surfaces are in poor condition, bulkheads at the canal are deteriorating or have failed, the area serves as a magnet for illegal dumping, and the remoteness of the dead end streets has been an invitation for unwelcome and illegal activities. It is widely hoped that by attracting people and business back to the canal, that the possibilities for compatible recreational uses will take a stronghold in recapturing this otherwise forlorn waterway. Street end beautification projects begun by various community groups, and the launching of small hand-held watercraft such as kayaks and canoes, are becoming most popular among nearby residents. While the water quality of the canal has measurably improved with the reactivation of the pump station, the bottom of the canal is still lined with decades worth of sediment containing heavy metals, PCB's and other toxic elements. The U.S. Army Corps of Engineers, in partnership with the City's Department of Environmental Protection, began an Ecosystem Restoration Feasibility Study to investigate what additional remediation work would be required to further improve the ambient environmental quality of the canal and bay areas.

Despite competing visions for how the canal corridor should be redeveloped, one thing the communities around the canal are in universal agreement on is that dredging and bulkhead repair are critical next steps and will lay a foundation for additional redevelopment of the area. The need for additional environmental remediation work in the area is self-evident. There is a 6 acre city-owned brownfield site at the southeast corner of Smith and 5th Streets, designated "Public Place" by the Board of Estimate in 1974, which previously hosted a coal gasification plant. The property was declared an Inactive Hazardous Waste Site by the NYS Department of Environmental Conservation (DEC) in 1990 due to the buried and partially buried presence of solvents, coal tar residues, and phthalate wastes left from former industrial tenants. It was hoped that the Public Place site would be an appropriate candidate site for remediation through the DEC's voluntary clean-up program so that the city and the community could pursue a beneficial reuse of the property. A complete investigation into the site's current condition, led by the city and Keyspan, is underway and has provided hope for the community that remediation plans will follow. Additional public investment is needed to study the economic development potential of the Gowanus Canal corridor to pursue a regional strategy for revitalizing the industrial properties on the canal in a manner compatible with the existing businesses and surrounding residential communities. Under- and unutilized manufacturing-zoned properties, coupled with a great need for jobs by neighborhood residents, support the notion that

the Gowanus Canal corridor is an area that could grow into a productive, jobs-generating light-to-medium industrial center of economic activity, preferably maritime-based industries that could take advantage of the waterfront as an alternative to truck-based transportation. Private market pressures to convert these manufacturing spaces over to residential uses have been strenuously fought and fended off by the community to date.

The majority of the neighborhood residents live in two public housing projects to the north of the canal, Gowanus and Wyckoff Gardens Houses. The Gowanus corridor has the second highest unemployment rate in the district (*at 12.5% per 1990 Census*), a low median household income, and a low average education achievement level (*59.8% of the population graduated high school per 1990 Census*). The southeastern portion of the Gowanus corridor supports an active and organized pocket of residents who live in this mixed-use area. On the westside of Second Avenue from 10th to 12th Streets, the site of an abandoned Federal U.S. Postal facility, construction of a major retail store is underway. Since this property was under Federal control, and plans were negotiated directly with private developers, there were no corresponding public review requirements concurrent with this project; therefore, the local community did not have an opportunity to participate formally a the land use decision-making process. Plans for the new store have not been shared with the local Community Board. The effects of this project (i.e., neighborhood's character, traffic patterns, economic development, etc.) are yet to be seen.

**Issues that need to be addressed include but are not limited to:**

- Targeted Department of Sanitation enforcement presence and additional surveillance to enforce against illegal dumping in the area, especially at the dead end canal streets.
- Pursue the abatement, containment, safe removal and disposal of environmental contaminants at the "Public Place" site at the southeast corner of Smith and 5th Streets to clear the way for beneficial reuse of the parcel.
- Conduct an economic development study of the Gowanus Canal corridor to create an inventory of existing properties by type and use and promote economic development strategies for encouraging the growth of light manufacturing businesses, preferably maritime-based, that would be compatible with the surrounding businesses.
- Identify potential resources for expanded youth programming needs, especially development of Jobs Creation, Jobs Readiness, Job Training and Mentoring programs for youth. Job development efforts must focus on promoting stronger local linkages between residents and businesses.
- Pursue the development of expansion plans for the Gowanus Community Center, including interior structural renovations, window replacements, new HVAC system, and additional recreation equipment.
- Perform a community-wide health assessment of the neighborhood, followed up with targeted health care services and programs.
- Relocate the Sanitation BK2 Garage facility out of the Community Board 6 district into the Community District 2 area.

## **PARK SLOPE**

The Park Slope neighborhood is the largest in the district and contains more than half of its residential population. It contains the borough's largest historic district with some of the nation's best examples of late nineteenth century Romanesque Revival, Queen Anne, and Renaissance Revival style brownstone rowhouses, mansions and institutions. Grassroots efforts are underway to apply for a significant expansion of the historic district in an effort to further preserve the historic integrity of the area. The impetus for the development of Park Slope, then referred to as Prospect Hill, was the opening of the Brooklyn Bridge in 1883 that provided access to Lower Manhattan. Park Slope has seen a lively resurgence over the past few decades with an influx of residents who have restored much of the historic character and original charm of the neighborhood. Commercial development along Flatbush Avenue, 5th Avenue and 7th Avenue south of 9th Street has been on the rise as evidenced by the increased storefront occupancies and additional restaurants and shops serving the greater community. Like Smith Street, Park Slope's 5th Avenue has similarly become host to a growing number of gourmet restaurants and nightlife. Numerous antique shops have also found a home on 5th Avenue and 7th Avenue in the South Slope. The completion of the New York Methodist Hospital's Pavilion building on 7th Avenue between 5th and 6th Streets not only helped to reconnect the north and the south sections of 7th Avenue but also brought the first working escalator to the neighborhood (inside Barnes & Nobles bookstore). The recent completion of the Park Slope Rezoning effort, the culmination of an effort began over a decade ago with the northern portion of the neighborhood, has now provided new opportunities for expanded housing production along the 4th Avenue corridor, traditionally an underdeveloped portion of the neighborhood. The impetus for the rezoning was to create a set of contextual zoning controls that would limit building heights, maintain uniform setbacks and prohibit curb cuts.

One of the largest institutional structures in Park Slope is the 14th Regiment Armory located at 8th Avenue between 14th and 15th Streets. In 1996 control of the facility reverted from the state to the city when the NYS Division of Military and Naval Affairs withdrew its military presence. Nearby residents saw this as an opportunity to utilize the spacious facility for some beneficial community use. The Community Board, together with representatives for many local interest groups, the affected elected officials, and respective city agencies, were convened

under the Office of the Brooklyn Borough President on a Park Slope Armory Reuse Task Force to undertake responsible community-based planning to explore potential reuse options for the facility. An Armory Reuse Study, commissioned by the Borough President and conducted by the Pratt Institute and CUNY Graduate Center, recommended a possible array of reuse options that favored some sort of educational/recreational uses, all of which required a sizeable capital investment in the facility. Currently, the Department of Homeless Services (DHS) has a 70-bed women's shelter at the Armory that is operated under contract by the Church Avenue Merchants Block Association (CAMBA). DHS has reconfigured the dormitories, programming space and bathrooms and concentrated the shelter activities to the second floor. Furthermore, DHS had included a rehabilitation of the first floor and has created new office and meeting space for a group of veteran's organizations once housed there. Ongoing activities at the site include renovation of the remaining section of the first floor for community meeting space, replacing windows, roof and parapet work, and other much-needed investments to stabilize the neglected structure. The Landmarks Preservation Commission did declare the exterior of the building a landmark in 1998. Unfortunately, the ultimate fate of the Park Slope Armory has yet to be decided and this has many residents in the neighborhood guarded.

Park Slope has quite a reputation for being an activist community. As in Cobble Hill, much effort has been expended in the preservation of the historic integrity of the neighborhood including lobbying the city

to preserve and restore its characteristic bluestone sidewalks. Environmental concerns are vociferously expressed in any number of areas, from the potential impact of additional traffic spilling over into the streets from the looming Gowanus Expressway work, to the protection of street trees during infrastructure work on the streets. Park Slope has consistently led the way in demonstrating how a community can support aggressive solid waste management methods designed to reduce, reuse and recycle municipal solid waste; voluntary recycling programs had been ongoing in the neighborhood since the 1970's. Park Slope also hosted such innovative waste management programs as the first Citywide Household Hazardous Waste Collection Day, an Intensive Recycling Pilot Program (that diverted 35% of the municipal solid waste into recycling waste streams), a Battery Recycling project and annual voluntary Christmas Tree Recycling drop-off points (which spread to every neighborhood of the district and, eventually, grew into a Citywide collection program). Similarly, the first voluntary Adopt-A-Litter Basket example where a local merchant began using plastic garbage bags to line and contain overflowing trash from a public litter basket receptacle began on 7th Avenue and 1st Street, being heralded as the model by which the city created its successful program. Two years ago the Park 13

Slope Civic Council and Park Slope Chamber of Commerce teamed up to launch "Project Clean Streets" which has taken a comprehensive look at 7th Avenue street conditions. Problems include the proliferation of newspaper boxes, illegal posterage, overflowing litter baskets and graffiti. Project Clean Streets has already made a tremendous difference on the avenue by engaging maintenance services that have been regularly removing posters and repainting street furniture. Further progress has been made with the initiation of additional litter basket service provided with discretionary funding by two of the areas Council Members. Social concerns, likewise, hold a high place on the neighborhood's agenda as the area is home to numerous civic, merchant, special interest and social organizations and has many coffee houses, bookstores, lounges and sidewalk cafes that feature poetry readings, performances by local artists, readings by local authors, and other forums for social discourse. The area prides itself on its diversity and spans the spectrum of socioeconomic, ethnic, and cultural backgrounds; it boasts the second highest gay, lesbian, bisexual and transgender (GLBT) population in the city, the highest lesbian population in the city (perhaps country), and has played host to Brooklyn's annual GLBT Pride parade and celebration each year since June 1997.

**Issues that need to be addressed include but are not limited to:**

- Promote the formation of an organized business community along 4th Avenue, as the follow-up to a Fourth Avenue Business Improvement District assessment study completed years ago.
- Pursue implementation of reuse plans for the Park Slope Armory at 1402 Eighth Avenue for beneficial use by the community.
- Implement expanded auto-free hours for Prospect Park, starting with a three month trial test ban on vehicles in the park with publicly-discussed and agreed upon criteria for evaluating such a test, enforcing a zero tolerance policy targeting speeders, unsafe vehicles of all kinds, intruder vehicles found in the park during vehicle-free hours, and installing red light cameras.
- Identify and develop suitable space in the area proximate to the 78th Precinct for use as an off-street parking facility to accommodate department vehicles.
- Concentrate additional dedicated police forces to combat the recurring problems with prostitution in the Gowanus Canal corridor and nearby lower Park Slope residences.

- Provide technical assistance to community in their efforts to expand the Park Slope Historic District.
- Continue efforts toward developing a long-term plan for the preservation and maintenance of bluestone sidewalks.
- Identify funding for the retrofitting of the Grand Army Plaza subway station (2,3-lines) for handicapped access, as a public transportation access point to the cultural hub of the borough.
- Reengineer the lengthy and awkward transfer between the elevated 4th Avenue subway station (F-line) and the subterranean 9th Street subway station (N,R-lines) with possible conversion of the 9th Street station into an express stop.
- Explore higher and better uses of New York City Transit properties in the community (e.g., commercial storefront improvements along 4th Avenue between 9th/10th Streets, landscaping at Garfield Place/4th Avenue substation frontage, mezzanine commercial development at 7th Avenue (F-line) subway station, etc.)
- Permanently reconfigure sanitation services to provide for single day mechanical broom servicing on residential blocks throughout the district and additional cleaning of commercial strips.

## **RED HOOK**

Red Hook, a mixed-use neighborhood combining light-to-heavy density residential uses with light-to-heavy manufacturing zones, is a peninsula that is surrounded by the Gowanus Bay, Erie Basin and the Buttermilk Channel. Red Hook was the original Dutch name given to the area as it was a descriptive nautical reference point for sailors navigating Brooklyn's coastline. European settlements can be traced back to the 1600's, when the Dutch began charting the eastern seaboard. Historically, Red Hook has been known as a bustling waterfront community and to this day retains much of its working class values. The overwhelming majority of residents live in the Red Hook Houses (East and West clusters). The construction of the Red Hook East Houses was completed in 1938 as a Federal Works Program initiative under then-President Franklin Delano Roosevelt. Together with the Columbia Street District, the area's Columbia Street was host to the first Puerto Rican enclave in the United States in the 1950's and rich African-American and Latin cultures continue to thrive in the community. The construction of the Gowanus Expressway in the late 1940's and the opening of the Brooklyn Battery Tunnel in 1950 served to geographically sever Red Hook from the rest of the district and led to divergent paths of neighborhood development. Growing interest in revisiting the possibility of increasing water-dependent uses at the waterfront, notably in the form of transportation services, may provide new opportunities for linking Red Hook to the rest of the city and alternate systems that will decrease reliance on traditional automobile and truck-based transportation systems.

The community faces on-going daily challenges illustrated by a socioeconomic profile that includes an unemployment rate of 21.6% (per 1990 Census), low average levels of educational achievement (43.6% of the population graduated high school per 1990 Census), the highest poverty levels and the highest population of youth (35.2% of the population is under age 18 per 1990 Census) relative to the other neighborhoods in the district. On September 11, 1996, the City Council adopted Brooklyn's first plan, entitled "Red Hook: A Plan for Community Regeneration," prepared and submitted by Brooklyn Community Board 6 pursuant to Section 197-a of the City Charter. Many elements of the "197-a Plan" have been actively discussed, explored, if not implemented by a host of municipal entities, elected officials, and private interests that have an interest in the community. In winter 2000, the old "Sullivan Street Hotel" property at Sullivan and

Richards Streets was reopened as a successful public-private affordable housing project under the former Brooklyn Borough President. Ongoing efforts are underway through the Fifth Avenue Committee's "Red Hook Homes" project to produce an even greater number of affordable housing units by strategically assembling private and city-owned properties for development in residentially-zoned areas. In addition to the need for the development of new and in-fill housing units, improvements in transportation, education, employment, commercial and health services are necessary to achieve the plan's overall objective of balanced social and economic growth.

Positive public and private attention and investment is beginning to show. Most of the park properties in the neighborhood have been recently reconstructed. The long-awaited Louis Valentino, Jr. Park and Pier at Coffey Street's Pier 39 culminated the community's uphill struggle to recapture some of its most prominent resource, its waterfront, for public access and enjoyment of the views of the New York Harbor. Another important milestone was recently achieved on December 18, 2001 with the formal designation of the Fire Brick and Clay Retort Building at 76-86 Van Dyke Street as the neighborhood's first designated landmark building. The opening of the Red Hook Community Justice Center at the old Visitation Church School building, extending Manhattan's Midtown Community Court concept, provides decentralized direct dispensing of justice together with social services designed to help the non-offending local population as well. The introduction of an Independence Community Bank branch office in Red Hook represents the first and only banking services available in the neighborhood for residents and businesses alike. Red Hook has the third highest concentration of waste transfer stations in the City; neighboring residents and businesses can attest to the ill affects (including but not limited to putrid odors, vectors, excessive and often illegal truck traffic, etc.) of such facilities when they are poorly operated.

The industrial businesses that exist in Red Hook rely on trucking as the primary way to move goods and freight into and out of the area. Heavy truck traffic has had a serious impact on the residential population and reportedly contributed to infrastructure failures and the collapse of some of the older buildings in the area. The geological substrata of this coastal floodplain region contains a dense organic layer of red clay (hence the "red" in Red Hook) that exacerbates the longitudinal transmission of surface vibrations. For years efforts have been underway to reevaluate the existing truck route network with an eye toward minimizing its direct impact on the residential community while optimizing its intended industrial usage. The existence of truck-based solid waste transfer stations, that provide little by way of economic development of the community, has contributed to the problem of truck traffic in a major way. By virtue of its zoning, the availability of land in appropriately zoned heavy manufacturing areas have led to attempts by private and public agencies to site noxious industrial uses with no regard for the needs or welfare of the host community. As a result, the community has numerous sentinel organizations and individuals, an impressive communication network and developed a keen ability to organize itself around any perceived threats to their well being. If some of the area's oldest conflicts arose from illegal conversions of residentially-zoned properties for industrial-related uses, some of the newest ones are of the exact opposite nature. Industrial properties have been increasingly illegally converted to residential use with additional legal conversion attempts taking place that will ultimately escalate tensions inherent in this mixed-use community between local residents and businesses. It is hoped that the anticipated 2005 introduction of a Fairway Supermarket, with the promise of 200-300 jobs, will help provide local employment opportunities as well as expanded goods and services for the community.



**Issues that need to be addressed include but are not limited to:**

- Expanded regulation of Truck Traffic via aggressive enforcement and traffic calming measures. Further study of the Red Hook Truck Routes is required to formulate a plan to minimize the impact of truck traffic on the residents and optimize the flow of traffic for the businesses.
- Pursue the development of affordable housing, new and in-fill housing units, to stabilize residential population, provide additional homeownership opportunities to current residents and utilize existing residentially-zoned properties for residential development.
- Identify potential resources for expanded senior transportation, recreation and educational programming needs.
- Target Sanitation surveillance efforts to enforce against illegal dumping in the area, especially chronic dump out locations in industrial areas at night.
- Identify potential resources for expanded employment programs, such as Jobs Creation and Jobs Readiness programs, designed for adults and youth ready to enter the workforce. Job development efforts must focus on promoting stronger local linkages between residents and businesses.
- Perform a community-wide health assessment of the neighborhood residents, followed up with targeted health care services and programs.
- Explore feasibility of instituting trolley/light rail service from Red Hook to Downtown Brooklyn for residents, businesses, commuters and visitors to improve mass transportation and promote the Brooklyn waterfront as a major regional tourist and recreational attraction.
- Explore feasibility of instituting commuter ferry service from Red Hook and various points in Brooklyn (such as Fulton Ferry, Atlantic Avenue, Sunset Park and Bay Ridge) to Lower Manhattan.
- Perform a comprehensive landmarking survey of the area and pursue the designations of the additional Clay Retort and Fire Brick Warehouses previously submitted to the Landmarks Preservation Commission for consideration.
- Promote expansion of small business assistance programs that target minority, women and locally-owned businesses.
- Pursue implementation of the 197-a Plan, "Red Hook: A Plan for Community Regeneration," adopted by the City of New York on September 11, 1996.

Respectfully Submitted by:

*Craig R. Hammerman*

Craig R. Hammerman

District Manager

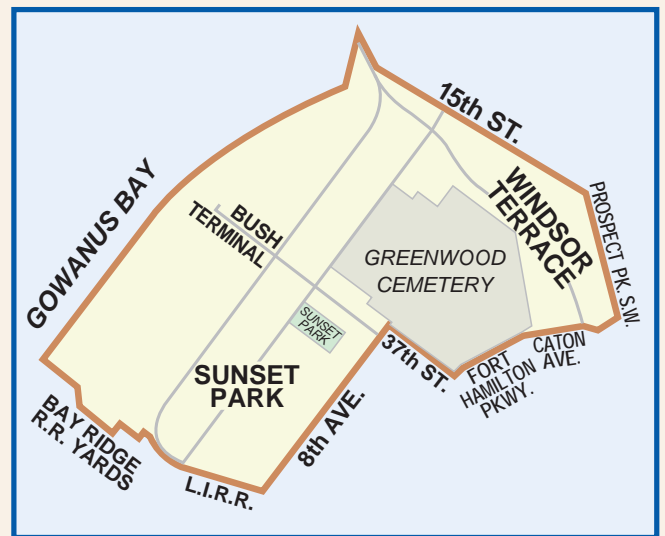
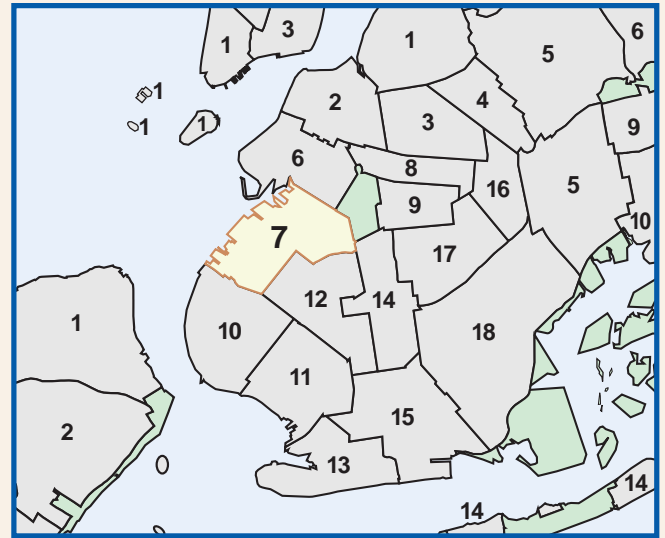
# BROOKLYN COMMUNITY DISTRICT 7

TOTAL POPULATION	1980	1990	2000
Number	98,564	102,553	120,063
% Change	—	4.1	17.1

VITAL STATISTICS	2000	2008
Births: Number	2,212	2,994
Rate per 1000	18.4	24.9
Deaths: Number	659	526
Rate per 1000	5.5	4.4
Infant Mortality: Number	9	7
Rate per 1000	4.1	2.3

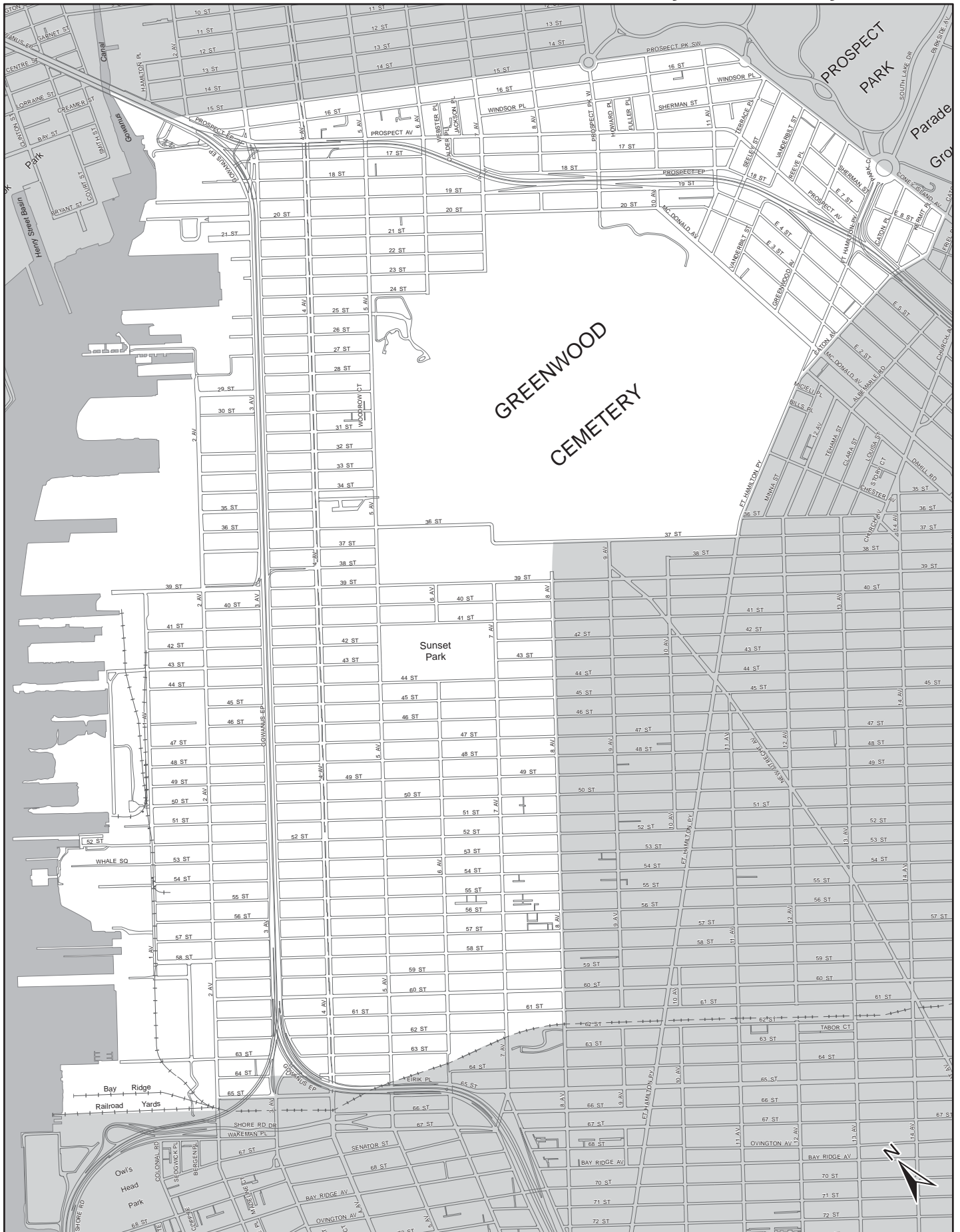
INCOME SUPPORT	2000	2010
Cash Assistance (TANF)	8,225	3,391
Supplemental Security Income	6,300	5,957
Medicaid Only	13,137	55,559
<b>Total Persons Assisted</b>	<b>27,662</b>	<b>64,908</b>
<b>Percent of Population</b>	<b>23.0</b>	<b>54.1</b>

TOTAL LAND AREA	
Acres:	2,484.8
Square Miles:	3.9



	Lots	Lot Area	
		Sq. Ft.(000)	%
1- 2 Family Residential	6,632	13,062.2	17.1
Multi-Family Residential	3,665	9,598.5	12.5
Mixed Resid. / Commercial	1,359	3,104.0	4.1
Commercial / Office	317	2,365.9	3.1
Industrial	642	10,270.4	13.4
Transportation / Utility	131	11,277.1	14.7
Institutions	166	2,710.6	3.5
Open Space / Recreation	37	22,241.4	29.1
Parking Facilities	203	815.1	1.1
Vacant Land	233	767.0	1.0
Miscellaneous	62	351.4	0.5
<b>Total</b>	<b>13,447</b>	<b>76,563.5</b>	<b>100.0</b>

# Brooklyn Community District 7



**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 7	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	102,553	100.0	120,063	100.0	17,510	17.1
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	34,416	33.6	27,369	22.8	(7,047)	-20.5
Black/African American Nonhispanic	4,082	4.0	4,203	3.5	121	3.0
Asian or Pacific Islander Nonhispanic	10,691	10.4	20,911	17.4	10,220	95.6
American Indian and Alaska Native Nonhispanic	210	0.2	258	0.2	48	22.9
Some Other Race Nonhispanic	420	0.4	668	0.6	248	59.0
Nonhispanic of Two or More Races	-	-	3,322	2.8	-	-
Hispanic Origin	52,734	51.4	63,332	52.7	10,598	20.1
Population Under 18 Years	27,619	100.0	30,890	100.0	3,271	11.8
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	5,826	21.1	4,260	13.8	(1,566)	-26.9
Black/African American Nonhispanic	1,207	4.4	970	3.1	(237)	-19.6
Asian or Pacific Islander Nonhispanic	2,703	9.8	5,102	16.5	2,399	88.8
American Indian and Alaska Native Nonhispanic	57	0.2	91	0.3	34	59.6
Some Other Race Nonhispanic	197	0.7	227	0.7	30	15.2
Nonhispanic of Two or More Races	-	-	998	3.2	-	-
Hispanic Origin	17,629	63.8	19,242	62.3	1,613	9.1
Population 18 Years and Over	74,934	100.0	89,173	100.0	14,239	19.0
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	28,590	38.2	23,109	25.9	(5,481)	-19.2
Black/African American Nonhispanic	2,875	3.8	3,233	3.6	358	12.5
Asian or Pacific Islander Nonhispanic	7,988	10.7	15,809	17.7	7,821	97.9
American Indian and Alaska Native Nonhispanic	153	0.2	167	0.2	14	9.2
Some Other Race Nonhispanic	223	0.3	441	0.5	218	97.8
Nonhispanic of Two or More Races	-	-	2,324	2.6	-	-
Hispanic Origin	35,105	46.8	44,090	49.4	8,985	25.6
Total Population	102,553	100.0	120,063	100.0	17,510	17.1
Under 18 Years	27,619	26.9	30,890	25.7	3,271	11.8
18 Years and Over	74,934	73.1	89,173	74.3	14,239	19.0
Total Housing Units	37,187	-	40,831	-	3,644	9.8

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 7</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>120,063</b>	<b>100.0</b>
White Nonhispanic	27,369	22.8
Black Nonhispanic	4,203	3.5
Asian and Pacific Islander Nonhispanic	20,911	17.4
Other Nonhispanic	926	0.8
Two or More Races Nonhispanic	3,322	2.8
Hispanic Origin	63,332	52.7
Female	60,071	50.0
Male	59,992	50.0
Under 5 years	9,151	7.6
5 to 9 years	8,993	7.5
10 to 14 years	7,925	6.6
15 to 19 years	8,208	6.8
20 to 24 years	10,812	9.0
25 to 44 years	42,471	35.4
45 to 64 years	22,156	18.5
65 years and over	10,347	8.6
18 years and over	89,173	74.3
In households	118,197	98.4
In family households	101,541	84.6
Householder	26,820	22.3
Spouse	16,927	14.1
Own child under 18 years	26,135	21.8
Other relatives	26,584	22.1
Nonrelatives	5,075	4.2
In nonfamily households	16,656	13.9
Householder	12,164	10.1
Householder 65 years and over living alone	3,010	2.5
Nonrelatives	4,492	3.7
In group quarters	1,866	1.6
<b>Total Households</b>	<b>38,984</b>	<b>100.0</b>
Family households	26,820	68.8
Married-couple family	16,927	43.4
With related children under 18 years	10,048	25.8
Female householder, no husband present	7,196	18.5
With related children under 18 years	4,678	12.0
Male householder, no wife present	2,697	6.9
With related children under 18 years	1,264	3.2
Nonfamily households	12,164	31.2
Households with one or more persons 65 years and over	8,070	20.7
Persons Per Family	3.60	-
Persons Per Household	3.03	-
<b>Total Housing Units</b>	<b>40,831</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>38,984</b>	<b>100.0</b>
Renter occupied	28,827	73.9
Owner occupied	10,157	26.1
By Household Size:		
1 person household	9,143	23.5
2 person household	9,359	24.0
3 person household	6,818	17.5
4 person household	6,233	16.0
5 persons and over	7,431	19.1
By Age of Householder:		
15 to 24 years	2,122	5.4
25 to 44 years	18,307	47.0
45 to 64 years	12,161	31.2
65 years and over	6,394	16.4

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)

Brooklyn Community District 7 (PUMA 04012)

Selected Housing Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04012 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>48,272</b>	<b>1,376</b>	<b>48,272</b>	<b>(X)</b>
Occupied housing units	45,854	1,425	95.0%	1
Homeowner vacancy rate	1.5	1.3	(X)	(X)
Rental vacancy rate	1.9	0.7	(X)	(X)
UNITS IN STRUCTURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>48,272</b>	<b>1,376</b>	<b>48,272</b>	<b>(X)</b>
1-unit, detached	714	245	1.5%	0.5
1-unit, attached	3,314	432	6.9%	0.9
2 units	11,883	1,040	24.6%	2
3 or 4 units	11,333	905	23.5%	1.7
5 to 9 units	8,967	843	18.6%	1.6
10 to 19 units	3,260	430	6.8%	0.9
20 or more units	8,787	585	18.2%	1.2
Mobile home	14	24	0.0%	0.1
Boat, RV, van, etc.	0	158	0.0%	0.1
YEAR STRUCTURE BUILT				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>48,272</b>	<b>1,376</b>	<b>48,272</b>	<b>(X)</b>
Built 2005 or later	268	125	0.6%	0.3
Built 2000 to 2004	467	204	1.0%	0.4
Built 1990 to 1999	481	150	1.0%	0.3
Built 1980 to 1989	1,381	278	2.9%	0.6
Built 1970 to 1979	1,270	291	2.6%	0.6
Built 1960 to 1969	1,909	335	4.0%	0.7
Built 1950 to 1959	2,437	398	5.0%	0.8
Built 1940 to 1949	3,288	494	6.8%	1
Built 1939 or earlier	36,771	1,398	76.2%	1.9
HOUSING TENURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>45,854</b>	<b>1,425</b>	<b>45,854</b>	<b>(X)</b>
Owner-occupied	13,413	965	29.3%	1.9
Renter-occupied	32,441	1,279	70.7%	1.9
VEHICLES AVAILABLE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>45,854</b>	<b>1,425</b>	<b>45,854</b>	<b>(X)</b>
No vehicles available	28,117	1,384	61.3%	2
1 vehicle available	14,588	894	31.8%	1.8
2 vehicles available	2,480	395	5.4%	0.9
3 or more vehicles available	669	212	1.5%	0.5
OCCUPANTS PER ROOM				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>45,854</b>	<b>1,425</b>	<b>45,854</b>	<b>(X)</b>
1.00 or less	38,025	1,301	82.9%	1.6
1.01 to 1.50	5,016	603	10.9%	1.2
1.51 or more	2,813	460	6.1%	1
Average household size	3.21	0.07	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>7,909</b>	<b>644</b>	<b>7,909</b>	<b>(X)</b>
Less than 20.0 percent	1,596	279	20.2%	3.4
20.0 to 24.9 percent	866	240	10.9%	2.9
25.0 to 29.9 percent	864	270	10.9%	3.4
30.0 to 34.9 percent	714	210	9.0%	2.6
35.0 percent or more	3,869	563	48.9%	5.1
Not computed	19	31	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>30,902</b>	<b>1,335</b>	<b>30,902</b>	<b>(X)</b>
Less than 15.0 percent	4,482	600	14.5%	1.9
15.0 to 19.9 percent	3,430	508	11.1%	1.6
20.0 to 24.9 percent	3,140	503	10.2%	1.6
25.0 to 29.9 percent	3,619	502	11.7%	1.5
30.0 to 34.9 percent	2,450	493	7.9%	1.6
35.0 percent or more	13,781	1,121	44.6%	2.8
Not computed	1,539	374	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 07, BROOKLYN

BUDGET LINE	TITLE	TOTAL	FY2011 ADOPTED		THREE YEAR PROGRAM			REQUIRED TO COMPLETE	
		APPROPRIATION AS OF 5/31/10	CAP	BUDGET	FY2012	FY2013	FY2014		
AG-DN088	CASA DE PAN & ESPERANZA INC	CP		0 (CN)		0 (CN)	0 (CN)	0 (CN)	CP
ED-373	BROOKLYN ARMY TERMINAL	CP	19,725 (CN) 0 (F)	2,300 (CN) 0 (F)		0 (CN) 0 (F)	2,500 (CN) 0 (F)		CP
HB-1048	RECONST., BRIDGE, 8TH AVE., 62ND, 63RD STREETS, BROOKLYN		8,702 (CN) 940 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)
HB-1098	RECON OF 7TH AVE BRIDGE OVER NYCTA 38TH ST YARD, BROOKLYN		5,743 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)		0 (CN)
HB-1099	RECON OF 6TH AVE BR OVER LIRR BAY RIDGE/NYCTA SEA BEACH LINE, BROOKLYN		8,674 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)		0 (CN)
HB-1132	RECON SECOND AVE BRIDGE OVER CONRAIL, BROOKLYN		11,261 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)		0 (CN)
HB-1140	RECON HAMILTON AVE BRIDGE OVER THE GOWANUS CANAL, BROOKLYN		94,621 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)		0 (CN)
HB-1167	RECON SEELEY ST/PROSPECT AVE, BROOKLYN		5,365 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)		569 (CN)
HB-1205	RECONSTRUCT 5TH AVENUE BRIDGE OVER LIRR AND SEA BEACH, BROOKLYN		1,926 (CN)	73 (CN)	0 (CN)	0 (CN)	0 (CN)		25,861 (CN)
HL-DN252	LUTHERAN MEDICAL CENTER	CP		1,757 (CN)		0 (CN)	0 (CN)		CP
HW-479	RECONSTRUCTION OF 1ST AVENUE, BROOKLYN		1,861 (CN) 4,981 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)
HW-696	RECONSTRUCT EAST 5TH ST.	CP		0 (CN)		0 (CN)	0 (CN)		CP
HW-732	FIFTH AVENUE, RECONSTRUCTION, BROOKLYN		27,167 (CN) 2,362 (F) 1,000 (S)	323 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	4,701 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)
HW-958	RECONSTRUCTION OF 50TH ST., 4TH TO 8TH AVENUES, BROOKLYN		2,296 (CN)	208 (CN)	0 (CN)	0 (CN)	0 (CN)		0 (CN)
P-K743	SUNSET PARK REHABILITATION, BROOKLYN		592 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)		0 (CN)
PV-N462	YOUNG DANCERS IN REPERTORY	CP		0 (CN)		0 (CN)	0 (CN)		CP
PW-DN070	BROOKLYN CHINESE-AMERICAN ASSOCIATION	CP		0 (CN)		0 (CN)	0 (CN)		CP
PW-DN090	CENTER FOR FAMILY LIFE	CP		0 (CN)		0 (CN)	0 (CN)		CP
PW-DN599	NEIGHBORHOOD IMPROVEMENT ASSOCIATION	CP		0 (CN)		0 (CN)	0 (CN)		CP
PW-KN070	BROOKLYN CHINESE- AMERICAN ASSOCIATION	CP		0 (CN)		0 (CN)	0 (CN)		CP
PW-N070	BROOKLYN CHINESE-AMERICAN ASSOCIATION	CP		0 (CN)		0 (CN)	0 (CN)		CP
S-186	SANITATION GARAGE FOR DISTRICT 3/3A, BROOKLYN		74,858 (CN)	19,645 (CN)	0 (CN)	0 (CN)	0 (CN)		0 (CN)

FOR ADDITIONAL INFORMATION ON EACH PROJECT, REFER TO PART 1 OF THE ADOPTED CAPITAL BUDGET



**Randolph Peers**  
*Chairperson*  
**Jeremy Laufer**  
*District Manager*



**MARTY MARKOWITZ**  
*Borough President*

**THE CITY OF NEW YORK**  
**BOROUGH OF BROOKLYN**  
**COMMUNITY BOARD # 7**

**Statement Of Needs**

Community Board # 7 (Brooklyn) submits the following “Statement of Needs” in compliance with the procedures for the establishment of a budget for Fiscal Year 2011 for the City of New York. The contents of this statement result from local citizen complaints and testimony given at prior year budget hearings, information from Community Board # 7 committee Chairpersons, as well as from various forms of analyses of City service delivery provided by the District Manager.

Community District # 7, located in the western section of Brooklyn, is a mixed residential, industrial, and commercial area. The home of an ethnically and economically integrated population, the district is comprised of two established communities; Sunset Park and Windsor Terrace and two recently self-identified communities, South Park Slope and Greenwood Heights.

Sunset Park consists of a strong residential community, two viable commercial strips as well as a large industrial area. The 23-acre facility, Sunset Park, has an Olympic-sized pool, a recreation area and a large open space. It has traditionally been the home for newly arrived immigrants for more than a century.

Windsor Terrace consists of a small, but stable, residential community with a small commercial strip in the northeastern corner of the district. Windsor Terrace is surrounded by the natural boundaries of Prospect Park and Greenwood Cemetery. The community’s foresight in the 1980’s led it to fight for contextual zoning that prevented much of the over development that took place in other parts of the district.

South Park Slope and Greenwood Heights gained their identities in the debate and decision-making surrounding the local contextual rezoning in 2005. These two growing areas are located to the northwest of Greenwood Cemetery. South Park Slope is generally viewed as north of the Prospect Expressway and Greenwood Heights abuts the cemetery. The highest elevation in Brooklyn is found in Greenwood Cemetery. The Gothic Brownstone “gate house” at its entrance has been declared a New York City landmark. The Statue of Minerva on Battle Hill salutes the Statue of Liberty in New York Harbor.

A shift in population that began in the 1960s continues with an influx of immigrants. As of the 2000 Census, a quarter of our population was at or under the age of 18 and more than 9% is over 65 years of age, indicating a need for targeted programs for these populations. Our Board’s population grew by more than 17% between 1990 and 2000, without a corresponding increase in our housing stock. Although more recent developments have added to our residential community, we continue to have the second oldest housing stock of any community in New York City. We anticipate the next Census will show continued dramatic growth in our population.

Over 50% of the population of Community District # 7 is Hispanic and between 1990 and 2000 the Asian population in the community has almost doubled to more than 17% and is now considered New York's third Chinatown. The indigenous Puerto Rican population is now augmented by a large influx of Columbians, Mexicans, Dominicans, and Ecuadorians. There remains a large, but diminishing, European population of Polish, Italian, Irish, Finnish, and Scandinavians (accounting for nearly 23% of the population) and we have seen growing pockets of Arabic peoples and immigrants from the former Soviet Union. Recently, our newest "immigrants" seem to come from other parts of New York City as more affordable housing prices and new luxury apartments can be found in our district. New York University recently rated us the ninth most diverse community in the City.

**In the past few years our community won several important victories on long term goals:**

In September 2009, Sunset Park High School opened, the culmination of a four-decade fight to create the community's first public high school. A decade of advocacy has achieved funding for the first phase of the Bush Terminal Piers Park, including the largest brownfield grant in State history. The City has responded to complaints about out-of-context development by rezoning South Park Slope and East Windsor Terrace. Community Board 7 passed the Sunset Park rezoning plan in the spring of 2009 with anticipation of the City's adoption in the autumn. The Community Board's 197-a Plan concerning the development of our waterfront has been submitted for approval. The community also came together to finally close down one of our strip clubs, the notorious Sweet Cherry.

The success we've achieved has inspired us to work harder to advocate for other community goals including street sweeping day reductions, pedestrian and traffic safety, improved parks and public safety, job creation and greening 4th Avenue. These goals will be discussed in greater detail throughout this report.

In the 1980s, the State designated an Economic Development Zone in Sunset Park. The need continues for the State and Federal monies to boost incentives for commercial and manufacturing endeavors to relocate and remain in the Industrial Parks of this district. More than 40,000 of our residents are currently employed within our district. A very large portion of our population is actually able to walk to work.

Community Boards have had to endure a reduced budget for two decades. Despite additional costs, such as increased postage costs, new computers, our website, and increased workload, we have had to self-fund all of these changes and reduce our staff. Our OTPS is critically low, endangering our ability to buy even basic supplies and communicate adequately with the public. (This year the City failed to support Community Boards by not allocating enough money for our employees' cost-of-living adjustments, forcing some to do without.) Community Boards should receive a significant increase in their budgets to accommodate the many changes they have endured over the past decade without assistance from the City. We even had to ask for donated computers because of budget constraints.

The culmination of the Community Board's Statement of Needs, and the subsequent budget prioritization, will reflect our vision of an improved quality-of-life for our residents, merchants, elderly and our children.

**ENVIRONMENTAL PROTECTION**

The sewers, water mains, and catch basins in this community are among the oldest in Brooklyn. There are a large number of sewer collapses and undermined roadways reported to the Community Board each year. The heavy volume of traffic on 3rd, 4th, 5th and 8th Avenues, major thoroughfares and truck routes, causes severe wear and erosion to these streets and their infrastructure and off-route trucks and private buses put an additional heavy burden on our side streets, which were not meant to accommodate such

heavy vehicles.

The topography of our community is such that all waste water, above and below ground, runs downhill from 6th Avenue to 3rd Avenue, putting an abnormal strain on existing sewers and roadbeds, as well as clogging catch basins along this route with street debris.

Our Board wants DEP to intensify their catch basin cleaning program in our community, particularly on 3rd and 4th Avenues. These high volume avenues collect an inordinate amount of garbage that clog the basins and is responsible for flooding the roadways.

Our Board is pleased with the major street reconstruction projects that were recently completed on 19th and 50th Streets, but many more of our streets are in desperate need of similar reconstruction. Our old streets and infrastructure are crumbling and additional contracts and resources must be made for trenching activities. For years, our Board has asked for similar reconstruction projects on many of our streets. However, while the City occasionally repaves some of these streets, we are fearful the underlying causes of the degraded conditions are not addressed and repaving the streets merely covered over the problems. We believe that it may be necessary for DEP and DOT to redress these conditions much sooner and the cover up is simply a waste of funds. The cover up must stop.

There are many sinking streets in our community that DEP must address. These include parts of, but are not necessarily limited to, 30th, 31st, 37th, 43rd, 45th, 51st, 53rd, 57th, 58th and East 3rd Streets as well as 11th Avenue. We believe 45th Street between 4th and 5th Avenues is in the worst shape of any in the community, but sadly, despite making annual requests for its rehabilitation since 1983, it still requires "further study," according to the agency.

Our Board has also received numerous complaints about amplified noise, particularly at night. Unfortunately, both the NYPD and DEP are responsible for investigating noise complaints and often they do not have the manpower, equipment, or training to handle these concerns. This is a growing problem, particularly during the summer months. At a committee meeting we were informed that DEP would step up noise monitoring in our community, especially our parks. We have not received any information on this increased activity. However, it appears that the number of these complaints is increasing. DEP and the NYPD must do more to ensure that every precinct has noise meters and has officers trained to use them, especially during the night shift. DEP and NYPD must be vigilant in enforcing the law with regard to this increasing quality-of-life concern. Our office received complaints that the NYPD and DEP are unresponsive to these complaints and sometimes use the other agency as an excuse.

We are concerned that sewer outfalls still exist into Gowanus Bay. It is especially concerning that some exist within or near the future Bush Terminal Piers Park. These outfalls must be eliminated or moved in the interest of public health and safety and a cleaner environment. DEP should work with EDC to ensure the outfalls do not adversely affect the park and the surrounding environment.

The department must also monitor and keep the community informed about the emissions spewing into our air and the cumulative impact from the Gowanus Expressway, our garbage facilities, power plants, and many other negative-impact, particulate-emitting facilities. Our community straddles a major asthma and lead poisoning corridor and the City must do more locally to combat these diseases, educate the public and reduce and eliminate the major sources. Similar worries have recently been expressed by residents about electro-magnetic fields from our power plants and cell phone towers. Our Board requests that the

department monitor and study these impacts, as well.

## **TRANSPORTATION**

We are very happy to note that State DOT has decided on a single tunnel alternative for the Gowanus Expressway rehabilitation. We are eager for SDOT to study the selected bulkhead tunnel option and it's alternatives in greater detail and our Board will determine its position on the tunnel when we see the results. We anticipate the study will be completed in 2010.

We are concerned that viaduct or tunnel construction will increase traffic on our local streets as cars exit the Expressway to avoid traffic tie ups. SDOT must plan for the impact on the community, as tunnel or viaduct construction will certainly take many years. Heavy traffic currently burdens our main truck routes, 3rd, 4th, and 5th Avenues, particularly in the morning and evening rush hours and this multi-year construction project has the potential to tie up traffic throughout the community daily. SDOT continues to award repair contracts for the terrible conditions of the Gowanus Expressway viaduct. Unfortunately, there promises to be no end in sight for these contracts until the viaduct is replaced or rehabilitated.

Part of the negative impact of the Gowanus Expressway stems from its lack of entrances. Subsequently this causes an undue burden on local truck routes and surrounding streets. There are no northbound entrances to the Gowanus between 65th Street and Hamilton Avenue. The only southbound entrance, at Prospect Avenue, is closed in the mornings to accommodate an HOV lane. Additionally, unless a trucks gains access to the Prospect Expressway directly from the Gowanus, there are no truck entrances to the Prospect until 7th Avenue. A truck trip generated anywhere in our community (or South of Atlantic Avenue) cannot gain access to their highways, despite travelling parallel for a long distance, unless it travels on local streets during certain times of day. During these morning hours, vehicles actually have to leave the highway to travel on local roads to access the Prospect Expressway. We are happy to note that a current construction project due to be completed in 2011 will allow entry to the Prospect directly from the Gowanus, 24-hours a day, alleviating some of this problem.

20th Street is a truck route in our community that suffers because of the lack of entrances. The narrow, two-way street is the legal truck corridor for vehicles to travel to the Prospect Expressway entrance at 7th Avenue. This section of 20th Street is now mostly residential and the subsurface of the street is still cobblestones, which cannot handle the weight of modern trucks. We have great concerns about the street's integrity as well as the effect of vibrations on 20th Street. Unfortunately, DOT's study and plans for enhanced enforcement and signage to keep trucks on-route, as proposed in the Brooklyn truck Route study, will only exacerbate 20th Street's problems, not resolve them.

Many of our schools are adjacent to major thoroughfares, including truck routes. Several high profile tragedies over the past few years in our community and surrounding areas opened our eyes to the necessity of safe corridors of travel for our children. We should prioritize the safety of children crossing the street, over the speed of vehicles traveling on the corridor. Particularly troubling is the safety situation at P.S. 503/506, which straddles three trucks routes on 3rd and 4th Avenue and 60th Street and is adjacent to an exit from the Gowanus Expressway. We are happy the study was completed and we look forward to the full implementation of DOT's safety plan for this very dangerous intersection.

Earlier this year we were incensed to learn that DOT had decided to change traffic patterns in and around Prospect Park without soliciting ideas or concerns from the public, local organizations or elected officials. In response, CB7, through the freedom of Information Act, requested all traffic studies and environmental assessments in and around Prospect Park since 2001. The package of materials sent to us contained no studies pertaining to the current change and studies of the many changes made in the past decade also

appear to be non-existent. It appears that DOT may be making changes in our community without proper study and that calls into question all DOT's local projects.

Community Board # 7 notes that the Department has completed the reconstruction of 5th Avenue in the community of Bay Ridge, the first phase of the complete reconstruction of 5th Avenue from 24th to 95th Streets. However, like many projects in our community, the reconstruction of our portion of 5th Avenue has been delayed for budgetary reasons. The 24th through 34th Streets phase of the project began last year, but was delayed for months at the beginning and will take longer than we were told. Its anticipated completion is now autumn 2009.

The third phase runs through the entirety of the Sunset Park Business Improvement District and the department must take the needs and concerns of the businesses along our main commercial corridor into account when developing the construction plan. Our Board is concerned about the potential harmful effects on businesses that could come during the construction period. Special attention must be paid to other major roadway projects, including the Gowanus Expressway, to ensure that the construction periods do not overlap and thereby create additional burdens on our community and infrastructure. This project has recently been delayed, for at least the fifth time, to FY14. It was originally slated to begin in 1988. We do not believe the street has been paved in that time as DOT will not repave a street that is scheduled to be reconstructed within five years. Unfortunately, despite all the delays, the start date has never fallen outside this five year window. This is an extremely frustrating paradox in logic as the street is in terrible shape.

Given the tremendous difficulty in available parking, our Board is requesting site selection and construction of a municipal facility to service the 5th Avenue commercial strip. In addition, areas along 3rd Avenue under the Gowanus Expressway should be metered or posted to allow additional parking spaces for the community. Our Community Board would also like the department to undertake a feasibility study and a cost estimate to determine the possibility of decking-over a portion of the Prospect Expressway to accommodate parking for the mom and pop businesses on Prospect Park West.

## **POLICE DEPARTMENT**

Our precinct has made enormous strides in dealing with the safety and security of the Sunset Park and Windsor Terrace communities, as evidenced by our long-term drop in crime. We believe the precinct must make a similar determined effort to increase understanding and trust within the community and to combat quality-of-life concerns. We were pleased that the Precinct has been proactive in this area under the leadership of Deputy Inspector Pintos.

Several high profile incidents over the past few years have spread an undercurrent of distrust in many sectors of our community. Our precinct approached this issue directly and worked through our community organizations and churches to reach out to the community and improve the relationship. It is essential for the continued success of crime reduction as a trusting public is more willing to work with the precinct.

Although violent crime remains relatively low, the drop in crime appears to have waned and there is a perception that certain crimes are on the rise. This may be related to inadequate staffing at the 72nd Precinct, which has seen a decrease in officers. Police details are often sent to other activities in the community, including the Sunset Park pool, guarding prisoners at the hospital after some arrests, public safety at protests at the Metropolitan Detention Center and the ferry pier at 58th Street. In addition, we lose officers over the summer to Coney Island and Prospect Park, further reducing local headcount.

Our beat officers serve many important functions in our community. Not only do they protect the public, but they also promote positive police/community relations and the visible presence gives a positive perception

of a safe environment where people might want to open a business or raise their families. Economic development and a growing, healthy community cannot take hold without the visible presence and responsiveness of our officers.

Drug dealing and prostitution continue to be concern in Sunset Park. Aggressive policing and arrests have forced much of these activities indoors, making enforcement more difficult. However, it appears that open solicitation has been occurring again recently along 3rd Avenue. Our Board appreciates the strong efforts made by the NYPD to arrest the perpetrators, but more needs to be done, especially with the proliferation of adult entertainment establishments along 3rd Avenue. The NYPD should provide our community with additional resources since we are already asked to take on an additional heavy burden because of the adult businesses. We were pleased that Deputy Inspector Pintos brought additional, albeit temporary, resources to deal with these problems. Sustained efforts and permanent resources are essential to eliminating these concerns.

Our community has seen a great influx in adult entertainment businesses since the City changed the zoning laws to improve the economic development potential of other communities. They are a blight on Sunset Park and give the impression of a raucous and unlawful community. Many of these businesses are located next to residents or more positive institutions. We believe that other negative impacts stem from the perception created by these businesses. We suspect that many of the patrons of these businesses may also be going to prostitutes in the area. Unfortunately, numerous agencies are responsible for enforcement against the many different types of illegal behavior that goes on at these businesses or in the surrounding community, including the NYPD, DOB, and Consumer Affairs. With so many enforcement agencies, we believe that some of the negative impacts do not receive the same attention they would if enforcement of all applicable laws fell under the aegis of a single enforcement agency.

Another area in which we believe enforcement should be brought under the control of a single agency concerns noise violations, our most prevalent quality-of-life complaint. Enforcement of these violations can be undertaken by the NYPD or DEP. However, we believe that each agency depends on the other to perform these duties and consequently the response is inadequate. We insist that the Department supply our precinct with this equipment and train our officers to use decibel meters so we can control amplified noise in the parks, cars, and from other amplification devices. We request vigorous enforcement of noise violations in our residential and commercial areas.

Gang and gang-related crime and violence continue to be a concern. Often gangs are associated with certain ethnic or national origins, sometimes making investigation or infiltration difficult. The City must provide additional resources to gang enforcement within our community. However, other strategies must also be implemented to keep youth away from gangs. Additional age-appropriate facilities and programs must be brought to our community, including youth programs and recreational areas.

Tighter monitoring of crossing guards and additional crossing guard positions are a must in our community. Many of our schools are located along major thoroughfares and the safety of the children is of vital importance. Vigorous enforcement of traffic regulations around schools must be made.

Speeding on residential streets and trucks wandering off of designated truck routes have become two of our most prevalent constituent complaints. Vigorous enforcement is essential to combating this problem, but with inadequate staffing at the precinct and no officers trained with radar for speed enforcement, drivers understand that the chance of being caught is minimal, increasing a perception of poor enforcement activities. This is especially true when other agencies, such as DOS, are increasing enforcement with respect to homeowners and businesses. Private buses, especially ones traveling to Atlantic City, have

also been growing in number in our community and we often receive complaints of them traveling off of designated routes, as well.

Two of our main commercial corridors, 5th and 8th Avenues have terrible problems with illegal vendors. This is another area in which there are numerous enforcement agencies. Although we asked the City to put together a vendor task force in 2000 to coordinate the sweep of these avenues by the enforcement agencies, this effort never took place. The illegal vending problem has only gotten worse. We ask that additional manpower and other resources, including vans, be appropriated so that our agencies can adequately sweep these corridors in a coordinated effort and we ask that the City reconsider creating a vendor task force for our community. This is a quality-of-life problem that creates or exacerbates other neighborhood problems, including the sanitary condition of our streets. We believe enforcement of vending laws will have many positive influences throughout the community.

## **SANITATION**

Community Board # 7 is host to numerous sanitation facilities that serve a wider area than our district. We are home to the Hamilton Avenue Marine Transfer Station, the IESI commercial waste station, BK-7 and BK-10 garages and will soon be the home of the SIMS recycling facility that will take most of the City's glass and metal recycling. Clearly, we will continue to provide more than our fair share of sanitation infrastructure for the City. Given this reality, the Department of Sanitation must make greater efforts to address our local issues.

Our status as a host community should allow us consideration on issues that may stem from these facilities. We asked and received commitments from SIMS for use of environmentally friendly technology, local hiring and a recycling education center. We asked DOS to reduce street sweeping days, as was done in all our neighboring communities. We asked that BK-7 and BK-10 garages be moved off the waterfront.

Our main commercial thoroughfare, 5th Avenue, has an active Business Improvement District that provides funds for supplemental sanitation services, including street sweeping, and additional baskets, but the avenue remains dirty even though the department has issued many summonses for dirty sidewalks. Much of the problem can be attributed to the many vendors who operate on the avenue, legally and illegally. On weekends, the sidewalk can be virtually impassable with the large volume of shoppers and vendors. The department was very active in issuing summonses after our Board assembled a panel of City agencies to discuss the matter with business leaders. Unfortunately, promised resources never materialized and the vending and cleanliness problems persist. Our Board wants a stronger, coordinated, more comprehensive effort between City agencies to rid 5th Avenue of these twin problems.

Our office has received numerous complaints from constituents over the last few years who feel that DOS has been overzealous with enforcement activities in our community. This is especially the case with recycling enforcement. The Department's own statistics bare witness to this reality. While we have the fifth-highest recycling diversion rate in Brooklyn, we receive the fifth-most summonses. We wrote to Commissioner Doherty about this incongruity and suggested that resources should be readjusted to better serve our needs.

Our constituents have long sought a change in local street sweeping regulations so the entire community can have a uniform two day-a-week sweeping schedule. Our neighboring communities, some of which have lower scorecard ratings than BK-7, have these standards. Many of our constituents feel that these additional sweeping periods amount to an additional form of taxation. We were pleased to learn that our community recently achieved cleanliness ratings above 90% in all four zones. This is unprecedented in our community

and can be attributed to DOS adjusting strategies, such as hand sweeping east of 6th Avenue, and making partnerships, like with the BID. This great success has allowed us to call on DOS to reduce street sweeping to a uniform two days throughout our entire district. We believe that the money saved from reduced mechanical sweeping, as well as the aforementioned recycling enforcement, can be better used for hand sweeping, additional basket pick up, vendor reinforcement, illegal dumping surveillance and other cleanliness programs to better serve our community's needs. Unfortunately, DOS continues its current cleaning schedule in our community, exactly the opposite strategy taken in neighboring communities with similar cleanliness ratings. This amounts to an additional burden on our residents, increased ticketing and increased vehicular emissions in a community that already is out of compliance with federal air quality regulations.

## **PARKS AND RECREATION**

All too often in times of fiscal constraint, the Department of Parks and Recreation is the first agency to realize drastic cuts. It is the belief of some that if recreational monies were drastically increased, there would be no need for increases in the Police and Corrections Departments. It is with this in mind that Community Board # 7 requests increases in funding for recreational programs, especially at the Sunset Park Recreation Center.

Parks are oases within the concrete City where people of all generations, socio-economic status and ethnic and national backgrounds can gather, relax, play, or simply enjoy a more pastoral setting within the City. They are for mental rejuvenation, physical fitness and stress relief. However, during difficult economic times our parks see an increase in activities, but often experience a decrease in programming and upkeep. Together these facts spell trouble for our parks as overused equipment falls into despair or natural settings are overtaxed. Unfortunately for local parks, the City's main parks seem to get all the attention while our local facilities become eyesores.

Community Board # 7 has a desperate need for additional park space and recreation programs. Our community has only 0.45 acres of parkland per thousand residents, well below the City's standard of 1.5 acres. We must insist that our parks are maintained regularly and their space used for maximum efficiency due to our critical need.

Over the past few years, several community groups have been formed to plant gardens, and clean and invigorate our parks throughout the community. Our Board applauds these volunteer efforts and we ask the Department of Parks and Recreation to support these organizations as much as possible.

In the recent past, the department allowed the roof of the Sunset Park Recreation Center to deteriorate to the point where it needed to be replaced. Maintenance could have saved the roof and saved the City money, but without the appropriate funds a million-dollar reconstruction was necessary. Community Board # 7 requests that maintenance requirement contracts be put in place and fully funded to prevent future waste of our precious few capital dollars. Maintenance is especially vital because of the constant reduction of parks capital and expense funding.

Sunset Park High School is adjacent to D'Emic Park on 3rd Avenue, which we note has a play area for young children. We do not believe that this will be appropriate next to the high school and urge DOPR to work with the Department of Education to re-imagine and rehabilitate this park to serve the needs of the older children, perhaps with facilities that can supplement and enhance the physical education programs at the school. Facilities for younger children should be maintained, but access should be restricted by fencing it off.



The Olympic-sized pool in Sunset Park is only open between the 4th of July and Labor Day. This heavily used public amenity is one of the few recreational attractions our district has to offer. The pool must be open more than two months during the year.

## **EDUCATION**

A four decade fight has culminated in the opening of Sunset Park High School, the first public high school in our community. Our advocacy has also led to the development of an early childhood (pre-k through 2nd grade) school on 63rd Street scheduled to open in 2010. CB7 recently submitted sites for more schools to SCA and DOE to help alleviate the overcrowded conditions throughout the community.

The development of the high school was an extremely rewarding experience and our community's commitment did not end with the construction of a building. Our Board put together the Sunset Park High School Task Force to discuss programming and themes, monitor progress and develop creative partnerships with other local institutions and facilities so that our school will provide an outstanding education for every student. We maximized this experience by drawing on the expertise and history of our entire community and were pleased that DOE embraced our community's vision on school administration and themes and allowed us to interview and choose our principal.

A local high school may have been most pressing, but it is far from our only need. The Education Department and SCA must work with us to improve our school infrastructure and to find sites for new state-of-the-art elementary and middle schools, in addition to the new high school. Our overcrowding problems must be alleviated if we are to improve the quality of education. PS 24 was overcrowded the day it opened. Our Site Selection Committee took the initiative and sent a list of more than twenty potential school sites to DOE and SCA.

With the ever-growing and diverse immigrant populations, there is an immediate need for augmented bilingual/ESL education for our Hispanic, Eastern European, Middle Eastern and Asian populations.

With more and more emphasis being placed on computer literacy and language skills in the job market, it is imperative that funding for specialized education programs be augmented.

Monetary commitment to our two beacon school sites, the former PS 314 (PS 503 and PS 506) and PS 1, as well as to the one at IS 220, just outside our district, should be increased for further outreach and additional programs and services. The beacon programs are vital in a community that lacks adequate parks and community spaces.

## **YOUTH**

The population of the district has a large percentage of young people and programs for youths are greatly needed. Since our district has a minimum of recreational space, our children must rely on our beacon schools and other community-based programs for arts, entertainment, sports, and academic help. Many of our residents fall beneath the poverty line and parents often have to work more than one job to support their families. These programs are vitally important to the life, learning, and social skills of our youngest residents. The City must do more to support our children and our community-based organizations by providing additional funds so that the organizations can provide these vital services to the community.

Day care is a nightmare of red tape. Several agencies are involved in day care operations. A special day care agency must be established to streamline guidelines and requirements, building and fire code compliance and policy/operation functions.

It is imperative that we seriously consider the need for after school and vacation care for children whose parents/

guardians work. Additional funds must be available to support organizations that provide these services and the City's budget must accommodate for more day care vouchers and community-based day care facilities. Furthermore, the department should develop a training program for potential home-based day care providers with the dual purpose of creating jobs and alleviating the day care glut.

We were very happy to learn that the number of Summer Youth Employment Program slots was not cut this year. Early positive work experience is crucial to the development of our young residents. We would also like to see an expansion of the year-round program.

Monies allocated through RFPI and YDDP funds through the "Community Share" allocations must be increased and meaningful monitoring must be placed with the community boards. DYCD is ill equipped to monitor and recommend changes in the program and the review must be a mechanism for change.

The position of Youth Coordinator, which was eliminated from the budget, must be restored. The Youth Coordinator served as a vital link between the community-based organizations and the vast bureaucracy of the city.

## **HEALTH**

The Gowanus Expressway and other factors, including poverty, contribute to a high rate of asthma in the Sunset Park community. Air quality monitoring and particulate matter standards must be implemented to keep the community informed about dangers and to combat the continued placement of undesirable and negative-impact facilities in the community. Additional resources must be made available to educate the public and help combat asthma and lead poisoning. The multi-cultural/multi-lingual nature of this District must be taken into account as well.

The Board requests that the department undertake a study of the air quality in the community and makes the major sources of our pollution public, as well as the amount and kinds of emissions that each major source emits over the course of a year.

Our Board would like to see the same effort put forth in identifying and mitigating our local sources of air pollution as the department put forth to combat West Nile Virus. The same holds true for anti-asthma programs. Many more in our community die from respiratory illness than WNV.

The City, State, and Federal governments must stringently apply all applicable environmental standards to our older, dirtier power plants.

## **HOUSING & BUILDINGS**

More than thirty-five percent of our renters live either doubled-up or in severely overcrowded conditions. Looking at only our Census figures from 1990 to 2000, our population has increased nearly twenty percent, but without a corresponding increase in our housing stock, the second oldest in NYC. HPD's grim statistics answered our questions as to where these people live. The people who live in illegally converted apartments are often living in unsafe and unhealthy conditions. The large influx in population has not resulted in an increase in local City services. In fact we have seen police and fire coverage reduced. We are worried that this is a disaster waiting to happen and we feel it is imperative to assign additional buildings inspectors to our community to enforce the law and ensure a safe living environment before tragedy strikes.

The northern section of our community saw over-development encroach very quickly over the past three years. We are pleased that the City acted swiftly on our request to protect the character of the northern part

of our district, referred to as South Park Slope, through rezoning. Developers reacted to the 2003 rezoning of the neighboring community in Park Slope by simply buying properties south of 15th Street on which to build. While there was technically no violation of zoning or building codes in many cases, developers maximized the new buildings to take advantage of the zoning.

In the past year we approved the rezoning of east Windsor Terrace and Sunset Park. Together with South Park Slope, we have now rezoned almost our entire residential community. Height restrictions are finally in place and we no longer have to worry about that sort of overdevelopment.

However, new opportunities for affordable housing must be found locally, as housing costs have dramatically increased in the past decade while wages have stagnated. New zoning on 4th and 7th Avenues will encourage affordable development by giving bulk bonuses to developers who create affordable units, but this is no guarantee that such units will be built.

Specialized housing, such as senior housing with onsite services, are greatly needed for our growing population. Although fifty units of supportive housing are being developed in South Park Slope, including units specifically for seniors and the formerly homeless, this is a drop in the bucket compared to our needs. All of our senior housing programs have long and growing waiting lists.

Our community has seen a great deal of development in recent years, but the current economic downturn has left many projects unfunded, unfinished and, in some cases, bankrupt. Our residents are concerned that unfinished buildings will have a damaging impact on public safety and property values. A comprehensive city program, perhaps with an eye toward creating affordable or specialized housing, must be created and aggressively pursued to ensure that our neighborhoods do not once again fall into a cycle of decline. We have made too many advances to allow that to happen again.

Our Community Board created a Buildings and Construction Committee to specifically monitor our construction sites, aggressively pursue violations of city code and to educate our residents on their rights and responsibilities.

When South Park Slope was rezoned, there was great concern about developers in the rezoned area rushing projects to get a foundation in the ground before the new zoning is implemented, thus grandfathering their project. We believe this rush to construct creates a danger to the community and workers. Our fears were immediately realized because only four days after the Community Board voted in favor of the plan, a worker was killed at a construction site on 20th Street. The location had previously received violations. The City must figure out a way to prevent this rush, particularly since we just passed two additional neighborhood rezoning plans. Perhaps disallowing new permits and limiting grandfathering to buildings with foundations at the time of certification rather than implementation will eliminate the problem.

The pace of the Demolition and Seal-Up Programs must be maintained, both in the number of attended buildings and the turn around time for completion, if we are to avoid development of a cycle of decay.

City Planning regulations from 1995 helped many areas of the City to get rid of their unwanted adult entertainment establishments. Unfortunately, the regulations that helped to “clean up” Times Square have had a deleterious affect on our community. From 3rd Avenue to the waterfront, these businesses have proliferated. It appears that many of the businesses are openly violating the regulations by locating within 500 feet of a residence, house of worship or each other. We have been informed that most of our businesses do not qualify as “adult” because they fall within the 60/40 loophole in the regulations that defines adult establishments as having more than 40% of their space dedicated to sex related materials. Often these sham regulations are not even adhered to. The City must close the loophole and enforce laws vigorously.

## ECONOMIC DEVELOPMENT

There are many proposals regarding investment in the Sunset Park Waterfront that could potentially bring in billions of dollars in infrastructure improvements and potentially thousands of jobs. These include, but are certainly not limited to, proposals to replace or rehabilitate the Gowanus Expressway, a major container port, Federal Building # 2, Brooklyn Army Terminal, South Brooklyn Marine Terminal, Bush Terminal, the Moor McCormick Building and a waterfront park. In the past, the Sunset Park waterfront was a vital link in the economic engine of Brooklyn, but hard times have befallen this area in the past few decades. We now see a new tide of prosperity potentially coming to our shore.

Our Community Board recognizes the economic potential of our waterfront and began to plan for our future more than ten years ago by initiating a 197-A study of the area. By the end of the year we expect the Department of City Planning and the City Council will vote to support our plan. We have worked diligently to hold as many community meetings and forums as possible and have held these meetings in Spanish and Chinese, as well as English. We have tried to include insights and interests from all segments of our community and have held meetings with many City and State agencies to ensure we are pursuing achievable goals. The 197-A Plan will be an important tool for intelligent development and community-based planning. We take note that the Economic Development Corporation has embraced many of our goals in its Sunset Park Vision Plan, which acknowledges the work of our Community Board.

Unfortunately, while in many ways the planning effort has been a tribute to the hard work of volunteers, committee members, and staff, we often do not have the expertise when it comes to many aspects of planning and we needed a planner to help in this endeavor. Furthermore, materials and publications are vital to the dissemination of information to the community. While the City provides the legal grounds for the study there is no corresponding budget line. This puts the Community Board in the unusual position of having to raise funds through a fiscal conduit agency to pay for our planner, printing and other expenses. Potentially, this could be a conflict for our or other Community Boards because those who donate funds may seek to influence the outcome of a study. Therefore, we believe that the City should provide a budget line or fund for 197-A plans. At the very least, we believe the City should provide assistance in finding appropriate grants or foundations that may be applicable for these studies.

We are heartened that EDC recognizes that our community deserves the same access to our waterfront that other communities enjoy with theirs. EDC proposes to create a 23.7-acre public park in the area of the Bush Terminal Piers. Our Board strongly supports this effort and we wish for construction to commence as quickly as possible, including the swift and thorough clean up of an old industrial dumping ground. We also support increasing the size of the park to maximize the community's access to the waterfront and recreational opportunities. Additional public space may also be found alongside some of our development projects. For example, an underused corridor abutting the harbor behind Brooklyn Army Terminal could be attached to the public space of the pier increasing our waterfront access. We are excited about other opportunities for public space as part of a Brooklyn-wide waterfront greenway/bike/pedestrian path as proposed by several organizations.

Another opportunity that may allow for an integration of economic activities and waterfront access is EDC's upgrade of the bulkheads and sheds at the South Brooklyn Marine Terminal. EDC issued an RFP for the site and is contracting with Axis Group, an automobile importer and customizer to operate the facility. We have been informed that such a facility may create 400 jobs. In addition, we discussed "greening" the edges of the facility, perhaps all the way to the water and possibly as part of the larger proposed greenway. The edge of the greenway would be directly adjacent to the Bush Terminal Piers, the future home of our

waterfront park, thereby allowing for a link of these recreational spaces. We believe this potential for an integration of economic development and public green space will be a model for similar development around the City.

Our Board welcomes economic development along our waterfront, but insists this development is limited to water-dependent and community uses. Our waterfront is our greatest physical asset with spectacular views and large areas of land ripe for development. Very little of our waterfront, Brooklyn Army Terminal Pier 4 (58th Street), is open for public access making it even more valuable to the community. Much more of our waterfront must be made accessible for the people of this community. The 2001 construction of a power plant at 23rd Street by the New York Power Authority on the waterfront has taken a large site from the community and placed a facility on the water that could have been placed in an area that wasn't adjacent to the harbor.

We strongly believe that any development in our community must be sensitive to current residents and businesses. Should businesses be required to move as part of a major development, priority should be given to relocating the business within the community. Our priority is to bring additional jobs to the community, not to force some businesses to leave.

Our community has seen much of its potential wasted in the past from the placement of negative impact facilities, such as the Metropolitan Detention Center, power plants, and waste transfer stations. The community has received a disproportionate number of these facilities while many of the other neighborhoods in the City receive money to lessen the impact of such facilities or relocated them altogether. In the interest of equity of City services, we must insist that a moratorium on such negative impact facilities be placed in the community so that we have the opportunity to determine how we may best develop some of our assets, such as the former FDA building on 3rd Avenue, in the interest of the community. We must insist that fair-share principles are respected when siting such facilities and that a local public hearing must take place for each proposed facility before any other facilities are allowed.

In addition to our industrial and manufacturing area, economic development must also address the three major commercial corridors in the district: 5th Avenue, 8th Avenue, and Prospect Park West. These commercial areas must be maintained through grants, low interest loans, and a serious attempt to address the universal needs of store owners, such as over-zealous Sanitation Enforcement Personnel, maintenance, and replacement of parking meters, more lighting on the strips and better protection from the NYPD. The City should also consider locating municipal parking facilities near these vital commercial centers.

## **SUMMARY**

We are of the opinion that this Statement of Needs reflects the basic requirements of our residents. The people of our community and the citizenry of New York are among the most heavily taxed population in the nation and, even so, forecasted budget deficits threaten to force budget cuts, which may force service delivery cuts. Our board will not accept service cuts and this Statement of Needs serves as a blueprint for the improvement of services in our district.

We sincerely hope that agencies will give serious consideration to our needs and suggestions and that blatant rejection of programs and new policies will cease. It is our hope that individual agencies will stop telling us that something "can't be done" but will seriously pursue ways to implement our suggestions.

Only in this way and with improved dialogue and cooperation can we ensure the quality-of-life for our residents and the vital continuation of the City of New York.

Respectfully submitted,

*Randolph Peers*

Randolph Peers

Chairman

*Jeremy Laufer*

Jeremy Laufer

District Manager

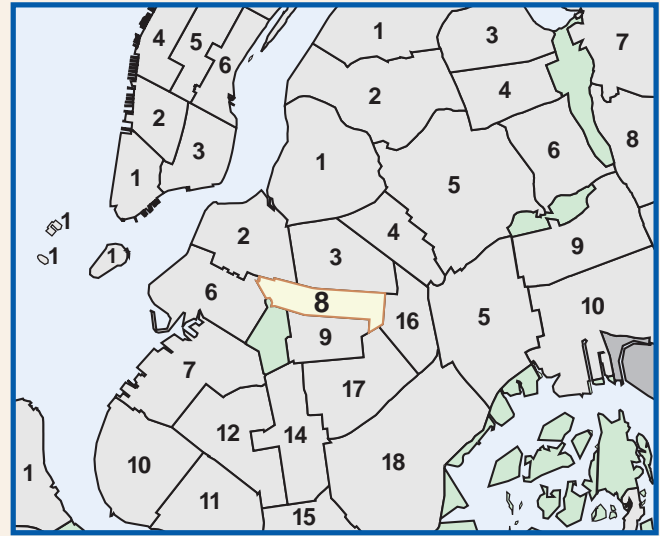
# BROOKLYN COMMUNITY DISTRICT 8

<b>TOTAL POPULATION</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Number	88,795	96,400	96,076
% Change	—	8.6	-0.3

<b>VITAL STATISTICS</b>	<b>2000</b>	<b>2008</b>
Births: Number	1,504	1,459
Rate per 1000	15.7	15.2
Deaths: Number	703	623
Rate per 1000	7.3	6.5
Infant Mortality: Number	16	10
Rate per 1000	10.6	6.9

<b>INCOME SUPPORT</b>	<b>2000</b>	<b>2010</b>
Cash Assistance (TANF)	12,105	7,367
Supplemental Security Income	5,717	5,686
Medicaid Only	7,984	22,745
<b>Total Persons Assisted</b>	<b>25,806</b>	<b>35,798</b>
<b>Percent of Population</b>	<b>26.9</b>	<b>37.3</b>

<b>TOTAL LAND AREA</b>		
	<b>Acres:</b>	<b>1,047.6</b>
	<b>Square Miles:</b>	<b>1.6</b>



	Lots	Lot Area	
		Sq. Ft.(000)	%
1- 2 Family Residential	2,727	5,947.5	19.3
Multi-Family Residential	3,274	13,145.3	42.6
Mixed Resid. / Commercial	993	2,517.4	8.2
Commercial / Office	140	726.7	2.4
Industrial	134	1,192.0	3.9
Transportation / Utility	100	781.6	2.5
Institutions	212	3,099.2	10.1
Open Space / Recreation	19	1,667.0	5.4
Parking Facilities	144	656.6	2.1
Vacant Land	404	995.9	3.2
Miscellaneous	63	113.7	0.4
<b>Total</b>	<b>8,210</b>	<b>30,843.0</b>	<b>100.0</b>

# Brooklyn Community District 8





**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 8	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	96,400	100.0	96,076	100.0	(324)	-0.3
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	5,251	5.4	6,536	6.8	1,285	24.5
Black/African American Nonhispanic	80,214	83.2	74,942	78.0	(5,272)	-6.6
Asian or Pacific Islander Nonhispanic	868	0.9	1,591	1.7	723	83.3
American Indian and Alaska Native Nonhispanic	262	0.3	196	0.2	(66)	-25.2
Some Other Race Nonhispanic	202	0.2	407	0.4	205	101.5
Nonhispanic of Two or More Races	-	-	2,392	2.5	-	-
Hispanic Origin	9,603	10.0	10,012	10.4	409	4.3
Population Under 18 Years	27,091	100.0	26,059	100.0	(1,032)	-3.8
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	559	2.1	648	2.5	89	15.9
Black/African American Nonhispanic	23,190	85.6	21,408	82.2	(1,782)	-7.7
Asian or Pacific Islander Nonhispanic	157	0.6	226	0.9	69	43.9
American Indian and Alaska Native Nonhispanic	79	0.3	56	0.2	(23)	-29.1
Some Other Race Nonhispanic	74	0.3	103	0.4	29	39.2
Nonhispanic of Two or More Races	-	-	586	2.2	-	-
Hispanic Origin	3,032	11.2	3,032	11.6	0	0.0
Population 18 Years and Over	69,309	100.0	70,017	100.0	708	1.0
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	4,692	6.8	5,888	8.4	1,196	25.5
Black/African American Nonhispanic	57,024	82.3	53,534	76.5	(3,490)	-6.1
Asian or Pacific Islander Nonhispanic	711	1.0	1,365	1.9	654	92.0
American Indian and Alaska Native Nonhispanic	183	0.3	140	0.2	(43)	-23.5
Some Other Race Nonhispanic	128	0.2	304	0.4	176	137.5
Nonhispanic of Two or More Races	-	-	1,806	2.6	-	-
Hispanic Origin	6,571	9.5	6,980	10.0	409	6.2
Total Population	96,400	100.0	96,076	100.0	(324)	-0.3
Under 18 Years	27,091	28.1	26,059	27.1	(1,032)	-3.8
18 Years and Over	69,309	71.9	70,017	72.9	708	1.0
Total Housing Units	37,960	-	40,485	-	2,525	6.7

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 8</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>96,076</b>	<b>100.0</b>
White Nonhispanic	6,536	6.8
Black Nonhispanic	74,942	78.0
Asian and Pacific Islander Nonhispanic	1,591	1.7
Other Nonhispanic	603	0.6
Two or More Races Nonhispanic	2,392	2.5
Hispanic Origin	10,012	10.4
Female	53,330	55.5
Male	42,746	44.5
Under 5 years	7,076	7.4
5 to 9 years	7,740	8.1
10 to 14 years	7,105	7.4
15 to 19 years	7,026	7.3
20 to 24 years	7,342	7.6
25 to 44 years	32,002	33.3
45 to 64 years	18,673	19.4
65 years and over	9,112	9.5
18 years and over	70,017	72.9
In households	93,640	97.5
In family households	74,156	77.2
Householder	21,788	22.7
Spouse	8,032	8.4
Own child under 18 years	20,538	21.4
Other relatives	20,641	21.5
Nonrelatives	3,157	3.3
In nonfamily households	19,484	20.3
Householder	15,613	16.3
Householder 65 years and over living alone	3,310	3.4
Nonrelatives	3,871	4.0
In group quarters	2,436	2.5
<b>Total Households</b>	<b>37,401</b>	<b>100.0</b>
Family households	21,788	58.3
Married-couple family	8,032	21.5
With related children under 18 years	4,227	11.3
Female householder, no husband present	11,553	30.9
With related children under 18 years	8,217	22.0
Male householder, no wife present	2,203	5.9
With related children under 18 years	1,106	3.0
Nonfamily households	15,613	41.7
Households with one or more persons 65 years and over	7,297	19.5
Persons Per Family	3.26	-
Persons Per Household	2.50	-
<b>Total Housing Units</b>	<b>40,485</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>37,401</b>	<b>100.0</b>
Renter occupied	31,568	84.4
Owner occupied	5,833	15.6
By Household Size:		
1 person household	12,689	33.9
2 person household	9,926	26.5
3 person household	6,297	16.8
4 person household	4,183	11.2
5 persons and over	4,306	11.5
By Age of Householder:		
15 to 24 years	1,907	5.1
25 to 44 years	17,156	45.9
45 to 64 years	12,162	32.5
65 years and over	6,176	16.5

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)

Brooklyn Community District 8 (PUMA 04006)

Selected Housing Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04006 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>53,250</b>	<b>1,397</b>	<b>53,250</b>	<b>(X)</b>
Occupied housing units	47,898	1,660	89.9%	1.5
Homeowner vacancy rate	3.5	1.8	(X)	(X)
Rental vacancy rate	5.5	1.1	(X)	(X)
<b>UNITS IN STRUCTURE</b>				
UNITS IN STRUCTURE	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>53,250</b>	<b>1,397</b>	<b>53,250</b>	<b>(X)</b>
1-unit, detached	801	277	1.5%	0.5
1-unit, attached	3,078	501	5.8%	0.9
2 units	6,563	587	12.3%	1.1
3 or 4 units	9,143	891	17.2%	1.7
5 to 9 units	8,417	665	15.8%	1.2
10 to 19 units	7,465	629	14.0%	1.2
20 or more units	17,767	1,014	33.4%	1.5
Mobile home	16	26	0.0%	0.1
Boat, RV, van, etc.	0	158	0.0%	0.1
<b>YEAR STRUCTURE BUILT</b>				
YEAR STRUCTURE BUILT	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>53,250</b>	<b>1,397</b>	<b>53,250</b>	<b>(X)</b>
Built 2005 or later	544	211	1.0%	0.4
Built 2000 to 2004	1,045	265	2.0%	0.5
Built 1990 to 1999	1,017	277	1.9%	0.5
Built 1980 to 1989	1,642	348	3.1%	0.6
Built 1970 to 1979	1,672	372	3.1%	0.7
Built 1960 to 1969	3,181	521	6.0%	1
Built 1950 to 1959	5,266	625	9.9%	1.1
Built 1940 to 1949	6,175	702	11.6%	1.3
Built 1939 or earlier	32,708	1,354	61.4%	1.9
<b>HOUSING TENURE</b>				
HOUSING TENURE	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>47,898</b>	<b>1,660</b>	<b>47,898</b>	<b>(X)</b>
Owner-occupied	9,562	870	20.0%	1.7
Renter-occupied	38,336	1,613	80.0%	1.7
<b>VEHICLES AVAILABLE</b>				
VEHICLES AVAILABLE	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>47,898</b>	<b>1,660</b>	<b>47,898</b>	<b>(X)</b>
No vehicles available	32,753	1,440	68.4%	1.9
1 vehicle available	12,855	1,007	26.8%	1.8
2 vehicles available	2,055	459	4.3%	1
3 or more vehicles available	235	113	0.5%	0.2
<b>OCCUPANTS PER ROOM</b>				
OCCUPANTS PER ROOM	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>47,898</b>	<b>1,660</b>	<b>47,898</b>	<b>(X)</b>
1.00 or less	44,660	1,583	93.2%	1.1
1.01 to 1.50	2,360	463	4.9%	0.9
1.51 or more	878	266	1.8%	0.6
Average household size	2.58	0.06	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>7,008</b>	<b>756</b>	<b>7,008</b>	<b>(X)</b>
Less than 20.0 percent	1,766	380	25.2%	4.8
20.0 to 24.9 percent	899	275	12.8%	3.8
25.0 to 29.9 percent	735	263	10.5%	3.5
30.0 to 34.9 percent	460	201	6.6%	2.9
35.0 percent or more	3,148	559	44.9%	5.8
Not computed	71	73	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>35,650</b>	<b>1,613</b>	<b>35,650</b>	<b>(X)</b>
Less than 15.0 percent	4,370	596	12.3%	1.7
15.0 to 19.9 percent	4,243	550	11.9%	1.6
20.0 to 24.9 percent	3,990	647	11.2%	1.7
25.0 to 29.9 percent	4,109	607	11.5%	1.6
30.0 to 34.9 percent	2,844	473	8.0%	1.3
35.0 percent or more	16,094	1,305	45.1%	2.5
Not computed	2,686	461	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 08, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10	FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM FY2013	FY2014	REQUIRED TO COMPLETE
HB-1201	RECONSTRUCTION OF ATLANTIC AVE/LIRR ATLANTIC AVE BRIDGE, BROOKLYN	6,647 (CN)	47 (CN)	0 (CN)	0 (CN)	0 (CN)	44,572 (CN)
HD-KN538	PROCIDA CONSTRUCTION AND BAREAN BAPTIST CHURCH	CP	1,500 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN105	CNR HEALTH CARE NETWORK	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HO-398	MAJOR RECONSTRUCTION OF KINGS COUNTY HOSPITAL CENTER, BROOKLYN	395,736 (CN)	1,387 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HW-170	EASTERN PARKWAY RECONST. ETC.	10,891 (CN) 15,951 (F) 50 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)
HW-228	REPAVE FULTON PARK URBAN RENEWAL AREA, ETC.	6,084 (CN) 255 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)	0 (CN) 0 (P)
P-C058	RECONSTRUCTION OF BROWER PARK AND COMFORT STATION, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-KN501	HEART OF BROOKLYN CULTURAL INSTITUTIONS, INC.	CP	685 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-883	REHABILITATION OF EASTERN PARKWAY MALLS, BROOKLYN	6,447 (CN) 9,812 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)
PO-212	RECONSTRUCTION OF 77TH ANNEX (OLD 80 BLDG), BROOKLYN	558 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
PV-C262	BROOKLYN CHILDREN'S MUSEUM, IMPROVEMENTS	11,834 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
PV-DN209	JEWISH CHILDREN'S MUSEUM	CP	1,000 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-DN233	LEAGUE OF AMERICAN THEATER	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-D235	BROOKLYN MUSEUM, IMPROVEMENTS	CP	2,500 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-D236	BROOKLYN BOTANIC GARDEN, IMPROVEMENTS	CP	439 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-D262	BROOKLYN CHILDREN'S MUSEUM, IMPROVEMENTS	CP	438 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN087	CARLOS LEZAMA ARCHIVES & CARIBBEAN CULTURAL CENTER (CLACC-C)	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-K235	BROOKLYN MUSEUM, IMPROVEMENTS	CP	1,000 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-K262	BROOKLYN CHILDREN'S MUSEUM, IMPROVEMENTS	CP	250 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-Y262	BROOKLYN CHILDREN'S MUSEUM, IMPROVEMENTS	2,654 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
PV-N209	JEWISH CHILDREN'S MUSEUM	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-235	BROOKLYN MUSEUM, IMPROVEMENTS	CP	7,548 (CN) 1,000 (F) 1,000 (S) 5,000 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	CP
PV-262	BROOKLYN CHILDREN'S MUSEUM, IMPROVEMENTS	CP	5,420 (CN) 0 (F) 0 (S) 4,925 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	CP

FOR ADDITIONAL INFORMATION ON EACH PROJECT, REFER TO PART 1 OF THE ADOPTED CAPITAL BUDGET

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 08, BROOKLYN

BUDGET LINE	TITLE	TOTAL		FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM			REQUIRED TO COMPLETE
		APPROPRIATION AS OF	5/31/10			FY2013	FY2014		
PV-546	BROOKLYN CHILDREN'S MUSEUM, FEDERAL IMPROVEMENTS	CP		0 (F) 0 (S)	0 (F) 0 (S)	0 (F) 0 (S)	0 (F) 0 (S)	0 (F) 0 (S)	CP

FOR ADDITIONAL INFORMATION ON EACH PROJECT, REFER TO PART 1 OF THE ADOPTED CAPITAL BUDGET



**MARTY MARKOWITZ**  
*Borough President*

## **Community Board No. 8**

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**Nizjoni Granville**  
*Chairperson*  
**Robert Matthews**  
*Chairperson Emeritus*  
**Michelle T. George**  
*District Manager*

# **Statement Of Community District Needs Fiscal Year 2012**

## **District Overview**

Community Board No. 8, located in north Crown Heights, encompasses the neighborhoods of Prospect Heights, Crown Heights, and Weeksville. The community is bounded by Atlantic Avenue on the north, Ralph Avenue on the east, Eastern Parkway on the south and Flatbush Avenue on the west.

The population of District 8 is not only enlarging from the last recorded census count of 2000, but it is also dramatically changing. Once an economically and culturally diverse community, there are noticeable shifts in economic status as well as ethnic and cultural make-up. Wide-spread development projects have an impact on this movement toward gentrification unfortunately, and other planned or recently begun projects, perhaps none greater than the Atlantic Yards Development Project and even the attempt to make certain segments of the community historically landmarked, will only serve to enable gentrification. With these two projects specifically, coupled with many of the smaller scale condominium developments, the racial make-up of District is bound to further rapidly change as well, with a decreasing minority population as present residents are being priced out of the community at an alarming rate.

While the attempt to landmark certain segments of North Crown Heights and Prospect Heights are presently underway, the Crow Hill Community Association has spear-headed an attempt to make a portion of the community not under consideration in either of the first two landmarks proposals historically designated as well. Many wonder what the reasoning is behind these landmarks quests, but one merely has to stroll down any of the blocks in the District to understand that the architectural integrity of many of the buildings is in need of preservation. Modern architecture threatens to destroy the classic and prominent designs from Romanesque Revival and Queen Anne to Renaissance Revival and Art Deco. In addition to the historical designation attempting to preserve the housing stock, the District recently underwent a comprehensive zoning study that was financed in large part by Councilwoman Letitia James and Councilman Albert Vann. We anticipate that the findings will be used to help rezone the remaining portions of the district. We are hopeful that rezoning will protect the integrity of the District from unscrupulous developers who wish to construct massive buildings that cannot be supported by the current infrastructure, and that also are not consistent with current architectural designs.

Overall, the neighborhood has a solid housing foundation, a good transportation infrastructure, and easy access to a number of cultural facilities such as the Brooklyn Museum, Jewish Children's Museum, the

Brooklyn Public Library at Grand Army Plaza, the Brooklyn Children's Museum, Brooklyn Botanic Garden, and Weeksville Heritage Center, all of which have recently undergone or will undergo capital expansion and/or renovation projects.

Despite the many positives within the District, there are many blaring challenges that must be faced and overcome. Included in these challenges are the enormously high poverty rate amongst minority and foreign born residents; the glaring unemployment rate of adult minority males; the alarming discomfort of residents because of police and safety insecurities; a dearth of affordable housing for seniors and low and middle-income residents; lack of medical services and hospital coverage; overcrowded schools; and a dire need for improved economic development. These issues require special consideration and priority from government officials, and Community Board No. 8 is committed to participating in the formulation of plans to address the service delivery, housing, and infrastructure needs of our residents.

The strategy detailed below will facilitate achievement of Community Board No. 8's goals for Fiscal Year 2012 and beyond, despite the city's fiscal constraints.

## **POLICE**

As a densely populated community, there is a dire need for additional police presence in District 8. There are a number of large apartment buildings clustered within a small space, especially toward the eastern end of the District. This high density creates the potential for tension among the residents of the area as well as a potential cloak for illegal activity. It is a known fact that tension can cause crime to escalate unless checked regularly and pre-empted by effective and visible policing. Additional patrol officers are required to intercede on behalf of our residents and keep them safe by curtailing illegal drug rings operating virtually exposed. This particular area has seen a tremendous increase in violent crime and drug activity; furthermore, residents, despite reports from the command that crime is rapidly decreasing in virtually every main category, reflect an opposing viewpoint. The need for additional coverage is evident and pressing.

Moreover, despite the dearth of officers to patrol the area, there are other tools that can be utilized to partially dispel the negative effects of lack of police protection. For instance, ARGUS cameras have proven to be an effective tactic in fighting crime. Additional cameras on Nostrand, Buffalo, Schenectady, and Franklin Avenues would be valuable to the command. As per other areas such as the large housing developments such as Kingsboro Houses, closed circuit video cameras would be an asset to fighting crime in the development, as they have been in Albany Houses.

Furthermore, the command is facing a shortage of equipment; as a result, there is a need for a police van for the Special Conditions Unit and Anti-Crime Teams as well as unmarked vehicles for the Narcotics unit. Also, Police Service #2 (Housing Bureau) is in need of 10 additional bicycles for the officers to gain quick and easy access throughout the housing developments. The addition of these resources would greatly benefit an understaffed command and would make the resources available more effective.

## **FIRE**

We are displeased that the FDNY has been slated for numerous reductions to their budget, including funding maintaining the fifth crew member on many Engine company commands and the partial closure of fire houses. Also, the number of firefighters lost through attrition must be replaced in a timely fashion. It takes valuable time for probationary firefighters to gain the necessary experience in order to effectively fight fires. We need seasoned and experienced firefighters to help them in this task. The department is losing many of its heroes capable of imparting this valuable information and the residents of NYC will suffer



tragically as a result of the mayoral administration's crippling budget cuts. Subsequently, it is imperative that the Department continue to replenish the ranks by hiring additional personnel.

Home fire safety training for our children and adult residents has proven to be effective tools for educating residents in what to do in the event of a fire. Unfortunately, with the spate of lives lost because residents did not have access to this information, we urge the continued, if not increased funding for fire safety and prevention programs. These programs have been proven to be valuable life saving tools and also reduce the amount of damage and loss resulting from the blaze. We also recommend additional life-saving training in the area of Cardio-Pulmonary Resuscitation (CPR). In a district where obesity and as a result, heart disease is at a high level, it is imperative that residents know how to respond in emergency situations to perform life-saving techniques prior to the arrival of emergency medical technicians. Additional CPR kits are required to train residents more effectively in this life-saving procedure. The kits also provide a more sanitary means of training and can be given to class members for practice and for them to train their family and neighbors.

The Fire Department has 10 golf-cart sized EMS gators for citywide use. The gators allow EMS staff to maneuver through crowds' at large events and beach areas to get people needed medical assistance. Most of these vehicles are 10 years old. It is critical that the FDNY purchase additional replacement gators.

Smoke and Carbon Monoxide Detectors have been proven by the FDNY to save lives. Unfortunately, many residents have not been trained in their use and have not received these life-saving electronics that are supposed to be provided by landlords. We insist on expanding and continuing the smoke detector and carbon monoxide detector distribution program so that at risk tenants can receive their benefits.

Furthermore, we encourage the Fire Department and City Council to consider the adverse effects that dilapidated engine companies can have on our firefighters' morale and productivity. The firehouse buildings are extremely old and require new roofs, window replacement, waterproofing, pointing, electrical upgrades, apparatus floor replacement, and new kitchens and bathrooms. It should be kept in mind that the firehouse is a firefighter's home during work hours, and our firefighters must have a comfortable dwelling site to call home to ease the rigors of a strenuous occupation. Funding is urged to make the necessary repairs to the City's firehouses.

## **DEPARTMENT OF HOMELESS SERVICES/SOCIAL SERVICE FACILITIES**

Presently, the District is under attack by a constant influx of homeless shelters, transitional and/or permanent housing for individuals with mental illness and other social ills. This over-saturation of such facilities has begun to decimate a community that was once on the rise and has been calendared for multiple phases of landmarking. Our residents and members feel so strongly opposed to more such facilities being opened in the community that a moratorium has been enacted against any additional social service facilities being opened in the District. However, yet again, our desires and concerns are not being heeded as the Dept. of Homeless Services has moved ahead with its staunchly opposed proposal to relocate the main homeless male intake center from Manhattan to the Atlantic Avenue Men's Assessment Shelter located within the Bedford Avenue Armory. This proposal will increase the homeless traffic and burden on our community as the armory is in an awkward location and the men would have to travel through various streets, posing a threat to our residents. It is a known fact that a large percentage of registered sex offenders reside within the shelter systems, and these predators will be unleashed on our residents without cause and no regard for the effect on our residents .

In view of these concerns, we urge the Dept. of Homeless Services and other social service agencies to reconsider the placement of social service facilities in District 8 until other less affected Districts have reached parity with the number of facilities already present within our Board. If a shelter is considered blight on one community on the rise, then it is similarly unfair for the Dept. of Homeless Services to force this same shelter on another community that is also on the rise.

### **ADMINISTRATION FOR CHILDREN'S SERVICES**

Children are our most valuable and cherished commodity, and therefore, they must be given the opportunity and encouragement to grow into responsible adults that will lead the nation and prepare future generations to do the same. The foundation to make this dream successful begins at an early age and entails the proper environment favorable for learning and social development. Consequentially, the Board recommends and supports an increase in funding for Headstart programs as this program has been proven to provide the stimulating atmosphere necessary to instill in our youth a thirst for knowledge and better social capacities.

In addition to Headstart programs, there is a growing need for group and family Daycare services in District 8, spurred by the growing population of working parents moving into the community as well as the number of working parents already in the community. Quality, low cost childcare is crucial to the development and maintenance of the community's workforce; unfortunately, the waiting list for State regulated and approved centers is excessively long, creating difficulties for parents with young children. Additional daycare slots for all work shifts, not just the traditional shifts of 8:00 AM to 6:00 PM need to be created to accommodate this growing trend of working parents and their need for services.

With the growing number of children already in and vying to participate in Headstart and Day Care programs, it is imperative that groups offering these services receive an increase in "cost per child" allotments. This increase would allow each child to receive further instruction and additional benefits from the program that he or she is enrolled in. In addition, it is crucial that funding be maintained for child care slots for FDC and center-based operations.

Unfortunately, a worrisome shakeup in ACS and HRA funded child care services has been instituted; providers must now submit immunization records for children and staff, parent fee collection records and recertification for parents to stay in good standing with funding agencies. Furthermore, all centers must now meet the 85% licensed capacity minimum or face closing or merging. Needless to say, this will further exasperate the child care shortage in a District that can ill afford to lose valuable child care slots and in fact, are clamoring for an increase in such services.

Whereas our children must be protected from harm not only from their peers but also from their parents, it must be taken into consideration that a good portion of our District's residents (as well as the population of New York City as a whole) are foreign born and have different customs and practices pertaining to child rearing. Efforts must be made to support family initiatives and provide education and outreach services to families to inform them what are acceptable and unacceptable methods of disciplining children in order to strengthen family ties and links not destroy them. Family reunification processes must be immediately instituted to counterbalance the effects of intervention by Protection Services. We also need to fortify parents with the additional tools to help them govern their children when they begin to participate in activities that deem them "out of control" or problem children. Furthermore, ACS must be staffed with knowledgeable employees capable of handling the everyday stresses of the job, including interaction with families from different backgrounds. Training for employees in the protective services division is essential to ACS employees effectively doing their duties. Funding must be provided for these training services.

As the number of children in the foster care system rises, allowances must be made for resources for kinship care and foster parent training and recruitment services. Institutionalized children also tend to suffer from lack of self-esteem and deflated levels of self-worth. It is imperative that efforts committed to the cause of obtaining a family life for all children are provided, regardless of the circumstances of their cases. As the number of children presently in the foster care system greatly exceeds the number of homes available, increased efforts must be made to provide the proper mental health care to prevent children from further losing a sense of self-image and self-worth. Efforts must be made to assure children that their presence is warranted despite a lack of parental and familial influences.

In addition to the foregoing, programs for youth who are aging out of the foster care system are needed. These programs assist in the critical adjustment and transition period for youth who are forced to live and survive on their own with minimal to no supervision. In order to assure that these individuals are able to live successfully without resorting to crime, programs must be instituted to assist them with job training and placement, money management, higher learning, and the like.

## **HEALTH AND HUMAN SERVICES**

Quality healthcare is not something that should only be provided to certain communities. All of New York City's residents should have access to quality healthcare close to their home. The current situation is far from reaching this ideal, unfortunately. There is a major healthcare crisis affecting the residents of Central Brooklyn. Due to budget cuts on various levels, the healthcare system in New York City has been decimated. The Central Brooklyn area, which covers Community Board No. 8 and other low to moderate income communities, has been especially damaged by cuts and subsequent service provider closures.

Central Brooklyn is still considered the epicenter for HIV/AIDS infections and other health ailments including diabetes, heart disease, asthma, stroke, obesity, and many other conditions that require substantial medical care for those afflicted with the illnesses/diseases. Unfortunately, this area is victimized by hospital closings, overall poor health coverage, poverty, and a general lack of both adequate health care and health education. Each year, more health facilities are closing or reducing operations. WIC centers are also closing, thus making it more difficult for mothers to provide adequate nutrition to their children; this will only lead to further inevitable health issues for already afflicted and underserved residents.

Adequate community health education services are vital as there are many issues such as diabetes, a disquieting rate of HIV/AIDS infection, obesity, heart disease and stroke, and other maladies that afflict our residents. Crown Heights is at the epicenter of HIV infection; in recent years, it had been proclaimed that as many as one in every 35 residents was afflicted with the disease. These numbers continue to rise as the foreign born population continues to grow and as education services are under utilized. Additional HIV/AIDS related services are needed for these residents and educational services are direly needed to staunch the unnecessary spread of the virus. Tools for safe sex should be readily available as well as educational information (in a manner in which the different cultures will accept as accurate) on how the disease is transmitted and ways to prevent or reduce your chances of becoming infected. Additional healthcare services and centers specially equipped to handle the needs of AIDS patients are also needed.

Comprehensive substance abuse prevention and treatment services are direly needed as these programs logically assist in stemming the spread of HIV and violent crime in the community. Educational services about the dangers of experimentation with drugs are essential to ceasing the growing number of addicts while also decreasing crime and the need for costly and unwanted treatment facilities.

The closure of St. Mary's Hospital many years ago has left our District devoid of a major medical institution.

Our residents are now forced to travel further outside of their community to receive medical assistance; many are either unable or unwilling to do so and subsequently go without medical care or deficient care. Additional funding is essential to keep the clinics and treatment centers open.

Out-patient health clinics that cater to women's health and an overall subsequent lack of services available to the community are scarce. Sufficient gynecological, prenatal and postnatal care, cancer screening, and other women's health issues are not provided and women are forced to wait longer than should be necessary for care, and in many cases, prolong treatment. Ample health provisions and treatment centers in each neighborhood is crucial.

As the number of dementia and Alzheimer's disease cases grow in the community, additional funds to maintain services for dementia and Alzheimer's cases are required. Research funds are also necessary along with accessibility to the medication on the market to attempt to reduce the progression of the disease among those already diagnosed with it.

Asthma education and care programs are still needed. Conditions within the community (i.e. massive construction projects, demolition, and renovation efforts) have created harsh breathing conditions for current asthma patients and are increasing the number of individuals that suffer from the affliction. Therefore, longer clinic hours need to be initiated so that patients do not have to go to the hospital for treatment.

Obesity continues to plague residents of our community. Children especially are suffering the horrendous effects of being overweight as they suffer stigmatization from their peers, low self-esteem, poor self-confidence and a slew of early-onset health concerns. Programs stressing proper nutrition should be provided for families and students should also have health and nutrition studies added to their educational curriculum to inform them of the dangers of poor health practices. Emphasis should be placed on education describing the dangers of obesity such as diabetes, high blood pressure, heart attack, stroke, asthma, and other illnesses. With education comes prevention, and our residents need to be made aware that they are at risk for many preventable diseases and illnesses.

There is a growing need for mental health services among children and adults alike. These services are essential to maintaining the well-being of our citizens regardless of age. Services geared toward assistance coping with mental stresses from a myriad of sources should be instituted. These services should include treatment and counseling for grief and bereavement issues, societal stress, sexual abuse recovery, depression, low-self esteem, anger problems, and other areas of concern.

## **HUMAN RESOURCES ADMINISTRATION**

Due to a variety of reasons, many women across NYC are faced with new challenges to maintaining their home lives not only for themselves but their children as well. Many have been labeled "displaced homemakers." Displaced homemakers are women who have lost their primary source of income—due to divorce, separation, death, disability of a spouse, or a spouse who has been deployed in the military—and who must therefore obtain or upgrade their skills for transition into the paid labor market. It is imperative that funding be allocated for a displaced homemakers program in NYC to avoid the potential dilemmas these women may face, as well as easing the burden that would ultimately fall upon the City and State.

Furthermore, it is extremely important that we protect our families' welfare and wellbeing from destructive forces within the community, regardless of whether it comes from the home or local environment. Preventive, protective, and counseling services for families must be provided in order to

maintain the health and security of our youth and family structure. In view of the foregoing, the Board supports expanded funding for existing Domestic Violence Victim and Intervention Programs. These intervention services should come from different fronts, including houses of worship, fraternal orders, schools, and public agencies.

It should be noted that violence in the home affects homosexual couples and teenagers as well adult heterosexual couples. Funding should be provided for preventative services to educate women and men of *all ages* on the telltale signs of all forms of abuse—physical, emotional, sexual, and psychological—and how to exit a situation that could be potentially life threatening, not only for her- or him-self, but for any children in the home as well. This will provide pre-emptive services and prevent further destruction of familial ties and bonds.

Domestic abuse stemming from not only an individual's partner, but members of the extended family as well has become a prevalent issue in the City. We must keep in mind that our elderly population is at risk for abuse as well from younger family members and home health aides seeking to take advantage of their frail emotional and physical states. The elderly population—the most vulnerable and often forgotten—requires considerable attention to maintain their safety and well-being, thus preventing them from being subject to unnecessary hardship, pain, and mental aggravation in the form of fear.

Additional services are also needed for the homebound elderly to limit the burdens placed on kindhearted friends, significant others, spouses, and other relatives who are forced to accept complete responsibility for the care of their loved ones. Support services must be provided to these individuals who do an invaluable service to the community. These additional services will reduce the stress of having to care for semi-incapacitated individuals and can also reduce the risk of abuse by overworked and anxious relatives and friends encumbered with the financial and mental cost of care.

## **EDUCATION**

Our children require a well-rounded education that includes not only the fundamentals of math, language arts and reading comprehension, but also science, social studies, art, dance, and music. Each area of instruction should be assimilated in the curriculum of New York City's schools as this would greatly enhance our students' active desire to participate in their learning and instruction. Furthermore, a well-rounded education will enhance our children's ability to excel in the future. Therefore, a broadened curriculum for foreign languages should be implemented in public schools to provide exposure for a myriad of cultures that will be encountered in the workforce.

Our children's educators should be able to relate to them and their experiences. It should be noted that teachers with the ability to relate to their students will have fewer obstacles in the way of reaching their pupils and commanding their attention in the classroom. In addition, teachers must be given the necessary tools to properly instruct students. More staff development, proper teaching tools such as classroom space, manipulative, instruction guides, a supportive administration, etc., should be considered to accomplish this goal.

Also, it is essential that additional assistance is provided to our teachers to allow them to focus on lesson preparation and delivery as well as classroom management and discipline. Also, our teachers need additional staff development days to better assist them not only with traditional lesson planning and classroom management, but also to assist them with using modern technology in their lesson planning so that our youth are able to incorporate that which they learn in their every day activities.

It must be remembered that education is an extension of the home and parents must be informed how

best to assist the education of their children by reinforcing what teachers do in a classroom setting. Therefore, programs geared toward increasing parental involvement, thus making them further involved in educational activities must be initiated for the benefit of our school-age children. Furthermore, as there are numerous immigrant children in the NYC public school system, programs need to be implemented that will assist these parents in learning the function of school agendas and protocol. Programs of these natures will assist in bridging the communication gap between parents and educators. Furthermore, it is a widespread belief that more parental involvement with education will curb the high school drop out rate. Programs geared toward fostering parental involvement should be implemented to accomplish this goal.

Gang violence is a growing concern in a District where a number of youth are forced to rely on alternative activities to keep them occupied as there is a shortage of adult supervision and structured activities for them to participate in. Because the majority of homes in District 8 have working parents, it is essential that alternative forms of supervision and guidance are provided to our youth to keep them from participating in illegal activities. In seeking acceptance from their peers, youth often do things they would normally shy away from if they had access to wholesome activities and the watchful eye of concerned adults. Intervention and early education is required to inform youth of the potential consequences of joining gangs, premature sexual activity, drug use—both recreational and hardcore, and other silly behavioral patterns that may make them a target for violence and retribution. Therefore, we urge an expansion of the present gang intervention programs within the NYC public school system so that outreach is provided to more youth than at the present time as well as additional school sanctioned recreational activities available for participation. Furthermore, parents need to be educated on the telltale signs of gang activity in their children, including but not limited to clothing, apparel, and behaviors.

It is imperative that sex education be continued and expanded in schools as the average age of sexual activity continues to lower. Recent surveys have discovered that two out of every five middle school age children have participated in some form of sexual contact that could potentially put them at risk for contracting HIV and other infectious diseases. Early education is the best prevention method and quite possibly the most cost effective, despite the criticism and outrage that efforts to provide such instruction in schools may encounter.

The City's maintenance of the condition of our students' schools and classroom environments is essential. Interior environments are not conducive to learning as children are often forced to assemble in crowded and cramped spaces with insufficient ventilation (especially in the warmer months), and also in spaces that have not been renovated in many years. Funding must be provided to upgrade the interior and exterior of our schools so that dilapidation will not preoccupy our students. Moreover, the fact that many students do not have their own workbooks and/or textbooks and are forced to share also hinders their education. Funds need to be provided to ensure that all students have their own workbooks to practice the skills they have learned in school.

We promote smaller class sizes for all grades as they are necessary to give each student an equal and ample amount of individual attention and one on one interaction with his/her instructor. Also, smaller class sizes would alleviate some of the strain and pressure on the instructor and allow her/him to conduct lessons more efficiently as well as evaluate and assess student learning and comprehension more effectively. We also recommend the continuance of the Universal Pre-K program as studies have proven that the earlier children receive educational stimulation, the less likely they will be to fall behind in their later school years.

## **YOUTH, FAMILY SERVICES, AND COMMUNITY DEVELOPMENT**

Services provided to youth are limited despite the high number of individuals under the age of 18 living in the District. With the exception of the over-crowded St. John's Recreation Center, there are few activities available for youth to participate in to keep them out of the path of urban risks. Structured athletic events should be organized to build discipline, responsibility, leadership qualities, social and group skills, and self-esteem. It is essential that either another recreational center be opened within the borders of District 8 to service our youth as well as adult residents, or that the St. John's Recreation Center be expanded to accommodate the growing demand. Also, additional funding for youth oriented programs operated by not-for profit organizations is needed as well.

Early intervention is the key to saving the future of our District's youth. It is well documented by research that inner-city children have a higher risk for crime, dropping out of school and other educational deficits, gang involvement, drug use, and incarceration. We urge funding for activities that target at risk youth. Services for young women are important as well, as this is the target age of pre-mature pregnancy, gang involvement, and crime.

As marijuana and other illegal drug usage among inner city minority youth continues to rise, our children and young adults must be made aware of the painful side effects of drug use to deter them from experimentation and abuse of these damaging substances. It is imperative that funding for substance abuse deterrent and treatment programs for youth ages 12 through 23 be provided to quell drug usage. Since gang activity has become a prevalent issue facing our community, diversion programs are needed to prevent the lure and luster of gang violence from recruiting too many of the District's youth.

We urge the Mayor and City Council to allocate funds for after-school programs that will reinforce what students are learning in school and provide supplemental tutorials for struggling students. Out of school time programs require additional funding to occupy our youth during those segments of the year when they do not have an educational facility to attend. Programs that will enhance our youth's technical and computer skills, make them aware of job and leisure opportunities outside of New York City and the United States, and that will train/prepare them for the workforce are also direly needed.

Organized field trips to business agencies and professional offices and classroom speakers from corporate and local government agencies would expose our young people to different careers and work environments. Adequate funding for these experiences should be provided. Our children should be encouraged to obtain their High School Diploma (HSD) rather than settling for a General Education Diploma (GED). Former students who lack either a HSD or a GED can look forward to a dim future that may lead to a life of crime, with very little hope for employment and financial security. For this reason, it is important that funding include GED courses for individuals 18 and older.

Specifically, the District lacks programs geared toward women's development in the areas of health, personal hygiene, substance abuse, partner/domestic violence, sex trading, esteem, and low educational attainment. Historically the focus has been on at risk young males, more attention is required for our young ladies. Since women are the primary nurturers for the future, it is imperative that they be given the skills needed to participate in this function fully and adequately. In addition, parenting programs for young mothers (as well as fathers) need to be implemented to instill family values in individuals that may not have been reared in a stable family home so that the cycle does not continue to propagate.

The Summer Youth Employment Program (SYEP) has proven to be invaluable to our youth in terms of the job experience, training, and responsibility given to its participants. Jobs along with participation in the arts, music, dance, theater, and sport help foster higher self-esteem, positive self-motivation, and elevated

levels of self-confidence. It is our firm belief that our youth will excel as a result of their experience with the SYEP. Therefore, we recommend that funding be allocated for these types of activities in our District, as well as the maintenance of the expanded age interval of SYEP.

### **DEPARTMENT OF JUVENILE JUSTICE**

The worrisome trend of young individuals imprisoned is accelerating. Subsequently, the after effects of youth incarceration are growing as well. Children are detached from the home, the family, and a stable nurturing environment, thereby eliminating the possibility that certain morals and values learned from this space will actually be obtained. In addition, petty offenders remanded to juvenile detention centers are learning the skills to become more hardened criminals. Therefore, alternatives to youth incarceration should be considered so that the population of at risk youth does not broaden.

One of the key components of the rise in youth incarceration is the participation in gang activity. Many wayward (and often very impressionable) youth often seek companionship and communal ties with gangs because of the sense of security and family that is falsely offered. The Dept. of Juvenile Justice, in conjunction with other city agencies pertaining to youth development, should devise programs geared toward increasing gang awareness and the dangers of gang involvement. As more and more youth are participating at an earlier stage than their teenage years, it is imperative that this information be provided along the same basic outline as actual involvement. Education in this field, along with knowledge of the consequences of gang involvement, will assuredly lead to fewer children ruining their chances for a successful future.

### **DEPARTMENT FOR THE AGING**

As a growing population, the elderly require special services and care that should come automatically to a well-deserving and vocal class of citizens. We need to recognize and reward the efforts and hard work of our senior population by providing them the fundamental means of existing above the median poverty line. As proponents of elderly care and in recognition of the special needs of the elderly in District 8, we appeal to a course of action that will make this goal possible. More services focusing on improving the quality of life, residential opportunities, home-care and health-care need to be provided by City-operated and neighborhood based agencies. The home-care emphasis will help reduce costly institutional care and the burdens placed upon kin and will also provide additional freedom to relatively self-sufficient individuals. Services should include senior centers, easily accessible and reliable transportation, truly affordable housing, prescription drug coverage and assistance, and other social and recreational activities.

Studies should be done to determine if an increase in the maximum income levels to qualify for government programs is necessary as many seniors are not eligible for the program but are in dire need of assistance. Values such as out of pocket health-care costs, prescription medications, housing, transportation, and food should be taken into consideration when determining whether one is eligible to receive subsidies. These costs can range to significant levels and reduce the amount of monthly earnings that can be applied to standard living expenses. Subsequently, an increased maximum income level will greatly assist a number of District 8's residents as well as a large population of struggling seniors throughout the City.

The Home delivered meals program has proven to be a success. To make sure the program continues funds for car insurance and additional vehicles to deliver the meals are needed. Also, diabetic and Long Term Care Resources for seniors should be expanded as should Alzheimer's Prevention and Treatment programs.



## **PARKS & RECREATION**

The need for safe and well-maintained parks and playgrounds is a high priority for District 8. A regular maintenance program with adequate manpower is essential. Currently, maintenance staff needs to be increased for all of our Parks and Playgrounds, malls along Eastern Parkway, and the St. John's Recreation Center. Additional Playground Associates, Park Enforcement Officers, and other personnel are required to keep children at play free from harassment from dangerous elements that lurk in unguarded areas. It has been proven that with personnel in our parks, they are cleaner and safer for those that utilize them.

Special consideration must be given to the playground equipment at Lincoln Terrace Park and Stroud Playground. Presently, outdated playground equipment and faulty groundwork and drainage systems mar Lincoln Terrace Park. In addition, the playground equipment at Stroud Playground and Galaxy Playground in Brower Park are also old and outdated, posing health hazards for the children that utilize them. The fencing around Woods Playground requires replacement, and a fence should be considered for Brower Park as well. Though heavily used, there is no comfort station in St. John's Park. Furthermore, our residents complain of the overall lack of cleanliness of our parks and playgrounds resulting from a lack of Park Enforcement Personnel (or PEP officers) to enforce no littering rules. Funding must be provided in order to rectify these problems and make our parks and playgrounds safe and enjoyable for those that utilize them.

With the numerous benefits of trees, we are appreciative of the Million Trees Initiative, which will increase the number of trees planted throughout the City. Unfortunately, there are problems with existing trees. A good portion of trees in the residential areas and parks of District 8 are in dire need of pruning and care. This is evident by the unsightly and gloomy look of many trees that have been neglected for the past few years. There are a vast number of entire blocks devoid of trees, and these blocks should be considered for wide scale planting. Residents that fear the damage that trees may eventually cause to their property and pipes beneath the surface should be fully educated on the various Parks Department programs designed to protect the homeowner such as free pruning services and root splicing, as well as being educated on the benefits of trees not only on their health, but also for their property values.

As funding has been provided to complete the renovation of the Eastern Parkway Malls we await the start of this project.

## **SANITATION**

The cleanliness of the streets and sidewalks of the District is a matter of great concern to us. The Department must have sufficient personnel and equipment to keep the streets clean. As our District is one of the most populous in the City, it is mandatory that Motorized Litter Patrol and street cleaners be provided on a daily basis to assist with street cleaning. The supervisors of the local Sanitation garage also require additional vehicles to assist them with their duties in the District and we are in need of additional permanent Sanitation Enforcement personnel and vehicles for residential and commercial area routing.

Undercover Sanitation Police officers are required to conduct surveillance of known dumping grounds and apprehend those responsible for the illegal dumping. People tend to utilize vacant lots and commercial strips as a money saving device so that they do not have to go through legal and costly avenues to dispose of their waste products. With undercover officers, our streets and lots will not be subject to as much illegal dumping and other infractions as they currently are. In addition to vacant lots, vacant and open and unguarded buildings and construction sites are also the scene of illegal dumping. For instance, the building that used to house St. Mary's Hospital and the parking lot that was to be converted into private homes by the now bankrupt United Homes has blighted the community. The loading dock of the hospital is now a haven for illegal dumping and abandoned vehicles. The construction site for the private homes venture

of United Homes remains unfinished, the lot open and unguarded. It has become a site for mounds of garbage and debris. It is our firm belief that additional undercover officers will help to dispel and deter these types of detrimental activities.

The District office has received numerous complaints of dog feces strewn about the streets. It is imperative that pooper scooper laws be enforced and that signs alerting dog owners that it is their responsibility to clean up after their dogs are installed. As a result, we are asking that funding to re-instate the signage unit be provided so that we may have the signs at our disposal when they are requested.

In addition, funding for litter instruction in schools is direly needed. Our streets would remain cleaner longer and we would require fewer cleaners to maintain cleanliness if our children are taught at a young age (with constant reinforcement) the dangers of littering.

## **HOUSING**

The need for permanent affordable housing in District 8 is one of our highest priorities. Our residents both low and middle income single individuals and families, seniors, and disabled alike require additional resources for housing.

Presently, many of our former manufacturing sites are being utilized for housing projects. These projects are creating market rate housing and contributing to gentrification by pricing out minority and non-upper income residents. Whereas we appreciate housing initiatives in our District, we would prefer to maintain some of our manufacturing sites for manufacturing purposes so that there can be a supply of jobs for residents. One of the goals of District 8 zoning study was to determine the feasibility of contextual zoning, as well as to ascertain the best possible uses of our manufacturing district.

Community Board #8 urges continued funding for capital improvement to city owned properties. We also support continuance and expansion of HPD's basic loan programs—home improvement, small homes private, participation loan, owner services, article 8-A, and senior citizen housing assistant programs. We also urge continued funding for the seal-up and demolition program as well as the third party transfer program.

## **DEPARTMENT OF CULTURAL AFFAIRS**

We urge the City to increase its financial support for the renovation of our cultural institutions. The Brooklyn Children's Museum (BCM) is one of New York City's unique educational and cultural treasures. Since its inception in 1899, it has been recognized for educational excellence and innovation and has had strong local and national impact; attendance continues to grow. The BCM reopened on September 20, 2008, but has since been the victim of harsh budget cuts that is crippling the cultural center. In addition to funding required to complete necessary repairs and upgrades, funding is also needed to maintain staffing levels at a livable wage and hours of operation for the museum. Furthermore and more specifically, funding is needed for the following: construction of a parking facility to make it easier for visitors to access the facility via personal transportation; streetscape enhancement, which would beautify the area; a collections care climate control system to protect the artifacts and exhibits; an enhanced lighting and electrical system for safety and energy efficiency; replacement of the 30 year old boiler system with a new, energy efficient system capable of performing for a 100,000 square foot building; completion of the theater in the expansion wing; rooftop performance area to allow for year-round programming options; and upgrading the roof in the performance area for safety and protection of the facility infrastructure.

We also recommend continued funding for the construction of a new education and cultural center for

the Society for the Preservation of Weeksville as this will allow them to expand their services to children, families, and tourists.

Funding for the Brooklyn Public Library (Brower Park Branch) is also necessary as many students utilize the Library's resources for school projects, term papers, and supplementary education means. Additional hours of operation are necessary to allow students and other residents to utilize the library's resources. Funds should be allocated for land and building acquisition for the Brower Park Branch Library. The building is presently being leased by the city and it is essential that the City purchase the building to make the necessary amendments to the site to make it compliant with the Americans with Disabilities Act and meet all accessibility guidelines.

## **ENVIRONMENTAL PROTECTION**

Presently, there is a wide array of sewer and trench replacement work ongoing in the District. Unfortunately, there are still many streets in dire need of such repair. The lack of an adequate on-going water- and sewer-main inspection program has created and contributed to the acute sewer and water problems in District 8 that is beginning to affect our housing stock. Our residents have brought to our attention many locations where the sewer lines are too narrow to handle the output of water during heavy rainfalls, and this defect leads to the influx of water into many homes. Also, a number of streets are direly in need of reconstruction as a result of the horrendous number of sewer, trench, and water main defects. Subsequently, it is imperative that funding be increased for trench restoration, sewer maintenance, reconstruction, and expansion in the District. An influx of stimulus funds would help to accommodate these needs and vastly improve the aging infrastructure of not only District 8, but NYC as a whole.

## **TRANSPORTATION**

Roadway maintenance is of great importance to our residents. Unfortunately, many of our streets require resurfacing or reconstruction due to deep and hazardous defects. We request that funds be allocated for arterial upkeep in District 8 and Citywide and urge additional funding for street reconstruction and resurfacing. Potholes and other defects should be handled promptly and properly, thus minimizing the damage to vehicles and the out of pocket costs for their vehicle owners.

Street lights are a major deterrent to crime in the District as they illuminate our streets and provide residents with visibility in the dark to avoid potential hazards as well as identify illegal activity. However, there are a number of malfunctioning street lights as well as burned out lights in the District. Residents in the areas where these problems exist are the victims of unnecessary offenses on the darkened streets and have become immersed in fear. Funding is necessary to maintain street light crews and speed up the repair process when a malfunctioning or burned out street light is reported to DOT.

Funding should be provided to improve or separate the lighting situation along the Eastern Parkway. As it is currently, the lights along the main road control the lights along the service road, and if one light on the main road goes out, multiple lights on the service road are affected and it is then engulfed in darkness. This creates dangerous conditions for pedestrians and heightens criminal activity. An extensive study should be done to rectify this situation.

Many residents complain of speeding vehicles through residential streets that pose a danger to children playing. Speed humps have proven to be an effective deterrent for drivers that like to speed, whether for fun, because they are in a rush, or because they do not want to sit at an intersection for what they feel is an excessively long light. Additional funding should be considered to enhance the speed hump investigation unit so that they can be installed at a faster rate.

There are numerous heavily traveled intersections in the District that do not allow ample time for drivers turning left to successfully and safely perform the maneuver. Two intersections of primary concern for the District are northbound on Washington Avenue at Atlantic Avenue and westbound on Eastern Parkway at Washington Avenue. To ensure the safety of pedestrians and other motorists, it is imperative that turn signals and turning bays be installed to eliminate traffic backups and unnecessary dangers to pedestrians.

## **ECONOMIC DEVELOPMENT**

Funding is important for the development of active and successful merchants associations in the District, primarily along the busier commercial corridors. Funding is needed to assist the associations in formalizing their structures for targeting larger commercial centers and enhancing economic development by providing expense monies to facilitate development into legal entities.

Funding should also be allocated for an in-depth study of the current state of retail service offerings in the District 8 area to identify business sectors that offer business opportunities or sectors that require improvement. Grants should be provided to local organizations such as the Washington Avenue Merchants Association, Vanderbilt Avenue Merchants Association, the North Crown Heights Nostrand Avenue Merchants Association, and the Crow Hill Merchant Association (Franklin Avenue) to respond to their appeals for grass-roots high tech and entrepreneurial training programs as well as technical assistance services. These funds would greatly benefit each association to maximize the positive impact on the community and the businesses they represent.

Our greatest recommendations are perhaps, that capital funds be directed toward business development on the commercial strips in the district and toward the development of strong relationship ties with national business chains to increase the economic input and output of residents while increasing our financial status in the economic realm. In addition, funding is required for the retention and expansion of business development programs for small businesses in District 8. Funding for the establishment of a retail incubator in the District should be provided, as this will aid in the development of small businesses, provide local employment, promote economic development, and assist minority contractors and vendors in the area.

Moreover, as the number of establishments that serve alcohol increase, it is imperative that the New York State Liquor Authority, NYPD, and Dept. of Consumer Affairs pool their efforts to aggressively examine each location prior to granting or renewing licenses. This effort will ensure that proprietors are in full compliance with both the 200-foot ruling and 500-foot hearing and that the establishment is appropriate.

## **Community Boards**

Community Boards in general lack adequate operational funding. The meager budget provided for each of the fifty-nine boards citywide does not keep up with inflation and any increased operating costs. We urge the Mayor and the City Council to consider a much needed increase for operating costs and staff maintenance for all Community Boards.

Community Board 8 is the first advocate for community residents facing issues with other city agencies. It is our charter mandated duty to interface with community residents and city municipalities to ensure service delivery in a timely and proper fashion. 311 is not an adequate substitution for the interaction of community boards and community residents. In fact, the 311 system has made it increasingly difficult for community boards to intervene to resolve problems and monitor agency performance as intended by the NYC Charter. Residents increasingly complain about the difficulty of obtaining useful and accurate

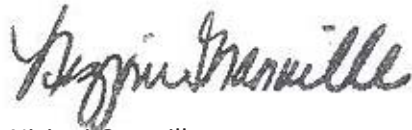
information from the 311 system concerning resolution of complaints submitted via the central hotline. The net result of the 311 hotline has been stagnation in service delivery and complaint resolution.

Community Board No. 8 extends a special thanks to the New York City Council and the Borough President's Office for the support shown during the budget crisis in which crippling budget cuts were proposed. Unfortunately, despite the fact that the funds have been restored to our operating budget for Fiscal Year 2011 and forward, we are still not out of the woods yet. Community Boards possess the only budget that has not seen an increase in the past two decades despite increases in operation costs. We operate on a miniscule budget yet perform a valuable service to the community and city. We hope the City Council and Borough President's office will continue to battle with us to keep the voice of local government alive in every community as the alternative is an unthinkable voiceless community.

### **CONCLUSION**

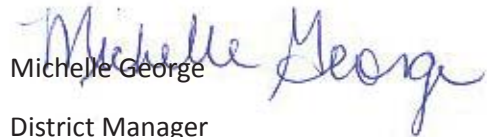
Community Board No. 8 is committed to maintaining and enhancing the quality of life for the residents of our community. We are asking that the Mayor and our elected officials reconsider proposals to cut operating budgets of agencies that provide vital services to our residents. Due diligence is required to bring the needs and requests in this Statement to fruition.

Sincerely,



Nizjoni Granville

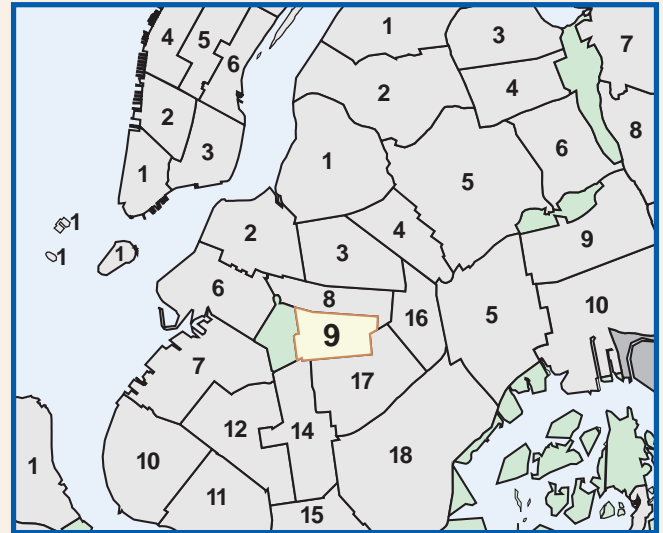
Chairperson



Michelle George

District Manager

# BROOKLYN COMMUNITY DISTRICT 9



TOTAL POPULATION	1980	1990	2000
Number	96,667	110,715	104,014
% Change	—	14.5	-6.1

VITAL STATISTICS	2000	2008
Births: Number	1,849	1,710
Rate per 1000	17.8	16.4
Deaths: Number	636	619
Rate per 1000	6.1	6.0
Infant Mortality: Number	14	9
Rate per 1000	7.6	5.3

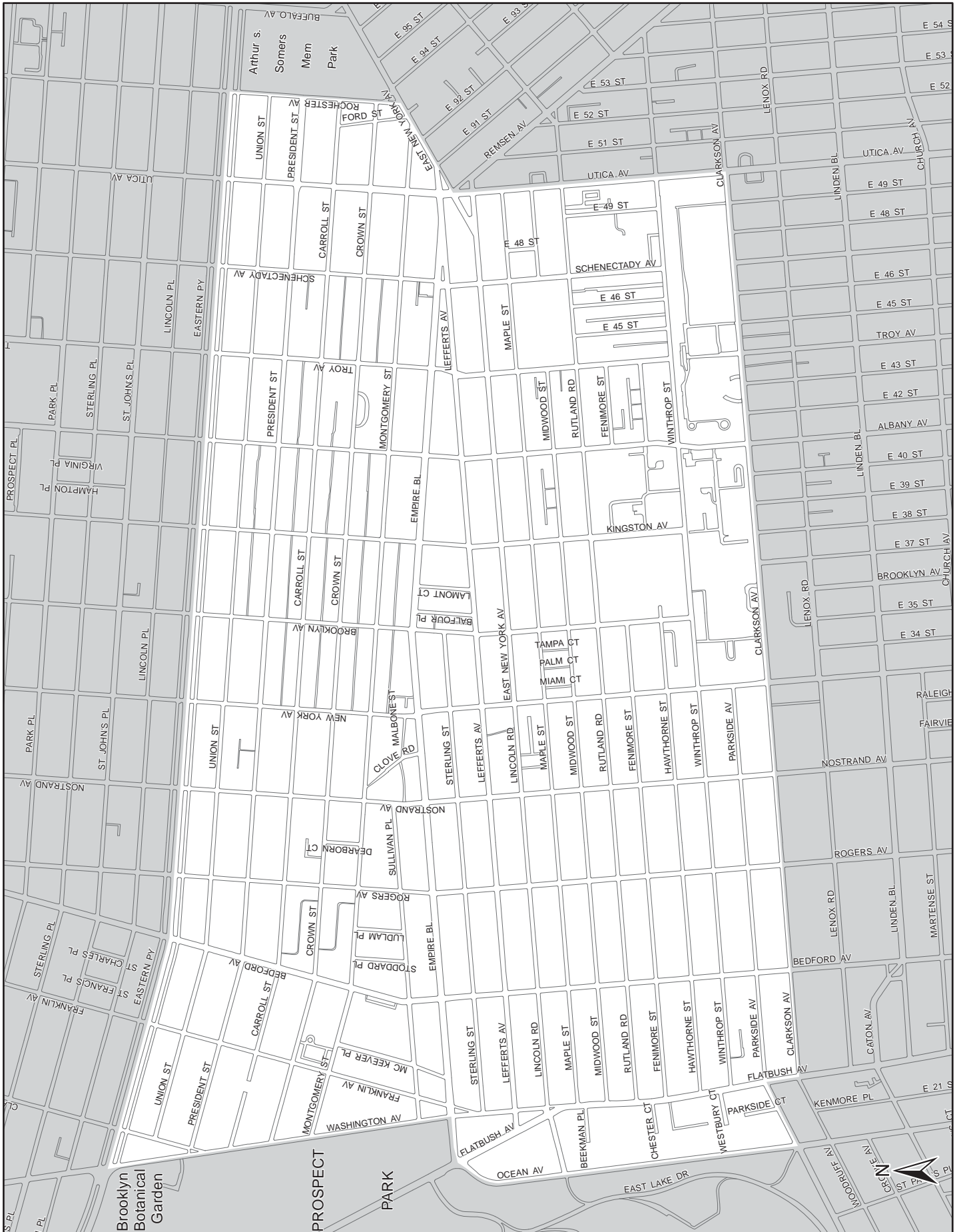


INCOME SUPPORT	2000	2010
Cash Assistance (TANF)	7,374	4,874
Supplemental Security Income	4,509	4,744
Medicaid Only	9,781	30,126
<b>Total Persons Assisted</b>	<b>21,664</b>	<b>39,745</b>
<b>Percent of Population</b>	<b>20.8</b>	<b>38.2</b>

	Lots	Lot Area	
		Sq. Ft.(000)	%
1- 2 Family Residential	4,270	10,419.2	33.8
Multi-Family Residential	1,385	8,045.9	26.1
Mixed Resid. / Commercial	750	2,653.7	8.6
Commercial / Office	128	1,149.8	3.7
Industrial	27	388.2	1.3
Transportation / Utility	34	387.1	1.3
Institutions	168	6,370.1	20.7
Open Space / Recreation	8	532.4	1.7
Parking Facilities	61	518.4	1.7
Vacant Land	143	365.0	1.2
Miscellaneous	24	15.9	0.1
<b>Total</b>	<b>6,998</b>	<b>30,845.6</b>	<b>100.0</b>

TOTAL LAND AREA		
	Acres:	1,040.4
	Square Miles:	1.6

# Brooklyn Community District 9



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**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 9	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	110,715	100.0	104,014	100.0	(6,701)	-6.1
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	11,813	10.7	11,733	11.3	(80)	-0.7
Black/African American Nonhispanic	86,675	78.3	79,466	76.4	(7,209)	-8.3
Asian or Pacific Islander Nonhispanic	1,309	1.2	819	0.8	(490)	-37.4
American Indian and Alaska Native Nonhispanic	284	0.3	183	0.2	(101)	-35.6
Some Other Race Nonhispanic	167	0.2	816	0.8	649	388.6
Nonhispanic of Two or More Races	-	-	2,416	2.3	-	-
Hispanic Origin	10,467	9.5	8,581	8.2	(1,886)	-18.0
Population Under 18 Years	32,612	100.0	29,691	100.0	(2,921)	-9.0
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	4,316	13.2	4,784	16.1	468	10.8
Black/African American Nonhispanic	24,678	75.7	21,453	72.3	(3,225)	-13.1
Asian or Pacific Islander Nonhispanic	305	0.9	148	0.5	(157)	-51.5
American Indian and Alaska Native Nonhispanic	66	0.2	43	0.1	(23)	-34.8
Some Other Race Nonhispanic	55	0.2	300	1.0	245	445.5
Nonhispanic of Two or More Races	-	-	594	2.0	-	-
Hispanic Origin	3,192	9.8	2,369	8.0	(823)	-25.8
Population 18 Years and Over	78,103	100.0	74,323	100.0	(3,780)	-4.8
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	7,497	9.6	6,949	9.3	(548)	-7.3
Black/African American Nonhispanic	61,997	79.4	58,013	78.1	(3,984)	-6.4
Asian or Pacific Islander Nonhispanic	1,004	1.3	671	0.9	(333)	-33.2
American Indian and Alaska Native Nonhispanic	218	0.3	140	0.2	(78)	-35.8
Some Other Race Nonhispanic	112	0.1	516	0.7	404	360.7
Nonhispanic of Two or More Races	-	-	1,822	2.5	-	-
Hispanic Origin	7,275	9.3	6,212	8.4	(1,063)	-14.6
Total Population	110,715	100.0	104,014	100.0	(6,701)	-6.1
Under 18 Years	32,612	29.5	29,691	28.5	(2,921)	-9.0
18 Years and Over	78,103	70.5	74,323	71.5	(3,780)	-4.8
Total Housing Units	37,556	-	38,324	-	768	2.0

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)



**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 9</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>104,014</b>	<b>100.0</b>
White Nonhispanic	11,733	11.3
Black Nonhispanic	79,466	76.4
Asian and Pacific Islander Nonhispanic	819	0.8
Other Nonhispanic	999	1.0
Two or More Races Nonhispanic	2,416	2.3
Hispanic Origin	8,581	8.2
Female	57,980	55.7
Male	46,034	44.3
Under 5 years	7,910	7.6
5 to 9 years	8,187	7.9
10 to 14 years	8,363	8.0
15 to 19 years	8,635	8.3
20 to 24 years	8,144	7.8
25 to 44 years	30,401	29.2
45 to 64 years	22,224	21.4
65 years and over	10,150	9.8
18 years and over	74,323	71.5
In households	102,903	98.9
In family households	88,909	85.5
Householder	25,100	24.1
Spouse	11,089	10.7
Own child under 18 years	24,303	23.4
Other relatives	25,308	24.3
Nonrelatives	3,109	3.0
In nonfamily households	13,994	13.5
Householder	11,635	11.2
Householder 65 years and over living alone	2,886	2.8
Nonrelatives	2,359	2.3
In group quarters	1,111	1.1
<b>Total Households</b>	<b>36,735</b>	<b>100.0</b>
Family households	25,100	68.3
Married-couple family	11,089	30.2
With related children under 18 years	6,379	17.4
Female householder, no husband present	11,511	31.3
With related children under 18 years	7,724	21.0
Male householder, no wife present	2,500	6.8
With related children under 18 years	1,205	3.3
Nonfamily households	11,635	31.7
Households with one or more persons 65 years and over	8,038	21.9
Persons Per Family	3.42	-
Persons Per Household	2.80	-
<b>Total Housing Units</b>	<b>38,324</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>36,735</b>	<b>100.0</b>
Renter occupied	30,753	83.7
Owner occupied	5,982	16.3
By Household Size:		
1 person household	9,838	26.8
2 person household	9,502	25.9
3 person household	7,060	19.2
4 person household	4,792	13.0
5 persons and over	5,543	15.1
By Age of Householder:		
15 to 24 years	1,455	4.0
25 to 44 years	14,896	40.5
45 to 64 years	13,920	37.9
65 years and over	6,464	17.6

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)

Brooklyn Community District 9 (PUMA 04011)

Selected Housing Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04011 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>42,442</b>	<b>1,233</b>	<b>42,442</b>	<b>(X)</b>
Occupied housing units	39,637	1,186	93.4%	1.3
Homeowner vacancy rate	1.6	1.5	(X)	(X)
Rental vacancy rate	2.4	0.9	(X)	(X)
<b>UNITS IN STRUCTURE</b>				
<b>Total housing units</b>	<b>42,442</b>	<b>1,233</b>	<b>42,442</b>	<b>(X)</b>
1-unit, detached	944	306	2.2%	0.7
1-unit, attached	3,180	418	7.5%	1
2 units	4,803	539	11.3%	1.3
3 or 4 units	3,299	508	7.8%	1.2
5 to 9 units	2,682	483	6.3%	1.1
10 to 19 units	2,704	482	6.4%	1.1
20 or more units	24,830	1,007	58.5%	1.7
Mobile home	0	158	0.0%	0.1
Boat, RV, van, etc.	0	158	0.0%	0.1
<b>YEAR STRUCTURE BUILT</b>				
<b>Total housing units</b>	<b>42,442</b>	<b>1,233</b>	<b>42,442</b>	<b>(X)</b>
Built 2005 or later	246	148	0.6%	0.3
Built 2000 to 2004	183	121	0.4%	0.3
Built 1990 to 1999	444	167	1.0%	0.4
Built 1980 to 1989	418	182	1.0%	0.4
Built 1970 to 1979	1,676	357	3.9%	0.8
Built 1960 to 1969	2,812	507	6.6%	1.2
Built 1950 to 1959	5,055	622	11.9%	1.5
Built 1940 to 1949	6,526	575	15.4%	1.2
Built 1939 or earlier	25,082	1,238	59.1%	2.1
<b>HOUSING TENURE</b>				
<b>Occupied housing units</b>	<b>39,637</b>	<b>1,186</b>	<b>39,637</b>	<b>(X)</b>
Owner-occupied	6,836	595	17.2%	1.5
Renter-occupied	32,801	1,255	82.8%	1.5
<b>VEHICLES AVAILABLE</b>				
<b>Occupied housing units</b>	<b>39,637</b>	<b>1,186</b>	<b>39,637</b>	<b>(X)</b>
No vehicles available	25,755	1,076	65.0%	2.1
1 vehicle available	11,475	987	29.0%	2.2
2 vehicles available	2,084	362	5.3%	0.9
3 or more vehicles available	323	180	0.8%	0.5
<b>OCCUPANTS PER ROOM</b>				
<b>Occupied housing units</b>	<b>39,637</b>	<b>1,186</b>	<b>39,637</b>	<b>(X)</b>
1.00 or less	35,650	1,263	89.9%	1.3
1.01 to 1.50	2,708	462	6.8%	1.2
1.51 or more	1,279	297	3.2%	0.8
Average household size	2.76	0.08	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>				
	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>4,488</b>	<b>567</b>	<b>4,488</b>	<b>(X)</b>
Less than 20.0 percent	917	300	20.4%	5.9
20.0 to 24.9 percent	484	213	10.8%	4.7
25.0 to 29.9 percent	502	189	11.2%	4.2
30.0 to 34.9 percent	365	189	8.1%	4
35.0 percent or more	2,220	435	49.5%	7.4
Not computed	147	121	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>				
	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>31,505</b>	<b>1,294</b>	<b>31,505</b>	<b>(X)</b>
Less than 15.0 percent	4,094	556	13.0%	1.6
15.0 to 19.9 percent	3,929	516	12.5%	1.6
20.0 to 24.9 percent	3,428	557	10.9%	1.8
25.0 to 29.9 percent	2,932	572	9.3%	1.8
30.0 to 34.9 percent	2,513	428	8.0%	1.3
35.0 percent or more	14,609	1,018	46.4%	2.6
Not computed	1,296	339	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 09, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10	FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM			REQUIRED TO COMPLETE
					FY2013	FY2014		
ED-DN408	SUNY DOWNSTATE MEDICAL CENTER	CP	1,025 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
ED-KN408	SUNY DOWNSTATE	CP	513 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HB-530	RECONST & STRUCT REHAB R.R. BDGE PARKSIDE & OCEAN AVE, BROOKLYN	2,322 (CN)	1 (CN)	0 (CN)	0 (CN)	1,060 (CN)	14,008 (CN)	
HB-1216	LINCOLN ROAD BRIDGE	CP	13 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-DN472	CROWN GARDENS HOUSING CORPORATION	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN228	KINGSBROOK JEWISH MEDICAL CENTER	CP	1,691 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HN-K001	MEDGAR EVERS COLLEGE, BROOKLYN	CP	1,000 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	CP
HO-398	MAJOR RECONSTRUCTION OF KINGS COUNTY HOSPITAL CENTER, BROOKLYN	395,736 (CN)	1,387 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HW-779	RECONSTRUCTION OF EMPIRE BLVD (FRANKLIN TO UTICA AVENUE, BKLYN)	164 (CN)	994 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-K132	RECONSTRUCTION OF WINGATE PLAYGROUND AND COURTS, BROOKLYN	1,065 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-K141	GRAND ARMY PLAZA RECONSTRUCTION, BROOKLYN	1,425 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
PV-C236	BROOKLYN BOTANIC GARDEN, IMPROVEMENTS	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-D235	BROOKLYN MUSEUM, IMPROVEMENTS	CP	2,500 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-D236	BROOKLYN BOTANIC GARDEN, IMPROVEMENTS	CP	439 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-K235	BROOKLYN MUSEUM, IMPROVEMENTS	CP	1,000 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-K236	BROOKLYN BOTANIC GARDEN, IMPROVEMENTS	CP	1,000 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-Y262	BROOKLYN CHILDREN'S MUSEUM, IMPROVEMENTS	2,654 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
PV-235	BROOKLYN MUSEUM, IMPROVEMENTS	CP	7,548 (CN) 1,000 (F) 1,000 (S) 5,000 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	CP
PV-236	BROOKLYN BOTANIC GARDEN, IMPROVEMENTS	CP	5,108 (CN) 1,000 (F) 1,000 (S) 5,000 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	CP
PV-546	BROOKLYN CHILDREN'S MUSEUM, FEDERAL IMPROVEMENTS	CP	0 (F) 0 (S)	0 (F) 0 (S)	0 (F) 0 (S)	0 (F) 0 (S)	0 (F) 0 (S)	CP
PW-DN212	JEWISH COMMUNITY CENTER OF CROWN HEIGHTS	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP

FOR ADDITIONAL INFORMATION ON EACH PROJECT, REFER TO PART 1 OF THE ADOPTED CAPITAL BUDGET



# COMMUNITY BOARD NO. 9

Marty Markowitz  
*Borough President*

Pearl R. Miles  
*District Manager*

Rabbi Jacob Goldstein  
*Chairman*

## INTRODUCTION

Community District 9 encompasses one of New York's first humanly inhabited areas. The area was once the home of the Mareckkawicks, a branch of the Canarsie tribal community, which occupied Kings County and parts of Jamaica. The area was colonized by Dutch farmers from the Netherlands (Holland) in the early 17th century. Lefferts Homestead, relocated to Prospect Park from its original location on Midwood Street and Flatbush Avenue, is a living reminder of this agricultural community which flourished in our district until the early 20th century.

Preliminary research has revealed that one of our neighborhood streets –Clove Road – played an important role in the Battle of Brooklyn on August 27, 1776. Preliminary data obtained from the research appears to indicate that our Clove Road is the "Bedford Pass" of the American Revolution. Research on this project continues and the Board has requested the New York City Landmarks Preservation Commission and New York State Department of Parks Recreation and Historic Preservation to investigate the location for historic designation.

Present day Community District 9 includes a portion of the neighborhood known as Crown Heights, northern parts of Flatbush, Prospect Lefferts Gardens, and the northern portion of Midwood (Wingate). Bordered by Prospect Park, Eastern Parkway and Lincoln Terrace Park, the district includes such prestigious cultural institutions as the Brooklyn Museum of Art, the Brooklyn Botanic Garden, the Brooklyn Public Library and the Brooklyn Institute of Arts and Sciences.

Other notable institutions include Kings County Hospital Center (one of the largest hospital complexes in the world), SUNY Health Science Center at Brooklyn, Kingsboro Psychiatric Center, and Kingsbrook Jewish Medical Center. Collectively, these institutions form the southern-most boundary of the district. Medgar Evers College of the City University of New York, seven high, four intermediate, ten elementary, including new small schools and charter schools, make up the District's public educational system. A significant number of private and parochial schools complete the education picture.

Only minutes by car or public transportation from downtown Brooklyn, Community District 9 is home to numerous small and medium-sized businesses and the 104,014 residents (2000 census), who live along our multitude of tree lined streets. Our many religious institutions include a number of the largest Catholic churches in the borough, a number of the oldest Protestant churches, and the world headquarters of the Chabad Lubavitch Jewish Movement.

Families and institutions have thrived in Community District 9 for generations. Over the past five decades this largely middle class community has undergone extensive demographic changes. The ethnic make-up of the community has become a unique blend of people of American, Caribbean, European, Asian and Hispanic descent.

This continued growth has brought with it a concomitant escalation in the need for vital municipal services. Community Board 9 has taken a critical look at our community district's needs and has embarked upon a the formulation of a 197-a plan which sets out our vision for a better future for our community, the objectives of which are as follows:

### **Objectives:**

To improve the quality of life for residents through:

- The promotion of community safety and the reduction of crime;
- Social and cultural development;
- Improved health and social services;
- Support for the preservation, expansion and physical integration of the public parks system and educational institutions;
- Promotion of employment and business opportunities through
  - the strengthening and expansion of existing retail commercial areas;
  - the improvement of local businesses and economic development;
  - a local hospital jobs program.
- The promotion of new low-density/contextual residential development to provide both a humanly sealed built form and increased opportunity for neighborly social interaction;
- The guiding of future physical and human development programs to enhance the lives of the residents;
- Neighborhood beautification and development of new open space resources.

We submit this "Statement of Community District Needs" to document the Board's continued advocacy for the provision of acceptable levels of City services for the continued improvement in the quality of life for the people of this district. The restoration of services; the renovation and upgrading of school buildings and other public facilities; expanded economic/business opportunities, the acquisition of land for the creation and expansion of open space; and the implementation of a Traffic Calming plan; are all vital to our overall goal for the restoration of our neighborhoods.

## **DEPARTMENT OF SANITATION**

### **Relocation of Community District 9's Sanitation Garage**

With the relocation of Community District 14's Sanitation Garage, we are looking forward to the next phase in this process, and that is the relocation of Community District 9's sanitation garage. Experience has shown, that, as with the process for the relocation of CD 14's garage, the process for relocating Community District 9's sanitation garage will be a difficult one. However, we believe that this too can be achieved.

It has been acknowledged for many, many years, that 356 Winthrop Street is just not a suitable location for a sanitation garage. The main reason for this is that the space is too small. It cannot house all the sanitation trucks; there is no adequate on-site facility for washing the vehicles, and substandard conditions for

accommodating the employees of the Department who service our district. This creates many problems, situated as it is, in close proximity to Kings County Hospital Center, SUNY Downstate University Medical Center and SUNY Downstate Biotechnology Incubator Project.

The SUNY Downstate Biotechnology Incubator Project is a multimillion dollar facility which will have far-reaching benefits for all of Brooklyn. This facility not only makes Brooklyn competitive with the likes of Long Island and New Jersey in the Biotechnology market, but attracting giant pharmaceutical companies to Central Brooklyn's Biotechnology Park will bring thousands of jobs to Brooklyn, revitalize Brooklyn's economy and its neighborhoods. Addressing the problems caused by the sanitation garage will go a long way to boost this industry.

Community Board 9 has identified the property at 723-771 Parkside Avenue, Block 4827 Lot 24, as a possible site for the district sanitation garage. This property is currently used by SUNY Downstate Medical Center as a parking lot for motor vehicles. The Board thinks that the development of this site to accommodate the sanitation garage as well as a parking facility will solve the problems caused by the existing sanitation garage site. This will be a win-win for both Community District 9 and SUNY Downstate. Not only that, the current sanitation garage site could then be put to use for the expansion of the Incubator Project.

The funding is available to relocate the sanitation garage and move this project forward. It is to everyone's advantage that we move swiftly to accomplish this. Community Board 9 would like to meet with representatives of SUNY Downstate, the Department of Sanitation Real Estate Division, the Borough President's office, and our City Council representatives to begin discussions on the matter.

## **Illegal Dumping/Lot Cleaning**

Illegal dumping is a matter that continues to require enforcement. An increase in the number of Sanitation Police personnel coupled with strict enforcement is needed to curb this blatant disregard for sanitation and environmental codes.

## **Litter Baskets**

### **Illegal Postings**

An additional basket truck is needed to effectively service the litter baskets in the district, especially on busy commercial strips. Additional baskets are needed in several locations to decrease the instances of littering. The agency must enforce against those individuals using the litter baskets to dump household garbage and other debris. There appears to be an increase in the proliferation of illegal postings on light poles, street trees and traffic signals in the district. The agency must be more aggressive in enforcing against this abuse that creates blight in our community.

## **POLICE DEPARTMENT**

### **Facilities for Garaging Police Vehicles**

Community Board 9 again emphasizes the dire need for a facility to garage police vehicles and vouched cars. The current practice by agency personnel to overtake the streets around the local precinct with police cars, trucks and other equipment, including vehicles vouched by the precinct is unacceptable. Double parked cars and sidewalk parking around the precinct force pedestrians including seniors, school children, and mothers with baby carriages, to navigate around these conditions, sometimes by walking into the street and into the danger of oncoming vehicles. The Board has done a search of the area around the 71 Precinct and has identified property suitable for garage facilities for the precinct's vehicles. Acquisition of these premises, whether by lease or purchase, will effectively eliminate the current congestion being experienced at Empire Boulevard and New York Avenue. We urge the agency to work with the Board on this matter, since it concerns the safety and well being of the people we both serve.

### **Facilities/Equipment/Technology**

The Board believes that the Police Department has an obligation to bring all its precincts into the twenty-first century by upgrading facilities, equipment and technology. Studies have shown that the physical environment within which people work has a significant impact upon the manner in which they perform their jobs. The Board believes that this is even more significant for police personnel, given the nature of their job.

The 71 Precinct's physical plant continues to deteriorate. There is a definite need for an upgrade of the structure as well as the interior facilities. We will continue to advocate for the complete renovation of this building.



## **Police Visibility**

Visibility of police officers in reassuring numbers is lacking in a large segment of the district. The Board continues to recommend the employment of civilian staff to carry out those clerical and related duties that would release police officers to do the job for which they have been trained. The combination of improved facilities, technology and increased civilian clerical support would allow more presence on neighborhood streets.

Enforcement is needed at Eastern Parkway and Utica Avenue. The large numbers of passenger vans and gypsy cabs – legal and illegal – competing for passengers exiting the Utica Avenue subway station creates a bottle neck at this location that is hazardous to all road users. These vans and cars, park in the bus stops and double park on the service road. Added to this is the proliferation of unlicensed vendors, plying their goods on the south side Eastern Parkway Mall. This all adds up to utter chaos all day long, increasing tremendously during the morning and evening rush hours.

Numerous improvements have been made by the Department of Transportation at this location, yet the chaos continues. There must be continuous enforcement by the Police Department. Occasional enforcement forays at this location will not suffice. Action must be taken on a sustained, continuous basis that will send a message that these activities are inappropriate for this land marked street and are unwanted at this location.

Despite numbers showing a reduction in the main crime related areas, this district is far from being “one of the safest in the city.” Community Board 9 continues to receive numerous complaints from residents regarding the sale of drugs on street corners and in apartments in their buildings. The Board feels that there should be continued police presence at these problem locations to serve as a deterrent to these activities.

We encourage an expansion of the F-TAP program to include all apartment buildings in the district. Community Board 9 stands ready to assist with this effort and to encourage building owners to work with the local precinct to implement this program. The Board recognizes that more needs to be done. We urge the agency to work with the Board to accomplish the task of providing safe and secure neighborhoods for our residents.

## **DEPARTMENT OF PARKS AND RECREATION DEPARTMENT OF CITYWIDE ADMINISTRATIVE SERVICES**

### **Land Acquisition for Open Space**

Most recent statistics show that approximately 30% of our population is under the age of 18 years, while less than 6% of the district is dedicated to open space. Community Board 9, through its 197-a Planning Committee, has identified several possible locations in the district for the expansion of open space. In addition to identifying available land on the grounds of Kingsboro Psychiatric Center for a park, the Board has also identified property adjacent to Wingate Park for the expansion of this heavily utilized park. We have also identified other potential locations within the district for open space use – areas for greening, sitting areas, and the like.

The Board is encouraged by Mayor Michael Bloomberg's PlaNYC 2030 with its emphasis on open space. We especially like that the goal is to "... ensure that all New Yorkers live within a 10-minute walk of a park." Upgrading all of our school yards and playgrounds that are in desperate need of refurbishing is a goal that can be addressed immediately. The Board loves the idea of public plazas, but we are extremely concerned that the process is only open to groups and that community boards are not asked to participate.

### **Recreation Center**

The community, with its large youth population, is in dire need of a Recreation Center, along with programming to address community youth needs, including health and physical fitness, youth development and delinquency prevention.

Community Board 9 has identified the city owned property at 1110 Eastern Parkway, within Community District 9, for the location of the community recreation center. We therefore strongly urge the Department of Citywide Administrative Services, the Department of Parks and Recreation, and the Department of Youth and Community Development, along with our elected officials, to work with us to make this proposed project a reality.

## **DEPARTMENT OF PARKS AND RECREATION**

### **Park Reconstruction Projects**

#### **Hamilton Metz Park**

The Board is pleased that our City Council representative has allocated the necessary funds necessary to complete the redesign and reconstruction of the unfinished portion of Hamilton Metz Park. We also urge our representative to provide the promised funds to include the work-out/exercise area requested by constituents. The inclusion of this feature will be welcomed by all and will complete the renovation of this park for the continued use by all those who use this park on a regular basis.

#### **Mount Prospect Park**

With the exception of a playground and new paths and stairs, funded by the late Council member Mary Pinkett, this park is an open canvas waiting to be developed. Currently, on rainy days, torrents of rainwater rush down the park's Eastern Parkway steps, flooding the sidewalk and the street, forcing pedestrians to walk in the street placing them in danger of oncoming traffic. Overgrown vegetation obscures the park from view and makes it foreboding and unsafe.

For the past ten years Community Board 9 has been requesting funding for a preliminary design investigation for the upgrade and reconstruction of Mount Prospect Park. We have not been successful with this request. However, being a resilient Board, we were able to obtain, pro bono from faculty and graduate students at the University of Virginia, a wonderfully interesting and innovative design for this park. This proposed design has been shared with the Department of Parks and Recreation, elected officials, community residents, and other stakeholders. The response to the design has been overwhelmingly positive

We took this bold step to be proactive in helping ourselves and the people of our community begin the process for the complete reconstruction of this park. We plan to use the proposed design as a catalyst to spark ideas for the design of the park from the community and the Department of Parks.

We continue to stress that this park can no longer be used primarily for walking dogs. It needs to be reconstructed for use by the community. We call on our elected officials to provide the funding for the complete reconstruction of this park, beginning with funding for a preliminary design.

### **Wingate Park**

Wingate Park is one of the most heavily utilized parks in the district. It is used by people from all over Central Brooklyn. As a consequence the park has deteriorated tremendously. We urge our elected officials to provide the funding necessary to restore this park for safe use by the community.

### **Prospect Park Projects**

Community Board 9 supports the ongoing efforts to restore the structures and facilities in Prospect Park. Among the many important projects within the park that are in need of restoration are the Picnic House and Litchfield Villa. We urge that these projects be funded to completion

### **Park Maintenance**

The adequate maintenance of our neighborhood parks, playgrounds and malls has been severely hampered by budget cutbacks. A more sustained, consistent effort at weekly maintenance is needed, especially during the spring, summer and early fall, when more people are outdoors utilizing these facilities.

A very serious situation exists on the south side Eastern Parkway malls, specifically at Utica Avenue. Designed by Frederick Law Olmstead and Calvert Vaux, the Land marked Eastern Parkway Malls are being desecrated by unlicensed vendors who appear to ply their trade with impunity while this portion of the mall continues its downward spiral into blight and deterioration. Has the Parks Department issued permits for vending at this location?

These problems, vendors, gypsy cabs, dollar vans, which existed on both the north and south side service roads has been eliminated from the northern side. What then is the reason for allowing this situation to fester and become such a deplorable eyesore and hazardous condition in Community District 9? This matter needs to be addressed by the Parks Department Enforcement teams, Taxi and Limousine Commission, as well as the New York City Police Department, to eliminate this blight in our community.

Community Board 9 has long been an advocate for restoration of adequate funding to provide the much needed upkeep of our parks and playgrounds. We continue to advocate for this funding as we strive for the improvement of park facilities within our district.

### **Tree Planting/Pruning Stump Removal**

The greening of our district is an important aspect of our community beautification plan. The greening of traffic triangles and city-owned vacant lots to create vest-pocket parks are all components of this plan. Beautifying our neighborhood streets with the planting of street trees is a top priority. So is tree pruning. We urge the provision of adequate funds for the pruning of trees; and the removal of dead trees and tree stumps. These are important quality of life issues which must be addressed to avoid possible loss of life and property damage.

### **DEPARTMENT FOR THE AGING**

The senior population in Community District 9 continues to be under-served. In the face of this glaring reality, more outreach must be conducted in the community to reach seniors in order to provide them with the services that they need: Meals-on-wheels, homecare, transportation and other vital services to seniors must be expanded to address the unmet needs of our growing senior population.

### **DEPARTMENT OF YOUTH AND COMMUNITY DEVELOPMENT**

Increased funding for Out of School Time Programs within the district is needed. Currently, there are not enough sites within the district offering these programs, especially at the high school level.

Community Board 9 envisions the establishment of a community youth center, a place where our neighborhood children can go to participate in healthy, clean and safe activities. We call on our City Council representatives to work with the Board to identify a site and to jointly fund the establishment of this facility. In providing constructive activities for our youth we will be doing our part to prepare them for the future.

### **THE DEPARTMENT OF EDUCATION**

In Community District 9, overcrowded classrooms and deteriorating buildings are still some of the negatives that are hampering our children in their efforts to obtain the benefits of a quality education. Our children must be afforded an environment that is conducive to learning. With the exception of M.S. 2 and Middle College High School, which are new schools which were constructed in response to the overwhelming overcrowding in the district, the school buildings in Community District 9 (Community School District 17 – Region 6, Brooklyn), are in serious need of renovations and upgrading, including new windows, air conditioning, public address systems, gymnasiums and more. Two of these buildings – P.S. 91 and P.S. 92 – are over 100 years old and are in the worst condition. Then there is P.S. 161 – the children in this school have no gymnasium, this is not acceptable. In addition to the physical deficiencies, the ancient plumbing, heating and electrical systems in all of the school buildings in the district, subject the students, faculty and staff to endure inhumane conditions year round. We urge the Department of Education to move swiftly to rehabilitate all of our deteriorated school buildings, with priority being given to P.S. 91, P.S. 92 and P.S. 161.

The Wingate High School building is another of our school buildings that is in dire need of renovation. This building now houses four “small schools” (Wingate High School no longer exists.) This building has numerous deficiencies which we urge the Department of Education and the School Construction Authority to address these deficiencies. This will allow the schools to provide an environment more suitable for learning and thus function in the manner they were intended.

### **AGENCY FOR CHILDREN’S SERVICES**

With our significantly new and large immigrant population and a probable Census 2000 undercount, the Board strongly believes that the actual need for day care and head start services in Community District 9 is far greater than is currently estimated. There continue to be long waiting lists for placement of children at all of our existing day care centers. The demand continues to rise. An increase in the number of day care slots and vouchers and the establishment of at least one head start center will begin to address this need. Another possible solution to this major shortage of adequate day care would be to allow vouchers to be accepted at private day care centers.

### **DEPARTMENT OF HOUSING PRESERVATION AND DEVELOPMENT**

There is an enormous need for affordable housing in this district that needs to be addressed. The Board continues to recommend that HPD look into the feasibility of constructing affordable housing on a portion of the grounds of Kingsboro Psychiatric Center, similar to the affordable housing project launched by the Health and Hospitals Corporation for Buildings “J” and “N” on the grounds of Kings County Hospital Center.

### **DEPARTMENT OF HEALTH AND MENTAL HYGIENE**

An on-site nurse should staff each public school. This would establish the first line of defense should our children become ill while at school. The health and well-being of our children should not be left to chance.

Again, with our growing immigrant population, the need for outreach within the community is vital. Education is needed so parents would understand the importance of immunization for childhood diseases. Education regarding the importance of prenatal care to reduce the infant death rate, and education for the prevention of teenage pregnancies and sexually transmitted diseases among young people, is also vitally important.

### **Rat Infestation**

Our community is infested with rats. A surge in building construction, dirty vacant lots, alleyways, sewers and subway tracks, all contribute to this scourge. These conditions are extremely prevalent in the warmer months and create serious health problems for the community.

### **HEALTH AND HOSPITALS CORPORATION**

#### **Reconstruction of Kings County Hospital Center**

Community Board 9 continues to support the reconstruction of Kings County Hospital Center. This institution is the primary health care facility not only for District 9 but for Central Brooklyn as well. We are pleased that low cost, quality health care will continue to be available to the hard working families who rely on this hospital for their health care needs.

#### **Affordable Housing**

Community Board 9 also supports and applauds the Health and Hospitals Corporation for its re-use of Buildings J and N to create affordable housing for special needs and moderate and low income families.

## **Dr Susan Smith McKinney Nursing & Rehabilitation Center**

### **Therapeutic Horticultural Center**

Dr. Susan Smith Nursing and Rehabilitation Center (DSSM) is one of only two skilled nursing facilities in Brooklyn which are Commission on Accreditation of Rehabilitation Facilities (CARF) accredited. This facility has been providing excellent inpatient rehabilitation for consumers requiring the highest quality of care following surgery, acute health problems, accidents or injury.

The nursing home industry is experiencing a cultural change, moving from a medical mode to a cultural one, creating a more home-like environment for the residents. Renowned programs such as the Eden Alternative are leading the way toward this cultural change. The 2nd principle of the Eden Alternative is that Life in a truly human community revolves around close and continuing contact with children, plants and animals. In the garden, healing occurs as a result of a direct connection between the patient and the physical/natural environment. Dr. Susan Smith McKinney Nursing and Rehabilitation Center is committed to making a culture change what will benefit residents for years to come. DSSM is seeking to expand the scope of therapies provided by the facility with the establishment of a Therapeutic Horticultural Center. Horticultural Therapy is a process which uses plants, horticultural activities, and the natural world to promote awareness and well-being by improving the body, mind and spirit.

Horticultural Therapy is universal, adaptable, and validated by research. Community Board 9 urges our elected officials to fully fund the establishment of the Therapeutic Horticultural Center at DSSM. The benefits of this therapy to the residents are immense.

## **DEPARTMENT OF TRANSPORTATION**

### **Traffic Calming**

Approximately nine or ten years ago Community Board 9 requested the Department of Transportation to conduct a study for Community District 9, to determine how traffic calming principles could be implemented within this residential district to address the Board's and community's concerns for a safer district. This study by DOT was undertaken and completed some years ago but was "shelved" by the agency.

We believe that there have been many changes in statistics since this study was undertaken, therefore this study would perhaps not be truly reflective of today's conditions. The Board is once again requesting a study of the district by DOT to determine what traffic calming principles could be implemented in this largely residential district. This study would be helpful for PlaNYC's long term goals of providing safe streets and improving access to open space and encouraging cycling in the boroughs.

### **Street Resurfacing**

Community Board 9 is pleased with the recent resurfacing of six streets in the district, encompassing approximately 63 blocks. Residents and motorists alike are pleased with the results. However, many other streets in the district continue to deteriorate and remain prime candidates for resurfacing. The Board would like to see an expansion in the number of streets to be resurfaced each fiscal year.

There are always numerous potholes in our streets from the aftermath of winter, as well as other depressions from street openings by various parties. Streets all over the district are being excavated by cable and utility companies. The streets are not always restored

Properly and deteriorate after a harsh winter or some other circumstance. The allocation of adequate funding for a consistent street repair/resurfacing policy will serve to effectively address the pothole repair/street resurfacing needs of the City.

### **Pedestrian Ramps/Curb Restoration**

There are a number of locations within the district where the curb is damaged and/or missing which creates a dangerous condition – one such location is in front of 888 Nostrand Avenue, Brooklyn, between President and Carroll Streets. In addition, there are a number of locations within the district where pedestrian ramps are missing. These locations need to be addressed to allow safe travel by all pedestrians, but especially those in wheelchairs, those with baby carriages, senior citizens and others.

### **Reconstruction of Empire Boulevard**

The Board calls upon the agency to allocate funding for HWK 779 – the Reconstruction of Empire Boulevard from Flatbush to Utica Avenues. In 1990, the agency opted to shelve this project for five years, due to fiscal constraints. Now, fifteen years later the project remains shelved.

Empire Boulevard is regarded as the “gateway” to our district. This major roadway leads to key cultural institutions including the Brooklyn Botanic Garden, The Brooklyn Museum of Art, and Prospect Park. Empire Boulevard also has severe flooding and drainage problems which affect traffic, homes and businesses here.

### **Reconstruction of Clove Road (the Bedford Pass of the American Revolution) and Malbone Street – HWK166**

The reconstruction of Clove Road and Malbone Street – HWK166 – is one of the most important roadway reconstruction projects in Community District 9. Clove Road has been identified by a NYC Department of Transportation preliminary archaeological study as the “Bedford Pass of the August 27, 1776 “Battle of Brooklyn”.

We are extremely delighted that the process for the archaeological dig has begun. We are looking forward to the start of the dig in 2010 and are thankful to Council Member Letitia James for allocating the funds for this project. The results of this study will have significant ramifications, not only for the district but for the borough as well. We look forward to working with the council member and the Department of Transportation to implement this project.

Clove Road has been submitted to the City’s Landmark Preservation Commission and the New York State Department of Parks and Historic Preservation for historic designation. It is extremely important therefore, that these studies be completed to provide the necessary supporting documentation for the historic designation process. We look forward to working with the agency and our elected officials for the preservation of Clove Road, a block long colonial road that has been preserved almost as it was in 1776 when it was a route through the Bedford Pass and was garrisoned by Continental soldiers.

## **Resurfacing of Nostrand Avenue from Eastern Parkway to Clarkson Avenue**

Nostrand Avenue is one of the main thoroughfares in Brooklyn, running through several different neighborhoods. This street is heavily congested with city buses, delivery trucks, taxis, cars and other vehicles competing for passage all day long. The street is also in various stages of deterioration from harsh winters, numerous street openings by utility and various other private companies, and individuals. Nostrand Avenue needs to be resurfaced with attention being paid to alleviating traffic congestion, traffic calming, improved drainage and traffic flow.

## **DEPARTMENT OF ENVIRONMENTAL PROTECTION**

Community Board 9 has repeatedly brought to the attention of the agency the problems with flooding in the district. We continue to request a catch basin construction project for the district to correct flooding and other drainage problems on Sterling Street between New York and Brooklyn Avenues, within the district.

## **FIRE DEPARTMENT**

The importance of an adequately trained and properly equipped Fire Department cannot be over-emphasized. Appropriate training and proper equipment help to provide that safety net that our fire fighters need in their life-saving efforts on our behalf. One lesson learned from the 2003 Blackout that crippled the city, is that firehouses should be equipped with power generators. We strongly urge the agency and our elected officials to fully fund the acquisition of power generators for all firehouses in the city.

The Board sees a strong need for the provision of fire prevention and educational programs to be implemented for Community District 9, including the Child Fire Starter Program. This program, which provides early intervention services and has worked well in other areas, will help to reach those children who are at risk, thus saving valuable life and property. In addition, an increase in fire prevention programs will also help in the education of our citizens, thus reducing the risk of fire.

We strongly encourage the allocation of funding for a Carbon Monoxide Detector distribution program. We continue to support the Fire Detector distribution program.

## **Fire Marshals**

The swift investigation of fires should be a priority. The lack of adequate numbers of Fire Marshals hampers the agency's ability to immediately begin the investigation as to the cause of a fire. Appropriate funding must be made available for the hiring of additional Fire Marshals to address this void. Not only will this lead to the apprehension of suspected arsonist(s), but will also help to curb the number of suspicious fires.



## **DEPARTMENT OF BUSINESS SERVICES**

The revitalization of our local commercial strips is one of our main priorities. We urge the agency to continue to work with us for the revitalization of the following commercial strips in Community District

- Nostrand Avenue from Eastern Parkway to Clarkson Avenue;
- Kingston Avenue from Eastern Parkway to Empire Boulevard;
- Utica Avenue from Empire Boulevard to Eastern Parkway;
- Bedford/Franklin/Rogers Avenues from Eastern Parkway to Parkside Avenue;
- Flatbush Avenue from Empire Boulevard to Clarkson Avenue;
- Empire Boulevard from Utica to Flatbush Avenues

The reconstruction of Kings County Hospital Center, the establishment of the Biotechnology Incubator Project, the expansion of Medgar Evers College of the City University of New York, all open up opportunities to attract viable businesses to the district that can provide an array of consumer products and services, leading to the revitalizing not only the district's economy, but the quality of life as well.

## **NEW YORK CITY TRANSIT AUTHORITY**

### **Subway Station Rehab**

Community District 9's residents and other commuters who use the Utica Avenue Subway Station are pleased that with the completion of the reconstruction project at this station. Other subway stations in the District in need of rehabilitation include the President Street Station, Franklin Avenue Station, Nostrand Avenue Station, Kingston Avenue, Sterling Street and Winthrop Street subway stations. We are heartened to see an acknowledgement in PlaNYC that these stations are in need of repair. We look forward to discussing with the New York City Transit Authority the plans and time-frame for planned improvements to these stations.

The Board is pleased that the MTA/NYCTA has finally recognized that the Eastern Parkway-Brooklyn Museum Station meets their criteria for stations to be ADA compliant. This subway station serves Community Districts 8 and 9 and the major cultural institutions in our district – the Brooklyn Museum of Art, the Brooklyn Botanic Garden and the Brooklyn Public Library.

Thousands of local residents, visitors from the five boroughs and tourists from across the country and the world use this station to visit our neighborhoods and cultural institutions. These are the lucky ones. The disabled and our senior citizens cannot visit these institutions if they do not have access to a personal vehicle. Although, this station is not slated for immediate ADA compliance, we are pleased that the station has been approved for the designation and will work hard to make it a reality.

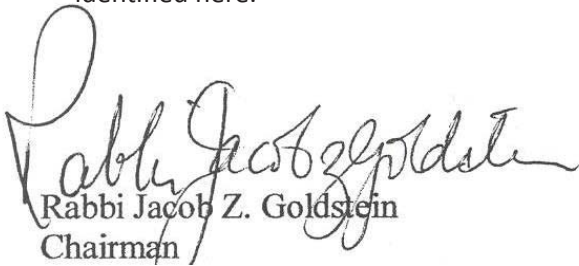
## DEPARTMENT OF BUILDINGS

Response to complaints of building and zoning violations in the district by the Department of Buildings is poor. Follow-up to ensure compliance is even worse. To compound matters we have seen a rise in the numbers of unsafe buildings – bulging bricks, cracked exteriors, façade collapses, and other unsafe conditions. In addition, nonconformance with a building’s Certificate of Occupancy provisions and commercial uses in residential zones are all on the rise in the district. A more effective and efficient code enforcement operation is needed to address the building and zoning violations that seriously hamper the safety and quality of life of our residents.

## CONCLUSION

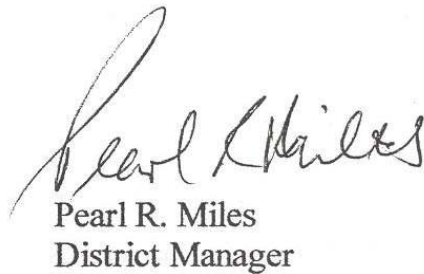
It is Community Board 9’s belief that quality of life begins with good health and the nurturing of a built environment, set in aesthetically pleasing neighborhoods and reinforced with educational and economic development.

We believe that there is much to be done to enhance the quality of life for current and future residents. Our goal is to revitalize our neighborhoods to provide a safe and healthful setting, a place of tranquility and respite from the tasks of assimilation and striving to succeed. In order to accomplish these goals, the Board will continue to work with the City’s agencies, elected officials and community to address the needs identified here.



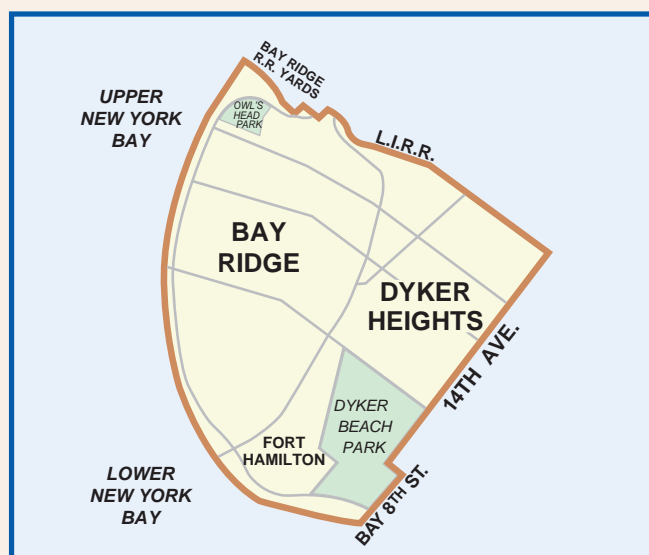
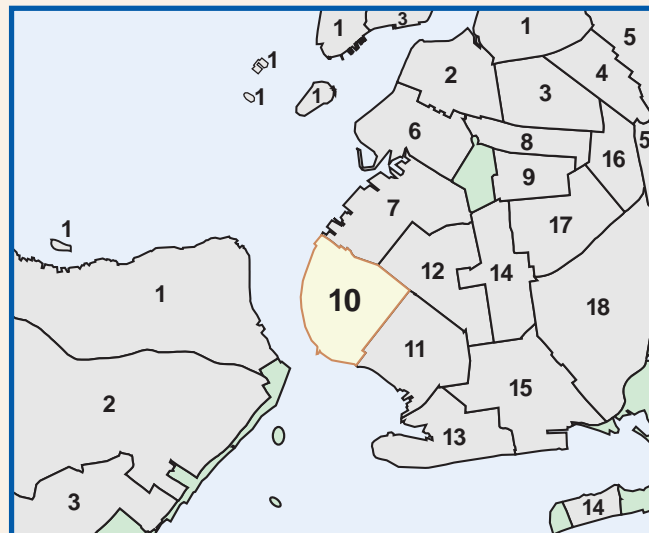
Rabbi Jacob Z. Goldstein  
Chairman

4



Pearl R. Miles  
District Manager

# BROOKLYN COMMUNITY DISTRICT 10



TOTAL POPULATION	1980	1990	2000
Number	118,188	110,612	122,542
% Change	—	-6.4	10.8

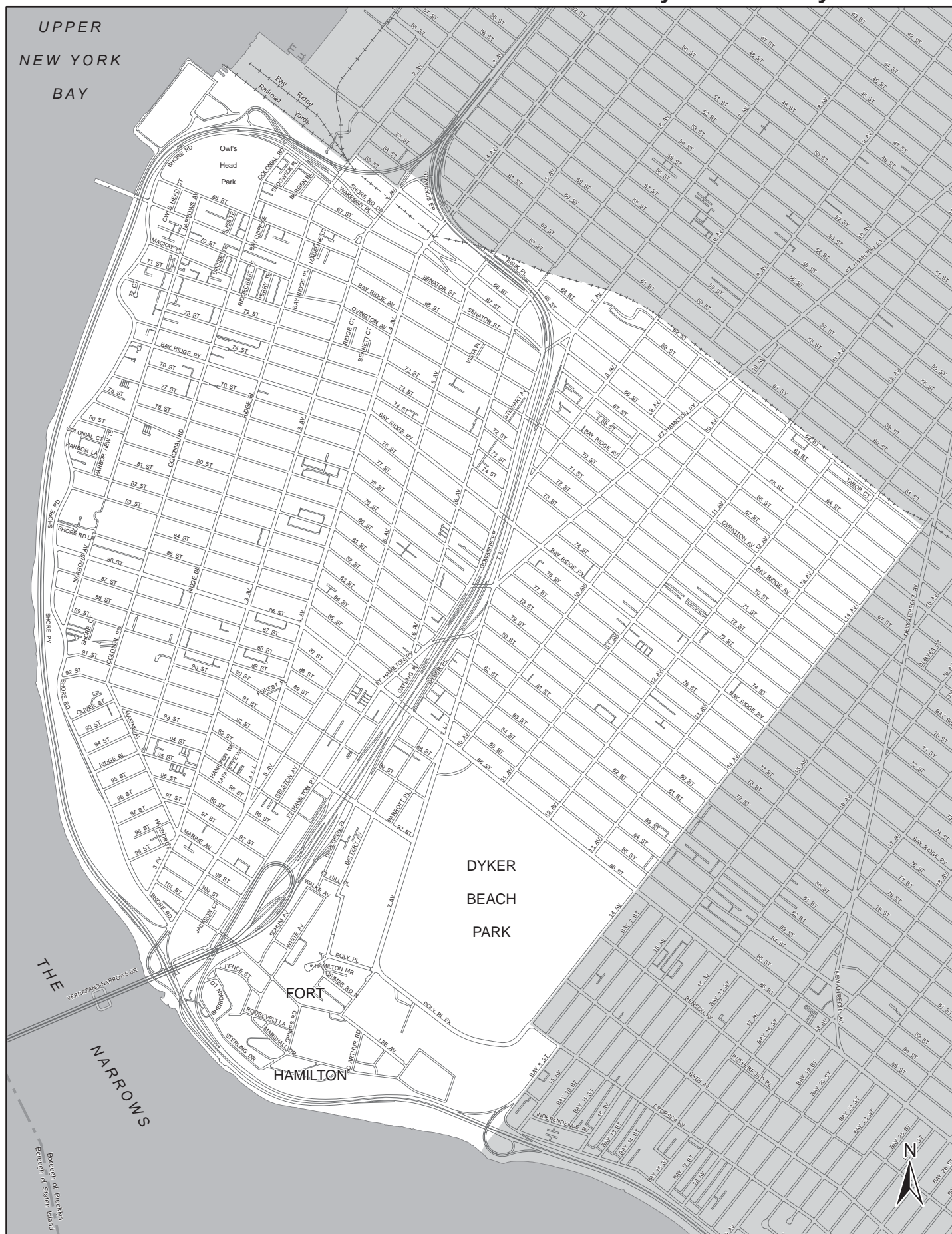
VITAL STATISTICS	2000	2008
Births: Number	1,634	1,736
Rate per 1000	13.3	14.2
Deaths: Number	1,126	934
Rate per 1000	9.2	7.6
Infant Mortality: Number	10	5
Rate per 1000	6.1	2.9

INCOME SUPPORT	2000	2010
Cash Assistance (TANF)	2,572	1,815
Supplemental Security Income	3,961	4,331
Medicaid Only	6,854	32,397
<b>Total Persons Assisted</b>	<b>13,387</b>	<b>38,543</b>
<b>Percent of Population</b>	<b>10.9</b>	<b>31.5</b>

TOTAL LAND AREA		
	Acres:	2,585.4
	Square Miles:	4.0

LAND USE, 2010			
	Lots	Lot Area Sq. Ft.(000)	%
1- 2 Family Residential	11,701	29,075.9	33.1
Multi-Family Residential	2,757	11,132.9	12.7
Mixed Resid. / Commercial	1,732	4,264.9	4.9
Commercial / Office	358	2,229.3	2.5
Industrial	44	449.1	0.5
Transportation / Utility	93	1,287.6	1.5
Institutions	141	12,317.1	14.0
Open Space / Recreation	34	26,344.2	30.0
Parking Facilities	101	481.5	0.6
Vacant Land	140	267.9	0.3
Miscellaneous	25	20.8	0.0
<b>Total</b>	<b>17,126</b>	<b>87,871.1</b>	<b>100.0</b>

# Brooklyn Community District 10



**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 10	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	110,612	100.0	122,542	100.0	11,930	10.8
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	93,102	84.2	84,120	68.6	(8,982)	-9.6
Black/African American Nonhispanic	1,330	1.2	1,402	1.1	72	5.4
Asian or Pacific Islander Nonhispanic	7,845	7.1	17,546	14.3	9,701	123.7
American Indian and Alaska Native Nonhispanic	118	0.1	115	0.1	(3)	-2.5
Some Other Race Nonhispanic	146	0.1	352	0.3	206	141.1
Nonhispanic of Two or More Races	-	-	5,611	4.6	-	-
Hispanic Origin	8,071	7.3	13,396	10.9	5,325	66.0
Population Under 18 Years	19,193	100.0	23,794	100.0	4,601	24.0
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	14,611	76.1	13,753	57.8	(858)	-5.9
Black/African American Nonhispanic	416	2.2	347	1.5	(69)	-16.6
Asian or Pacific Islander Nonhispanic	1,957	10.2	4,214	17.7	2,257	115.3
American Indian and Alaska Native Nonhispanic	20	0.1	26	0.1	6	30.0
Some Other Race Nonhispanic	49	0.3	110	0.5	61	124.5
Nonhispanic of Two or More Races	-	-	1,627	6.8	-	-
Hispanic Origin	2,140	11.1	3,717	15.6	1,577	73.7
Population 18 Years and Over	91,419	100.0	98,748	100.0	7,329	8.0
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	78,491	85.9	70,367	71.3	(8,124)	-10.4
Black/African American Nonhispanic	914	1.0	1,055	1.1	141	15.4
Asian or Pacific Islander Nonhispanic	5,888	6.4	13,332	13.5	7,444	126.4
American Indian and Alaska Native Nonhispanic	98	0.1	89	0.1	(9)	-9.2
Some Other Race Nonhispanic	97	0.1	242	0.2	145	149.5
Nonhispanic of Two or More Races	-	-	3,984	4.0	-	-
Hispanic Origin	5,931	6.5	9,679	9.8	3,748	63.2
Total Population	110,612	100.0	122,542	100.0	11,930	10.8
Under 18 Years	19,193	17.4	23,794	19.4	4,601	24.0
18 Years and Over	91,419	82.6	98,748	80.6	7,329	8.0
Total Housing Units	51,474	-	53,568	-	2,094	4.1

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 10</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>122,542</b>	<b>100.0</b>
White Nonhispanic	84,120	68.6
Black Nonhispanic	1,402	1.1
Asian and Pacific Islander Nonhispanic	17,546	14.3
Other Nonhispanic	467	0.4
Two or More Races Nonhispanic	5,611	4.6
Hispanic Origin	13,396	10.9
Female	63,580	51.9
Male	58,962	48.1
Under 5 years	7,190	5.9
5 to 9 years	6,831	5.6
10 to 14 years	6,156	5.0
15 to 19 years	6,009	4.9
20 to 24 years	7,305	6.0
25 to 44 years	41,568	33.9
45 to 64 years	27,633	22.5
65 years and over	19,850	16.2
18 years and over	98,748	80.6
In households	121,823	99.4
In family households	97,159	79.3
Householder	30,315	24.7
Spouse	22,444	18.3
Own child under 18 years	22,001	18.0
Other relatives	20,520	16.7
Nonrelatives	1,879	1.5
In nonfamily households	24,664	20.1
Householder	21,154	17.3
Householder 65 years and over living alone	6,952	5.7
Nonrelatives	3,510	2.9
In group quarters	719	0.6
<b>Total Households</b>	<b>51,469</b>	<b>100.0</b>
Family households	30,315	58.9
Married-couple family	22,444	43.6
With related children under 18 years	10,372	20.2
Female householder, no husband present	5,555	10.8
With related children under 18 years	2,397	4.7
Male householder, no wife present	2,316	4.5
With related children under 18 years	663	1.3
Nonfamily households	21,154	41.1
Households with one or more persons 65 years and over	15,201	29.5
Persons Per Family	3.14	-
Persons Per Household	2.37	-
<b>Total Housing Units</b>	<b>53,568</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>51,469</b>	<b>100.0</b>
Renter occupied	34,103	66.3
Owner occupied	17,366	33.7
By Household Size:		
1 person household	18,355	35.7
2 person household	14,733	28.6
3 person household	7,591	14.7
4 person household	6,075	11.8
5 persons and over	4,715	9.2
By Age of Householder:		
15 to 24 years	1,587	3.1
25 to 44 years	20,690	40.2
45 to 64 years	16,035	31.2
65 years and over	13,157	25.6

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)

Brooklyn Community District 10 (PUMA 04013)

Selected Housing Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04013 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>52,430</b>	<b>1,440</b>	<b>52,430</b>	<b>(X)</b>
Occupied housing units	48,887	1,340	93.2%	0.9
Homeowner vacancy rate	1.9	1	(X)	(X)
Rental vacancy rate	4	1	(X)	(X)
<b>UNITS IN STRUCTURE</b>				
<b>Total housing units</b>	<b>52,430</b>	<b>1,440</b>	<b>52,430</b>	<b>(X)</b>
1-unit, detached	3,764	506	7.2%	1
1-unit, attached	6,119	629	11.7%	1.2
2 units	11,351	877	21.6%	1.6
3 or 4 units	6,225	728	11.9%	1.3
5 to 9 units	5,329	634	10.2%	1.1
10 to 19 units	2,097	415	4.0%	0.8
20 or more units	17,545	927	33.5%	1.6
Mobile home	0	158	0.0%	0.1
Boat, RV, van, etc.	0	158	0.0%	0.1
<b>YEAR STRUCTURE BUILT</b>				
<b>Total housing units</b>	<b>52,430</b>	<b>1,440</b>	<b>52,430</b>	<b>(X)</b>
Built 2005 or later	355	176	0.7%	0.3
Built 2000 to 2004	487	219	0.9%	0.4
Built 1990 to 1999	720	245	1.4%	0.5
Built 1980 to 1989	1,084	295	2.1%	0.6
Built 1970 to 1979	2,068	355	3.9%	0.7
Built 1960 to 1969	2,728	412	5.2%	0.8
Built 1950 to 1959	6,205	656	11.8%	1.2
Built 1940 to 1949	6,056	631	11.6%	1.2
Built 1939 or earlier	32,727	1,297	62.4%	1.8
<b>HOUSING TENURE</b>				
<b>Occupied housing units</b>	<b>48,887</b>	<b>1,340</b>	<b>48,887</b>	<b>(X)</b>
Owner-occupied	19,508	982	39.9%	1.8
Renter-occupied	29,379	1,283	60.1%	1.8
<b>VEHICLES AVAILABLE</b>				
<b>Occupied housing units</b>	<b>48,887</b>	<b>1,340</b>	<b>48,887</b>	<b>(X)</b>
No vehicles available	21,818	1,161	44.6%	1.9
1 vehicle available	20,051	1,065	41.0%	1.9
2 vehicles available	5,711	573	11.7%	1.2
3 or more vehicles available	1,307	288	2.7%	0.6
<b>OCCUPANTS PER ROOM</b>				
<b>Occupied housing units</b>	<b>48,887</b>	<b>1,340</b>	<b>48,887</b>	<b>(X)</b>
1.00 or less	45,783	1,275	93.7%	1.2
1.01 to 1.50	2,315	495	4.7%	1
1.51 or more	789	305	1.6%	0.6
Average household size	2.54	0.06	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>10,557</b>	<b>878</b>	<b>10,557</b>	<b>(X)</b>
Less than 20.0 percent	3,336	402	31.6%	3.5
20.0 to 24.9 percent	1,347	348	12.8%	3.1
25.0 to 29.9 percent	1,122	250	10.6%	2.2
30.0 to 34.9 percent	949	227	9.0%	2
35.0 percent or more	3,803	596	36.0%	4.4
Not computed	38	62	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>27,781</b>	<b>1,276</b>	<b>27,781</b>	<b>(X)</b>
Less than 15.0 percent	4,538	567	16.3%	1.8
15.0 to 19.9 percent	3,435	535	12.4%	1.8
20.0 to 24.9 percent	3,303	595	11.9%	2
25.0 to 29.9 percent	3,284	463	11.8%	1.6
30.0 to 34.9 percent	2,202	426	7.9%	1.5
35.0 percent or more	11,019	914	39.7%	2.9
Not computed	1,598	420	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.



GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 10, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10	FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM FY2013	FY2014	REQUIRED TO COMPLETE
HB-1089	RECONSTRUCTION OF THE BELT PARKWAY BRIDGE OVER BAY RIDGE AVE, BROOKLYN	6,545 (CN)	10 (CN)	0 (CN)	4,052 (CN)	0 (CN)	0 (CN)
HB-1099	RECON OF 6TH AVE BR OVER LIRR BAY RIDGE/NYCTA SEA BEACH LINE, BROOKLYN	8,674 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HB-1204	RECONSTRUCT 50TH STREET BRIDGE OVER LIRR BAY RIDGE, BROOKLYN	1,796 (CN)	116 (CN)	100 (CN)	0 (CN)	0 (CN)	26,184 (CN)
HB-1205	RECONSTRUCT 5TH AVENUE BRIDGE OVER LIRR AND SEA BEACH, BROOKLYN	1,926 (CN)	73 (CN)	0 (CN)	0 (CN)	0 (CN)	25,861 (CN)
HL-DN275	METROPOLITAN JEWISH HOME CARE, INC.	CP	237 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HW-574	RECONSTR. OF FT. HAMILTON PKWY, FROM 79TH TO 101ST STS., ETC., BKLYN.	1,781 (CN) 1,907 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)
P-C005	RECONSTRUCTION, LEIF ERICKSON DRIVE PARK, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-C040	CONSTRUCT/RECONSTRUCT MCKINLEY PARK, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-C956	DYKER BEACH PARK, RECONSTRUCTION, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-K972	RECONSTRUCTION OF OWL'S HEAD PARK	562 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-956	DYKER BEACH PARK, RECONSTRUCTION, BROOKLYN	7,870 (CN)	0 (CN)	0 (CN)	0 (CN)	6,403 (CN)	0 (CN)
P-972	RECONSTRUCTION OF OWL'S HEAD PARK	983 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-973	RECONSTRUCTION OF SHORE ROAD PARK	3,455 (CN)	0 (CN)	113 (CN)	0 (CN)	5,435 (CN)	0 (CN)
P-1130	CONSTRUCT AND RECONSTRUCT SHORE PKWY BIKE PATHS, BROOKLYN	CP	2 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	CP
PW-KN607	ST. ROSALIA - REGINA PACIS - NEIGHBORHOOD IMPROVEMENT ASSOCIATION	CP	205 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
SE-754	RECONSTRUCTION OF COMBINED SEWERS IN 10TH AVE, BROOKLYN	18,064 (CX)	0 (CX)	0 (CX)	0 (CX)	0 (CX)	0 (CX)
SE-774	RECONSTRUCT COMBINED SEWER IN FORT HAMILTON PKWY, BROOKLYN	CP	0 (CX)	0 (CX)	0 (CX)	0 (CX)	CP

FOR ADDITIONAL INFORMATION ON EACH PROJECT, REFER TO PART 1 OF THE ADOPTED CAPITAL BUDGET



JOANNE SEMINARA  
*Chairperson*

JOSEPHINE BECKMANN  
*District Manager*

MARTY MARKOWITZ  
*Borough President*

## Community Board Ten

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BRIAN KIERAN  
*Vice Chairperson*

ELEANOR SCHIANO  
*Secretary*

MARY ANN WALSH  
*Treasurer*

### District Needs Statement Fiscal Year 2012 Introduction

The geographic district of Community Board Ten of Brooklyn encompasses the three neighborhoods of Bay Ridge, Dyker Heights and Fort Hamilton, which are situated along the southwestern tip of Brooklyn. Defining the southern and western borders of our district are the waters of the Verrazano Narrows. To the North, the L.I.R.R./MTA railroad cut from the shoreline at 65<sup>th</sup> Street, proceeds eastward to 62<sup>nd</sup> Street, where our district merges with our eastern border at 14<sup>th</sup> Avenue. The Fort Hamilton area, which follows the southern shoreline, is comprised of historic Fort Hamilton, located near the magnificent span of the Verrazano Bridge and overlooking New York Harbor.

Numerous parksland located throughout the district further enhances these scenic vistas and provides a multitude of diversified athletic and passive recreational facilities to thousands of residents and visitors throughout the year.

Known primarily as a residential community, the stability of the district depends greatly on the viability of its commercial sectors and housing stock. Dissecting the geographic district, the commercial corridors of 3<sup>rd</sup> Avenue, 4<sup>th</sup> Avenue, 5<sup>th</sup> Avenue, Fort Hamilton Parkway, 11<sup>th</sup> Avenue, 13<sup>th</sup> Avenue and the bustling 86<sup>th</sup> Street strip, provide the goods, services and employment opportunities for the community. One and two family homes comprise the major portion of the housing composition and aging multiple dwellings together with some new structures, line Shore Road, Ridge Boulevard and 4<sup>th</sup> Avenue, while smaller clusters of four to six story structures are randomly situated in other areas of the district. Limited vacant land had inhibited active development of new housing stock and Special Zoning District implemented in 1978, has precluded high-rise construction and inconsistent development. A comprehensive zoning analysis of Bay Ridge was completed and presented to the New York City Department of City Planning in December of 2003. The Special Bay Ridge District was rezoned using lower density contextual districts on March 23, 2005. Dyker Heights and Fort Hamilton were also rezoned using the lower density contextual districts on July 25, 2007.

While our senior citizen population continues to rise, the ethnic and racial mix of the district's population continues to shift with the out-migration of earlier established ethnic groups and the influx of Middle Eastern and Asian settlers and more recently, Eastern Europeans.

The overall population consists primarily of middle income, blue-collar and white-collar workers, who contribute significantly toward our district's low unemployment statistics. Consequently, our district continues to serve as a vital tax resource base for New York City.

The stable demographic indicators limit the availability of public funding programs for this community. Fortunately, we are endowed with concerned, energetic, civic minded citizens who work and actively participate in self-help programs through local community organizations. Accordingly, these efforts have impacted positively on the vitality and stability of our district and our Community Board has supported, assisted, participated and championed many of these activities.

Constantly aware of the dedicated perseverance and outstanding contributions of the people of our district, our Board continues to proactively advocate to preserve and strengthen our community's stability by petitioning for improvement of the municipal services our district is entitled to receive.

## **SENIOR CITIZEN HOUSING**

We have identified the need for housing of all types for the rapidly increasing and diversified senior citizen population. High rentals are generating a mobile, transient tenancy and the lack of decent, affordable housing for our elderly population on limited income, presents a very serious problem.

## **TRANSPORTATION HIGHWAYS**

Currently, Community Board Ten's Committee on Transportation reviews the condition of local roadways and reports its findings to the New York City Department of Transportation. In recent years street resurfacing has moved to an eighteen month cycle. Only thirty percent of requested roadways in Community District Ten are expected to be paved during the next cycle.

The maintenance of street markings at our crosswalks is of paramount concern to our communities as well as the upkeep of traffic control stop signs and street signs.

The Board has called repeatedly for a comprehensive traffic study of the entire Community Board Ten area. There have been a growing number of traffic lights installed that have adversely affected traffic patterns. The New York City Department of Transportation currently uses a national standard to determine the feasibility of a traffic control devices.

A comprehensive study of the 65<sup>th</sup> Street corridor was also requested due to growing community concerns of the changing dynamic of this four lane truck route that filters off and toward the Brooklyn Queens Expressway. The 65<sup>th</sup> Street corridor has seen a change from industrial to retail use thereby increasing pedestrian traffic.

In June of 2009, the Traffic and Transportation Committee of Community Board Ten received a presentation concerning the Gowanus Expressway Project which will affect the expressway from 6<sup>th</sup> Avenue at 65<sup>th</sup> Street to approximately 3<sup>rd</sup> Avenue and 53<sup>rd</sup> Street. There will also be an upgrade to the Gowanus Expressway median which separates converging Manhattan bound from Shore Parkway and Manhattan bound from the Verrazano Narrows Bridge, traffic near Third Avenue and 66<sup>th</sup> Street. It will be converted to a reversible extra wide HOV/Bus lane around the area of the 3<sup>rd</sup> Avenue/66<sup>th</sup> Street entrance ramp. The widening of the 6<sup>th</sup> Avenue exit ramp is also being planned to deal with dangerous traffic back-ups at this location.

Another long term need we have identified requires the promulgation of regulations to improve the communications and coordination network affecting street cut activities which are conducted by utility companies, private contractors and inter-governmental agencies, as responsible work practices are central to the successful implementation of needed improvements. The District Office has strived to work with all utility companies to coordinate appropriate notification of street cut activities particularly during the resurfacing cycle.

## **ARTERIAL HIGHWAYS**

The maintenance work conducted by the Bureau of Bridges and Arterial Highways is the vital function that sustains the viability of our roadways and overpasses. This Bureau is responsible for maintaining the curb area alongside the BQE that runs from on the south side of 7<sup>th</sup> Avenue from 65<sup>th</sup> Street to 86<sup>th</sup> Street and on the north side of 7<sup>th</sup> Avenue from 65<sup>th</sup> Street to 78<sup>th</sup> Street. This area is constantly filled with debris and strewn garbage. Due to budget limitations this area as well as the service roads of Dahlgren Place and Gatling Place cannot be adequately maintained. This Bureau is also responsible to maintain the Shore Road bicycle path and maintain overgrowth along the Belt Parkway and BQE within Community Board Ten area. It is necessary to provide additional funds for routine weekly maintenance with sufficient manpower and equipment needed to meet maintenance commitments.

## **VERRAZANO NARROWS BRIDGE**

Traffic on the Verrazano Bridge and its approaches has reached the saturation point, not only during the rush hour but also frequently at off-hours..

Traffic flowing from Brooklyn enters from multiple access points exceeding the capacity of the bridge. The 6 lanes on the bridge then reduce to 3 on the Staten Island Expressway, exacerbating the problem because the bridge traffic has nowhere to go.

Local elected officials continue to work together to address mounting traffic issues plaguing the communities of Bay Ridge, Dyker Heights and Fort Hamilton.

Better traffic management is needed in Bay Ridge, Dyker Heights and Bensonhurst, particularly during normal rush hour, as well as summer related backups caused by sharp volume increases. Greater capacity is needed on the Staten Island Expressway. Moreover, other pathways in and out of New York City, particularly the Hudson River tunnels must be made accessible to all trucks to reduce the pressure on the Verrazano Bridge.

## **TRAFFIC**

Traffic related issues are a major concern in our district. New initiatives are needed along our commercial strips to provide more off-street parking. The proliferation of both legal and illegal curb cuts in our district are some of the unwanted results of the shortage of parking spaces in our community.

The provision of Traffic Control Agents is absolutely essential to the successful and timely completion of the proliferating major reconstruction projects and restoration work activity now under way throughout the city's network of roadways, throughways, bridges and highways. These agents are cost effective and productive and must be included as the indispensable element for all capital roadway programs.

The State Department of Transportation is currently in the planning phase of the total rehabilitation of the Gowanus Expressway which includes the study of a tunnel alternative. Repairs to this 4-mile stretch will take many years. We are anticipating our streets will be impacted by excessive volume. To this end, we are seriously urging the complete coordination with City and State DOT and Community Board Ten to ensure safety to all of our residents.

## **MTA**

Our local subway, when operating properly, provides an extremely valuable resource to the entire community. Therefore it is obvious that all aspects of mass transit need to be continuously improved and updated. The modernization and rehabilitation of the 86<sup>th</sup> Street Station including handicapped accessibility

on the R Line continues to be a top Community Board Ten priority. The remaining stations on the R-Line at 95<sup>th</sup> Street, 77<sup>th</sup> Street, Bay Ridge Avenue are also in need of modernization. The N line at both 8<sup>th</sup> Avenue and Fort Hamilton Parkway provide express service into Manhattan, however both stations are also in dire need of rehabilitation.

As of July 1, 2010 weekend Express Bus Service was eliminated as part of the MTA deficit. This service reduction was met with enormous community opposition. Express Bus Weekend Service, specifically the X-27 and X-28 remains a valuable form of transportation to scores of commuters including the disabled, seniors, students and local residents.

Express Bus Service needs to be expanded throughout Community District Ten. Current service is at capacity and surveys to extend service into portions of Dyker Heights, Bay Ridge and Fort Hamilton should be reviewed.

Also, in FY 2011 the B-37 bus route was eliminated. The extension of the B-70 bus replaced service on Third Avenue from Shore Road to Bay Ridge Avenue. There was enormous community opposition to the elimination of the B-37 bus route.

## **PARKS**

A significant amenity for our community's urban environment is provided by the quality and viability of our district's parklands. The parks within our district have an advantageous geographic proximity to magnificent natural vistas and offer the availability of numerous athletic and recreational facilities, which provide thousands of our municipality's citizens with a variety of recreational opportunities.

As these parklands are among the most highly utilized in our city, the ever-increasing demand for the use of these facilities is commensurable to the increasing need for their expeditious restoration.

Our concerns for the restoration and preservation of our parks are annually emphasized through the high capital improvement priorities we award to Park Projects. These indicators of our concerns have initiated funding for major restoration of several playgrounds and athletic facilities. However, restoration projects to many of our playgrounds and parklands have been deferred because of funding constraints.

There has also been unanimity of concern expressed by all of our city's Community Boards regarding the severe reduction of maintenance personnel, especially in the area of newly rehabilitated park sites. While the citizens of our community have endeavored to address the need for improvements in our parks through their commendable efforts to organize volunteer clean-up programs and ambitious fund raising campaigns, these initiatives cannot replace the urgent need to enhance the ongoing maintenance services in our parks on a daily basis. The provision of the needed resources will improve the maintenance operations and productivity levels to restore the parks to their former viability. \*Maintenance operations is critical to preserving refurbished parks in the Community District 10 area.

Recreational programs expansion is needed and recreational staffing levels as well as security staffing levels must be increased to provide for the needs of youngsters, adults and senior citizens. The provision of security personnel for the Parks Enforcement Patrols is needed to deter vandalism and criminal activity so that our capital investments are protected.

## **69<sup>TH</sup> STREET PIER**

The most precious jewel in our community's crown is the 69<sup>th</sup> Street Pier. The Pier was refurbished and continues to be enjoyed. The reconstruction of the Pier is viewed as a great opportunity for our district. The new Pier is one of the most attractive passive recreational facilities in our district. The pier also serves

as the impetus to economically revitalizing of the entire commercial strip along 69<sup>th</sup> Street. However, we still await a very important function of this Pier...the creation of an additional and alternative form of commuter transportation, especially during the time of the Gowanus Expressway reconstruction, by way of Ferry Service.

The pier needs to be placed on a regular schedule for cleaning for odor control, as it lies adjacent to the Owl's Heat Pollution Plant.

## **PARKS – FORESTRY**

The Department of Parks Tree Planting Program has historically been affected by budget constraints. The demand for new tree planting increases as the public's awareness and appreciation is aroused for the urban aesthetics that are provided by the beauty, shade, air pollution and noise buffers our street trees offer.

We are still noticing problems created by deferred tree maintenance. Tree pruning is currently on a ten year cycle, and stump removal services are at about a two to three year waiting time. Trees need to be continually maintained; otherwise the trees will suffer from neglect and foster public hazards. The new Million Trees program is part of the Mayor's 2030 sustainability plan and hundreds of trees are being planted in Community Board Ten area. Many in the community have raised concern regarding the program and added tree maintenance costs.

## **ENVIRONMENTAL PROTECTION**

The infrastructure initiatives provide a long range forecast for improving the systems viability. However it neglects to address the immediate crucial need for ongoing, cyclical preventive maintenance programs for catch basins that will ultimately provide adequate drainage for the prevention of overflow and flooding on our streets and roadways. This program is an essential mechanism in relieving conditions and its implementation must not be overlooked or delayed. Support is needed to provide resource gains to the Department of Environment Protection to enhance the agency's capabilities to protect the quality of our drinking water, to continue water conservation initiatives, fulfill major capital improvement program commitments, and improve the maintenance of the complex infrastructures that protect our environmental concerns.

## **POLICE**

We continue to support new initiatives; however we want reassurance that the 68<sup>th</sup> Precinct will receive its fair share of Police Officers. Specific Police Department initiatives to address the quality of life problems such as community policing and other strategies are commendable, yet their implementation can only be effective through the augmentation of the Police Department's Personnel resources.

It is essential that additional police and civilian work force including school crossing guards be assigned to the 68<sup>th</sup> Precinct to maximize the safety of our residents. Equally important is the need for modernization upgrades to our Police Stationhouse located at 330 65<sup>th</sup> Street. Capital improvements to make sure precincts are fully computerized are a top priority.

## **EDUCATION**

The quality of our educational facilities has a direct bearing on the stability of our community. Much needed capital improvements need to be addressed. Fort Hamilton High School is well over 150 percent capacity and in need of modernization especially electrical upgrades to meet the challenges of the increased capacity and to keep up with technological equipment necessary for proper learning.

Additionally, overcrowding in our schools is creating many reasons for concern. Early childhood center space is critically needed throughout Community District Ten. We will continue our commitment to support the school's capital improvement programs for our district and to advocate for equitable funding for our schools

## **LIBRARIES**

Our libraries provide a multitude of services within the community. In addition to special programs geared toward special groups, these facilities furnish a myriad of educational, cultural, recreational, business and social needs for countless citizens. It is therefore imperative that our library system be supported and enhanced by maintaining the staffing levels for operational efficiency and providing continuous book and other inventory materials, expansion of computerization and programming restoration to assure that the Brooklyn Public Library receives its fair share of the citywide allocated funds. The six day service will be maintained.

## **SANITATION**

Essential to the viability of any community are the capability of the sanitation services, which are provided. In our district, we have focused our efforts to support timely cyclical equipment replacement with special emphasis on mechanical brooms, which must withstand the rigors of extensive use. We are in critical need of enhanced manpower allocations to restore clean team forces and we encourage innovative scheduling and planning to maximize the effectiveness of available manpower and equipment resources.

Some of these efforts have favorably impacted in our residential neighborhoods but, in contrast, the cleanliness problems on our commercial streets and the adjacent residential areas, pose detriments, which negatively affect our community. Although we have worked with community groups to identify the sources of these problems while also examining street cleanliness strategies, the basic component, which is really needed, is the enhancement of our Sanitation District's manpower and equipment resources.

In FY 2010, the second garbage collection of public receptacles along our commercial strips was eliminated due to budget cuts. The misuse of public corner baskets is an ongoing problem and enforcement is difficult. Added collection of trash from public corner baskets is a direly needed service that must be restored.

## **DEPARTMENT OF BUILDINGS**

The multifaceted functions of the Department of Buildings provide essential services, which are seriously constrained by limited staffing levels and ineffective enforcement mechanisms. The need for expeditious service as it relates to code enforcement, construction monitoring, structural safety inspections and zoning compliance, poses a major concern for our community. Augmentation of the agency's inspection levels, the expansion of the computerization program and the reorganization of the existing enforcement systems, must be addressed expeditiously to keep pace with the multitude of demands for that agency's services.

## **ZONING**

Within the past few years Community Board Ten surveyed the entire district to determine the effectiveness of its zoning, particularly the Special District Zoning in Bay Ridge, and determined that there were serious deficiencies. Many older homes located on larger lots were purchased by developers and demolished. These one/two family frame houses essentially defined this community's character. Sadly, many were replaced with uninspired six family units. The growing developments quickly increased the density of the community and put unacceptable pressure on our municipal services.

The Board worked together with community leaders, local elected officials and the New York City Department of City Planning to rezone the Special Bay Ridge District which was completed in March of 2005 and the contextual rezoning of Dyker Heights was finalized July 25, 2007.

## **HOUSING**

Our Community Board has worked closely with the Department of Housing Preservation and Development to identify and address the need for improvement of deteriorated buildings in our district. The housing survey our Board had initiated over a decade ago, provided a mechanism to facilitate the upgrading of targeted problem buildings through that agency's network of resources. These procedures were effective but also very slow moving, since monitoring activities by Code Enforcement had been limited and litigation systems are very complex and time consuming.

## **YOUTH SERVICES**

Community Board Ten fully supports activities for youth that includes recreational, tutorial and community based counseling. It is unfortunate that we are unable to provide the services we need. We encourage the development of sponsored youth activities within our community and have worked with these youth organizations to address several quality of life issues brought to the attention of our agency.

## **HUMAN SERVICES**

There is a broad range of human needs service providers located within our district. These services are available through government agencies, not-for-profit or volunteer groups and the private sector, that offers their assistance to fulfill the needs of the community. As public awareness of the availability of these services is limited, the agencies involved must expand their outreach and communications network to arouse public awareness from the affected population groups that include the frail elderly, the home bound, the handicapped, youth, single parents and the economically disadvantaged.

## **COMMUNITY BOARDS**

It has become apparent that the Community Board's role has broadened. Community Boards have greater responsibilities and serve as an essential component of city government. Combined with their charter-mandated responsibilities, they act as a catalyst between agencies and the community.

Community Board budgets have not increased. Adequate funding should be made available for Community Boards so that they can fulfill their charter-mandated responsibilities.

## **SUMMARY**

Community Board Ten of Brooklyn has steadfastly directed its ongoing efforts to preserve and enhance the quality and character of our district. We work closely with the people of our district to respond to their needs and to encourage them to reinvest their trust in the future stability of our community. To fulfill this commitment, we urge that our needs be acknowledged and addressed affirmatively through the enhancement of our municipal resources.

Respectfully submitted,

*Joanne Seminara*

Joanne Seminara

Chairperson

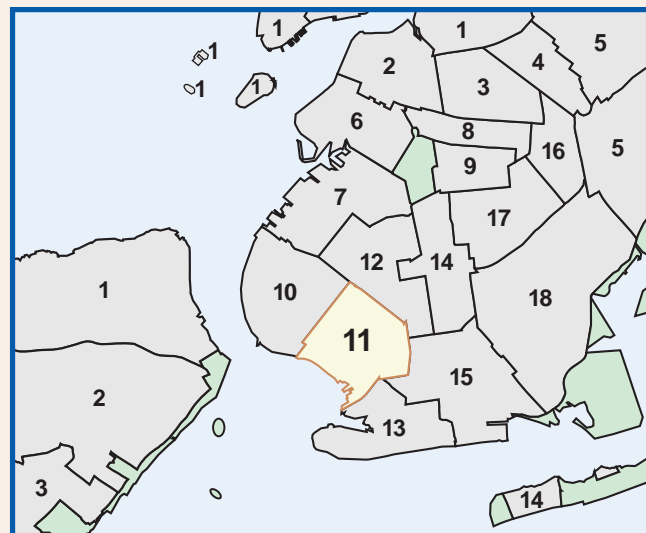
*Josephine Beckmann*

Josephine Beckmann

District Manager



# BROOKLYN COMMUNITY DISTRICT 11



TOTAL POPULATION	1980	1990	2000
Number	155,073	149,994	172,129
% Change	—	-3.3	14.8

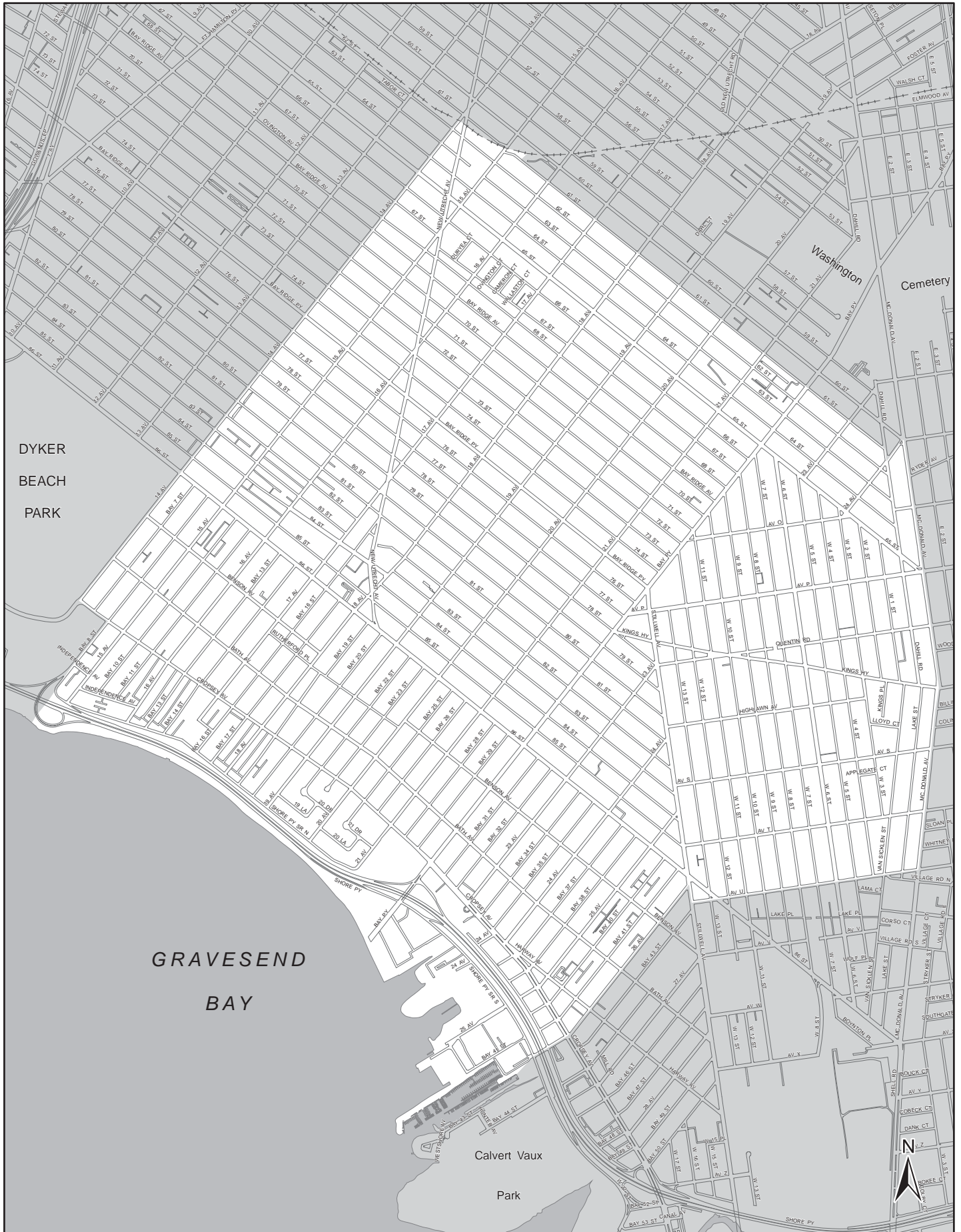
VITAL STATISTICS	2000	2008
Births: Number	2,262	2,308
Rate per 1000	13.1	13.4
Deaths: Number	1,516	1,289
Rate per 1000	8.8	7.5
Infant Mortality: Number	9	10
Rate per 1000	4.0	4.3

INCOME SUPPORT	2000	2010
Cash Assistance (TANF)	4,844	3,169
Supplemental Security Income	11,898	11,607
Medicaid Only	11,765	62,063
<b>Total Persons Assisted</b>	<b>28,507</b>	<b>76,840</b>
<b>Percent of Population</b>	<b>16.6</b>	<b>44.6</b>

	Lots	Lot Area	
		Sq. Ft.(000)	%
1- 2 Family Residential	12,881	30,208.5	43.4
Multi-Family Residential	6,108	20,430.6	29.4
Mixed Resid. / Commercial	1,692	4,207.7	6.1
Commercial / Office	543	4,379.0	6.3
Industrial	125	1,386.8	2.0
Transportation / Utility	103	1,889.3	2.7
Institutions	137	2,860.6	4.1
Open Space / Recreation	15	2,031.4	2.9
Parking Facilities	110	653.5	0.9
Vacant Land	170	977.5	1.4
Miscellaneous	28	540.3	0.8
<b>Total</b>	<b>21,912</b>	<b>69,565.2</b>	<b>100.0</b>

TOTAL LAND AREA		
	Acres:	2,383.5
	Square Miles:	3.7

# Brooklyn Community District 11



**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 11	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	149,994	100.0	172,129	100.0	22,135	14.8
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	120,518	80.3	111,651	64.9	(8,867)	-7.4
Black/African American Nonhispanic	762	0.5	675	0.4	(87)	-11.4
Asian or Pacific Islander Nonhispanic	16,125	10.8	39,590	23.0	23,465	145.5
American Indian and Alaska Native Nonhispanic	192	0.1	125	0.1	(67)	-34.9
Some Other Race Nonhispanic	119	0.1	282	0.2	163	137.0
Nonhispanic of Two or More Races	-	-	4,734	2.8	-	-
Hispanic Origin	12,278	8.2	15,072	8.8	2,794	22.8
Population Under 18 Years	29,021	100.0	35,101	100.0	6,080	21.0
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	21,340	73.5	18,982	54.1	(2,358)	-11.0
Black/African American Nonhispanic	179	0.6	138	0.4	(41)	-22.9
Asian or Pacific Islander Nonhispanic	3,995	13.8	10,006	28.5	6,011	150.5
American Indian and Alaska Native Nonhispanic	48	0.2	50	0.1	2	4.2
Some Other Race Nonhispanic	41	0.1	88	0.3	47	114.6
Nonhispanic of Two or More Races	-	-	1,362	3.9	-	-
Hispanic Origin	3,418	11.8	4,475	12.7	1,057	30.9
Population 18 Years and Over	120,973	100.0	137,028	100.0	16,055	13.3
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	99,178	82.0	92,669	67.6	(6,509)	-6.6
Black/African American Nonhispanic	583	0.5	537	0.4	(46)	-7.9
Asian or Pacific Islander Nonhispanic	12,130	10.0	29,584	21.6	17,454	143.9
American Indian and Alaska Native Nonhispanic	144	0.1	75	0.1	(69)	-47.9
Some Other Race Nonhispanic	78	0.1	194	0.1	116	148.7
Nonhispanic of Two or More Races	-	-	3,372	2.5	-	-
Hispanic Origin	8,860	7.3	10,597	7.7	1,737	19.6
Total Population	149,994	100.0	172,129	100.0	22,135	14.8
Under 18 Years	29,021	19.3	35,101	20.4	6,080	21.0
18 Years and Over	120,973	80.7	137,028	79.6	16,055	13.3
Total Housing Units	61,654	-	66,214	-	4,560	7.4

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 11</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>172,129</b>	<b>100.0</b>
White Nonhispanic	111,651	64.9
Black Nonhispanic	675	0.4
Asian and Pacific Islander Nonhispanic	39,590	23.0
Other Nonhispanic	407	0.2
Two or More Races Nonhispanic	4,734	2.8
Hispanic Origin	15,072	8.8
Female	89,544	52.0
Male	82,585	48.0
Under 5 years	9,706	5.6
5 to 9 years	9,678	5.6
10 to 14 years	9,849	5.7
15 to 19 years	9,794	5.7
20 to 24 years	11,369	6.6
25 to 44 years	53,437	31.0
45 to 64 years	38,995	22.7
65 years and over	29,301	17.0
18 years and over	137,028	79.6
In households	170,906	99.3
In family households	148,186	86.1
Householder	44,899	26.1
Spouse	33,461	19.4
Own child under 18 years	31,916	18.5
Other relatives	35,018	20.3
Nonrelatives	2,892	1.7
In nonfamily households	22,720	13.2
Householder	19,361	11.2
Householder 65 years and over living alone	8,170	4.7
Nonrelatives	3,359	2.0
In group quarters	1,223	0.7
<b>Total Households</b>	<b>64,260</b>	<b>100.0</b>
Family households	44,899	69.9
Married-couple family	33,461	52.1
With related children under 18 years	15,571	24.2
Female householder, no husband present	8,103	12.6
With related children under 18 years	3,766	5.9
Male householder, no wife present	3,335	5.2
With related children under 18 years	1,039	1.6
Nonfamily households	19,361	30.1
Households with one or more persons 65 years and over	21,554	33.5
Persons Per Family	3.24	-
Persons Per Household	2.66	-
<b>Total Housing Units</b>	<b>66,214</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>64,260</b>	<b>100.0</b>
Renter occupied	44,222	68.8
Owner occupied	20,038	31.2
By Household Size:		
1 person household	16,942	26.4
2 person household	18,522	28.8
3 person household	11,806	18.4
4 person household	9,550	14.9
5 persons and over	7,440	11.6
By Age of Householder:		
15 to 24 years	1,966	3.1
25 to 44 years	23,702	36.9
45 to 64 years	20,770	32.3
65 years and over	17,822	27.7

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)

Brooklyn Community District 11 (PUMA 04017)

Selected Housing Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04017 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>66,753</b>	<b>1,645</b>	<b>66,753</b>	<b>(X)</b>
Occupied housing units	62,639	1,602	93.8%	0.8
Homeowner vacancy rate	1.3	0.8	(X)	(X)
Rental vacancy rate	3.3	0.8	(X)	(X)
<b>UNITS IN STRUCTURE</b>				
<b>Total housing units</b>	<b>66,753</b>	<b>1,645</b>	<b>66,753</b>	<b>(X)</b>
1-unit, detached	3,445	451	5.2%	0.7
1-unit, attached	6,787	580	10.2%	0.9
2 units	18,364	963	27.5%	1.3
3 or 4 units	15,478	1,100	23.2%	1.6
5 to 9 units	4,790	645	7.2%	0.9
10 to 19 units	2,826	401	4.2%	0.6
20 or more units	14,999	924	22.5%	1.2
Mobile home	14	23	0.0%	0.1
Boat, RV, van, etc.	50	48	0.1%	0.1
<b>YEAR STRUCTURE BUILT</b>				
<b>Total housing units</b>	<b>66,753</b>	<b>1,645</b>	<b>66,753</b>	<b>(X)</b>
Built 2005 or later	272	146	0.4%	0.2
Built 2000 to 2004	1,049	364	1.6%	0.5
Built 1990 to 1999	1,139	277	1.7%	0.4
Built 1980 to 1989	861	218	1.3%	0.3
Built 1970 to 1979	1,638	357	2.5%	0.5
Built 1960 to 1969	4,719	580	7.1%	0.8
Built 1950 to 1959	8,388	843	12.6%	1.2
Built 1940 to 1949	9,268	747	13.9%	1.1
Built 1939 or earlier	39,419	1,461	59.1%	1.7
<b>HOUSING TENURE</b>				
<b>Occupied housing units</b>	<b>62,639</b>	<b>1,602</b>	<b>62,639</b>	<b>(X)</b>
Owner-occupied	23,288	1,096	37.2%	1.7
Renter-occupied	39,351	1,588	62.8%	1.7
<b>VEHICLES AVAILABLE</b>				
<b>Occupied housing units</b>	<b>62,639</b>	<b>1,602</b>	<b>62,639</b>	<b>(X)</b>
No vehicles available	31,267	1,482	49.9%	1.8
1 vehicle available	23,548	1,116	37.6%	1.7
2 vehicles available	6,345	568	10.1%	0.9
3 or more vehicles available	1,479	263	2.4%	0.4
<b>OCCUPANTS PER ROOM</b>				
<b>Occupied housing units</b>	<b>62,639</b>	<b>1,602</b>	<b>62,639</b>	<b>(X)</b>
1.00 or less	57,158	1,548	91.2%	1
1.01 to 1.50	3,659	530	5.8%	0.8
1.51 or more	1,822	387	2.9%	0.6
Average household size	2.87	0.07	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>11,170</b>	<b>910</b>	<b>11,170</b>	<b>(X)</b>
Less than 20.0 percent	2,417	400	21.6%	3
20.0 to 24.9 percent	1,185	309	10.6%	2.6
25.0 to 29.9 percent	938	275	8.4%	2.3
30.0 to 34.9 percent	780	252	7.0%	2.2
35.0 percent or more	5,850	654	52.4%	4.4
Not computed	103	121	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>37,093</b>	<b>1,512</b>	<b>37,093</b>	<b>(X)</b>
Less than 15.0 percent	3,417	564	9.2%	1.5
15.0 to 19.9 percent	3,746	561	10.1%	1.5
20.0 to 24.9 percent	4,047	588	10.9%	1.5
25.0 to 29.9 percent	3,837	537	10.3%	1.3
30.0 to 34.9 percent	3,646	633	9.8%	1.6
35.0 percent or more	18,400	1,276	49.6%	3
Not computed	2,258	515	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 11, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10		FY2011 ADOPTED CAP BUDGET		THREE YEAR PROGRAM			REQUIRED TO COMPLETE
						FY2012	FY2013	FY2014	
ED-DN378	SEPHARDIC BIKUR HOLIM COMMUNITY SERVICE NETWORK	CP		0 (CN)		0 (CN)	0 (CN)	0 (CN)	CP
ED-KN378	SEPHARDIC BIKUR HOLIM COMMUNITY SERVICE NETWORK	CP		0 (CN)		0 (CN)	0 (CN)	0 (CN)	CP
HB-538	RECONST & STRUCT REHAB BDGE 17TH AVE & 63RD ST, BROOKLYN		9,716 (CN)	37 (CN)		0 (CN)	0 (CN)	0 (CN)	0 (CN)
HB-539	RECONST & STRUCT REHAB BDGE AT 20TH AVE, BROOKLYN		14,009 (CN)	204 (CN)		0 (CN)	0 (CN)	0 (CN)	0 (CN)
HB-540	REHABILITATION OF BRIDGE AT 65TH STREET, BROOKLYN	CP		0 (CN) 0 (S)		0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	CP
HB-541	RECONST & STRUCT REHAB BDGE AT BAY PKWY, BROOKLYN		3,863 (CN) 1,017 (S)	0 (CN) 0 (S)		0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)
HB-542	REHABILITATION, ETC., BRIDGE AT AVENUE O AND W. 7TH STREET		1,080 (CN) 2,127 (F) 234 (S)	0 (CN) 0 (F) 0 (S)		0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)
HB-548	RECONST & STRUCT REHAB BDGE AT 21ST AVE, BROOKLYN		2,543 (CN)	713 (CN)		0 (CN)	0 (CN)	0 (CN)	25,647 (CN)
HB-1039	RECONSTRUCTION, 15TH AVE. BRIDGE AT 63RD ST., BROOKLYN	CP		580 (CN)		0 (CN)	0 (CN)	0 (CN)	CP
HB-1040	RECONSTRUCTION, 18TH AVE. BRIDGE AT 63RD ST., BROOKLYN		8,043 (CN)	20 (CN)		0 (CN)	0 (CN)	0 (CN)	0 (CN)
HB-1202	RECONSTRUCT BSHP BRIDGE OVER BAY PARKWAY, BROOKLYN		1,953 (CN)	45 (CN)		225 (CN)	0 (CN)	0 (CN)	24,944 (CN)
HR-DN153	FEDERATION OF ITALIAN AMERICAN ORGANIZATIONS	CP		0 (CN)		0 (CN)	0 (CN)	0 (CN)	CP
HR-KN153	FEDERATION OF ITALIAN AMERICAN ORGANIZATIONS	CP		0 (CN)		0 (CN)	0 (CN)	0 (CN)	CP
HR-N153	FEDERATION OF ITALIAN AMERICAN ORGANIZATIONS	CP		88 (CN)		88 (CN)	0 (CN)	0 (CN)	CP
HW-720	RECONSTRUCTION OF BENSON AVENUE		1,985 (CN)	0 (CN)		0 (CN)	0 (CN)	0 (CN)	0 (CN)
HW-966	RECONSTRUCTION OF BAY 14TH STREET		269 (CN)	0 (CN)		0 (CN)	0 (CN)	0 (CN)	2,341 (CN)
HW-971	RECONSTRUCTION OF 20TH AVENUE, ETC. BROOKLYN		109 (CN)	0 (CN)		0 (CN)	0 (CN)	0 (CN)	156 (CN)
P-C956	DYKER BEACH PARK, RECONSTRUCTION, BROOKLYN	CP		0 (CN)		0 (CN)	0 (CN)	0 (CN)	CP
P-1130	CONSTRUCT AND RECONSTRUCT SHORE PKWY BIKE PATHS, BROOKLYN	CP		2 (CN) 0 (F) 0 (S)		0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	CP
PW-KN619	ASSOCIATION OF INFORMED VOICES	CP		40 (CN)		0 (CN)	0 (CN)	0 (CN)	CP



WILLIAM R. GUARINELLO  
*Chairman*

THE CITY OF NEW YORK  
COMMUNITY BOARD No. 11  
2214 BATH AVENUE  
BROOKLYN, NEW YORK 11214



MARNEE ELIAS-PAVIA  
*District Manager*

## Brooklyn Community Board No. 11 District Needs Statement

On September 11, 2001, our city and our country changed. We no longer take for granted the freedom to which Americans are accustomed. We also have found new respect and admiration for those who protect our city and its residents, with no regard to their own personal safety.

Our city is now faced with the fiscal responsibility and burden of providing funding for anti-terrorism initiatives. Nationally our economy is recovering from a recession and the city's economic future is uncertain. Mayor Bloomberg and the City Council must continue to make tough budgetary decisions while recognizing the need to provide quality services to our residents.

Community Board 11 will continue in cooperating with this administration, and is prepared to do whatever is necessary to make our city a better place to live and raise our families.

### INTRODUCTION

Community Board 11 encompasses four major neighborhoods: Bensonhurst, Mapleton, Bath Beach, and Gravesend. The north, south, east, west limits of 61st Street, Gravesend Bay, 26th Avenue, Avenue U, McDonald Avenue, and 14th Avenue bind the Board. The ethnic makeup is approximately 55% White, 1% Black, 33% Asian, and 11% Hispanic. The population is by no means static, as evidence by the ongoing settlement of Asian and Russian Jewish immigrant families as well as people from other sections of Brooklyn. The economic level of the population is best defined as middle class with a considerable blue-collar emphasis.

The housing stock consists of one and two family homes with pockets of six story buildings of 50-60 units; four and five story walkups of 16 to 40 units built in the late 1920's.

In 1652, Cornelius van Werkoven, a representative of the Dutch West India Company, purchased from Indians the land that would become the town of New Utrecht. In 1783, with the end of British occupation, residents erected a "liberty pole" in front of the New Utrecht Reformed Church, which attained landmark status on January 13, 1998.

Along with the church, the Landmarks Preservation Committee designated the New Utrecht Reformed Dutch Cemetery landmark status. The cemetery located at 8401 16th Avenue established around 1653, before the church was organized, is an important reminder of the town's earliest period of development.

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[www.brooklyncb11.org](http://www.brooklyncb11.org)



The cemetery was centrally located on the village's "Main Street", now 84th Street. It encompasses approximately one acre of land and contains gravestones and memorials from the 18th, 19th, and 20th centuries. It includes the plots of the earliest New Utrecht families, including the Van Brunts, Cortelyous, Woenhovens, Cropseys and Bennetts, a communal unmarked grave of American Revolutionary War Soldiers, and an area near the intersection of today's 16th Avenue and 84th Street, where church members of African descent were buried. In the past three centuries close to 1,300 people have been interred in this cemetery.

By the late 1870's, many wealthy families had begun to build summer homes and yacht basins in the wooded farming community.

Bensonhurst gets its name from the Benson family farm, which had been part of the cabbage-end and potato-growing Township of New Utrecht, and in 1890, was sold in 20-by-100 foot lots.

For a while, it looked like Bensonhurst might become a second Coney Island. An amusement park called Bensonhurst-by-the-sea, with racetracks and luxury hotels, was built in the late 1890's, but it never succeeded, and today none of the grandeur of the seaside resort remains.

In 1915, with the completion of the Fourth Avenue subway line, many Italian and Jewish immigrants from Manhattan's lower east side moved to Bensonhurst and began building homes that fanned out from the liberty pole. Many descendants of the neighborhoods' original families remain. Today, along with that Italian majority, a small Jewish community remains in Bensonhurst, as well as some Irish and Polish families. Arrivals that are more recent have come from Puerto Rico, Mexico, China, Taiwan, Viet Nam, Korea, Russia, and Pakistan.

During the construction of the Belt Parkway in the late 1930's, Community Board 11's shoreline from Bay Parkway north to Bay Ridge was vertically bulkheaded, which provided a waterfront promenade but inhibited direct access to the water. The Belt moved inland from Bay Parkway to Coney Island Boat Basin leaving a large unbulkheaded area on its waterside.

The construction of the Belt Parkway led to filling in the lowland areas of Gravesend and Bath Beach. Both communities subsequently realized substantial increases in population.

Commercially, Community Board 11 is well served, as is all southern Brooklyn by 86th Street. This comparative commercial shopping street running from 14th Avenue to 25th Avenue is extremely viable and doing well considering the fiscal climate that it shares with the nation. There are few vacancies and rents are high. Additional strong commercial strips serving the Board are 18th Ave, Bay Parkway, New Utrecht Avenue , Avenue "U", and Bath Avenue.

The Capital and Expense Budget priorities submitted for Fiscal Year 2011, were carefully targeted to meet the needs of the entire community. Planning for Fiscal Year 2012 will continue the Board's efforts to get adequate governmental assistance for all of Community Board 11.

## **PARKS**

During past fiscal years, we saw the renovation of four of our local parks, Seth Low Park, the 17th Avenue Park at Shore Parkway, Milestone Park that includes Garibaldi Park and Satellite Park at New Utrecht Avenue and 71st Street. These four rehabilitation projects have enhanced our community significantly. Bensonhurst Park and Bath Beach Playground are in need of repairs. Both are in need of new equipment and paved surfaces. Residents of our neighborhoods utilize the parks in great numbers. There is a tremendous need for additional personnel to maintain our parks.

One problem issue for the Board has been in the area of forestry. While Community Board 11 this year will have many trees planted under the Million Trees NYC Program, there still exists a 10-year waiting time to get trees pruned.

Community Board 11 supports the reconstruction and rehabilitation of the Shore Parkway Promenade from Bay 8th Street to Bay Parkway. Residents and visitors alike, who enjoy bike riding, jogging, fishing, and walking while taking-in the breathtaking views of our harbor, utilize this waterfront property. Capital improvements of the promenade are needed to make it a safe enjoyable destination for all.

## **DEPARTMENT OF TRANSPORTATION**

The Department of Transportation has prioritized many streets in our district, which are in need of capital improvements. High priority should be given to the inclusion of the streets surveyed by this department.

Provisions should be made for a milling machine as standard equipment to eliminate ponding and flooding conditions in our district.

Community Board 11 opposes the proposed "Safety Initiative" on 86th Street. The Department of Transportation needs to address pedestrian safety on Bay Parkway from Shore Parkway to 61st Street, in order to prevent any additional fatalities. Additionally, pedestrian safety needs to be addressed under the elevated structure on 86 th Street.

As our priorities reflect, we would like to see high-density lighting installed on New Utrecht Avenue between 61st Street and 86th Street. This commercial area is the only corridor located under the elevated train that does not have these lights.

## **DEP**

Planning, including storm, sanitary and drinking water data would be useful for the waterfront area running east off Bay Parkway. This is needed to determine the extent of development the area can reasonably sustain.

## **SANITATION**

There is a need for additional personnel and equipment, specifically to handle cleaning activities. Too often on alternate side of the street sweeping days, no sweeper appears due to mechanical failure.

There is also a need for an increase in Sanitation Police to address the illegal posting of signs on public structures and the improper use of corner litter baskets, not only within our community but citywide. The placement of commercial and residential refuse in and alongside these baskets are a blight on our community and a major quality of life issue.

## **POLICE**

Over a period of years, the manpower level at the 62nd Precinct has increased. However, a need for increased manpower still exists to a level where the patrol services can adequately handle emergency calls. Last year our precinct handled 50,458 calls for service and the number of calls is on the rise. It should be pointed out that that at times only three radio cars patrol our approximately one hundred miles of streets with an estimated 175,000 people.

Our community has a large population of day laborers that congregate in front of residential, as well as commercial locations. Recently the Mayor's Office appointed the New York City Temporary Commission on Day Laborer Job Centers. The Commission is examining the feasibility of fostering public/private

partnerships to develop and implement job centers for day laborers in New York City. After a process of study and review, the Commission will produce a report on its findings and recommendations on whether such initiatives are feasible.

If our community is chosen as one of the locations for the job centers, how will the Police Department keep the day laborers off the street and into the job centers?

Over the last several years, area residents have ongoing concerns regarding the proliferation of large tractor-trailers travelling throughout the community. While legislation has been enacted to increase the penalties to truckers that are off the designated truck route, additional enforcement personnel are needed to ensure compliance.

There is also a need for additional traffic agents to address double parking conditions, which exists on many of the bus routes.

## **FIRE**

Community Board 11 supports upgrades to the communication equipment utilized by the Fire Department to ensure the safety of its members. We further ask that no cuts be made to the Fire Department's budget.

## **HOUSING PRESERVATION AND DEVELOPMENT**

Community Board 11 is home to one of the largest populations of senior citizens. A portion of our community has been designated as a Naturally Occurring Retirement Community (NORC). It is vital that adequate assistance be given to the Board through programs administered by the Department of Housing Preservation and Development, particularly Article 8A loans and increase community development funding for housing programs. Additionally, the Department should work closely with the housing groups in our area.

## **HEALTH & HOSPITALS CORPORATION**

Community Board 11 is in need of an ambulatory health care facility. Long distances hamper the elderly population from easy access to Coney Island Hospital or Maimonides Hospital. With the closing of Victory Memorial Hospital, existing emergency rooms are over capacity. It is vital that health care be made more accessible by having an outreach clinic in Community Board 11.

## **DEPARTMENT OF HEALTH**

The Child Health Care Station at 8658 16th Avenue has been closed. Families from our area must go to Luna Park for "well baby care".

The Health Department must open a new facility in our area to accommodate the needs of the families in our area.

## **HUMAN SERVICES**

While the need for health and day care services in this area have been well documented by our budget requests, services to prevent child abuse and neglect are emerging, as a priority need. Expansions of services to older adults prevent unwarranted evictions and other housing problems are also a need.

Community Board 11 supports programs for pregnant and parenting teens. Programs such as these have been introduced recently and are needed in this area.

## **YOUTH SERVICES**

Community Board 11 supports a variety of activities for youth, including community based counseling, recreational, tutorial, and cultural programs.

However, the existing needs in our community far exceed the services available. Due to the many problems faced by youth and the lower socioeconomic character of our community today, increased services are needed in all of the above-mentioned categories. Additional needs, which must be addressed, are free/low cost day care programs, job opportunities for youths, summer programs/day camps at a reasonable cost, and, due to the growing immigrant population, special programs for immigrant youth.

## **BUILDING DEPARTMENT**

There is a need for an increase in the number of inspectors.

There has been an increase in the number of illegal activities, such as non-approved construction, alterations, and zoning violations and the lack of inspectors leads to a slow response time in addressing these illegal activities. In addition, once a violation is written, there is little follow-up on re-inspection and enforcement.

Community Board 11 believes that the Buildings Department needs to be given increased enforcement authority. For example, in our Community District there are many illegal curb cuts, which have received multiple violations. We believe that the Buildings Department should be permitted to make the necessary repairs to restore these illegal cuts and bill the property owner(s).

Changes need to be made regarding the issuance of building permits. Property owners with serious Building Department violations should not be issued any new building permits without first resolving the outstanding violations.

## **CITY PLANNING**

City Planning re-zoned a substantial portion of the R6 designation within Community Board 11. We would like City Planning to move forward with the contextual rezoning of the Bath Beach area bounded by 14 th Avenue to Bay Parkway, and 86 th Street to Shore Parkway.

## **DEPARTMENT OF INFORMATION & TECHNOLOGY**

Community Board 11 supports the 311 system. A mechanism needs to be incorporated that will enable Community Boards to obtain detailed monthly reports on-line regarding the complaints received and their dispositions.

## **TAXI & LIMOUSINE COMMISSION**

Over the past several years communities like ours have seen an increase in the number of livery base stations. Many of these locations are in business districts. Drivers often are parking in metered spaces that are valuable to area small businesses. Increased enforcement agents must be hired to address this problem, in order to monitor that the off-street parking rules are being adhered to.

## CONSUMER AFFAIRS

Community Board 11 supports the implementation of a more user-friendly system for both constituents and city agencies when dealing with the Department of Consumer Affairs. Although there is a state law, which provides that gas stations must charge self-service prices to handicapped drivers. In NYC, gas station operators often do not comply with this law. The Department of Consumer Affairs must provide regulations outlining the gas stations responsibility, as well as, making sure that the appropriate signs are posted.

Respectfully submitted,



Marnee Elias-Pavia  
District Manager



William R. Guarinello  
Chairman

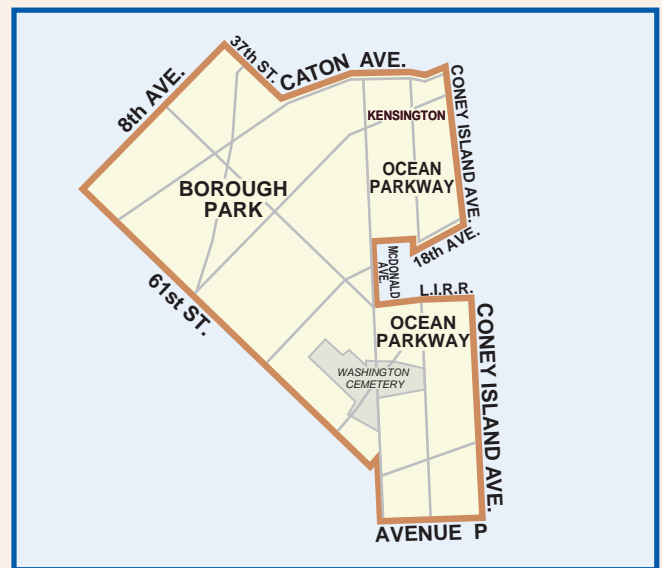
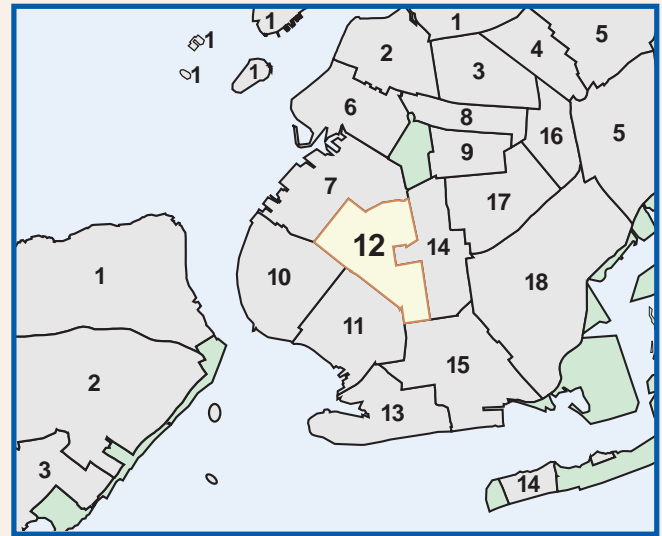
# BROOKLYN COMMUNITY DISTRICT 12

TOTAL POPULATION	1980	1990	2000
Number	155,903	160,018	185,046
% Change	—	2.6	15.6

VITAL STATISTICS	2000	2008
Births: Number	4,144	5,126
Rate per 1000	22.4	27.7
Deaths: Number	1,222	1,014
Rate per 1000	6.6	5.5
Infant Mortality: Number	13	11
Rate per 1000	3.1	2.1

INCOME SUPPORT	2000	2010
Cash Assistance (TANF)	8,643	5,077
Supplemental Security Income	9,427	8,482
Medicaid Only	29,367	91,249
<b>Total Persons Assisted</b>	<b>47,437</b>	<b>104,808</b>
<b>Percent of Population</b>	<b>25.6</b>	<b>56.6</b>

TOTAL LAND AREA		
	Acres:	2,291.9
	Square Miles:	3.6



	Lots	Lot Area	
		Sq. Ft.(000)	%
1- 2 Family Residential	10,462	27,303.7	41.8
Multi-Family Residential	5,201	18,048.3	27.6
Mixed Resid. / Commercial	1,807	4,428.4	6.8
Commercial / Office	591	2,828.5	4.3
Industrial	248	1,726.4	2.6
Transportation / Utility	136	1,123.3	1.7
Institutions	428	4,208.1	6.4
Open Space / Recreation	21	3,678.2	5.6
Parking Facilities	138	737.4	1.1
Vacant Land	373	1,243.8	1.9
Miscellaneous	41	77.6	0.1
<b>Total</b>	<b>19,446</b>	<b>65,403.6</b>	<b>100.0</b>

# Brooklyn Community District 12



**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 12	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	160,018	100.0	185,046	100.0	25,028	15.6
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	118,033	73.8	120,697	65.2	2,664	2.3
Black/African American Nonhispanic	5,486	3.4	5,398	2.9	(88)	-1.6
Asian or Pacific Islander Nonhispanic	13,723	8.6	26,030	14.1	12,307	89.7
American Indian and Alaska Native Nonhispanic	302	0.2	206	0.1	(96)	-31.8
Some Other Race Nonhispanic	314	0.2	2,089	1.1	1,775	565.3
Nonhispanic of Two or More Races	-	-	6,224	3.4	-	-
Hispanic Origin	22,160	13.8	24,402	13.2	2,242	10.1
Population Under 18 Years	46,975	100.0	59,988	100.0	13,013	27.7
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	34,685	73.8	41,026	68.4	6,341	18.3
Black/African American Nonhispanic	1,552	3.3	1,373	2.3	(179)	-11.5
Asian or Pacific Islander Nonhispanic	3,379	7.2	7,025	11.7	3,646	107.9
American Indian and Alaska Native Nonhispanic	96	0.2	92	0.2	(4)	-4.2
Some Other Race Nonhispanic	134	0.3	809	1.3	675	503.7
Nonhispanic of Two or More Races	-	-	1,912	3.2	-	-
Hispanic Origin	7,129	15.2	7,751	12.9	622	8.7
Population 18 Years and Over	113,043	100.0	125,058	100.0	12,015	10.6
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	83,348	73.7	79,671	63.7	(3,677)	-4.4
Black/African American Nonhispanic	3,934	3.5	4,025	3.2	91	2.3
Asian or Pacific Islander Nonhispanic	10,344	9.2	19,005	15.2	8,661	83.7
American Indian and Alaska Native Nonhispanic	206	0.2	114	0.1	(92)	-44.7
Some Other Race Nonhispanic	180	0.2	1,280	1.0	1,100	611.1
Nonhispanic of Two or More Races	-	-	4,312	3.4	-	-
Hispanic Origin	15,031	13.3	16,651	13.3	1,620	10.8
Total Population	160,018	100.0	185,046	100.0	25,028	15.6
Under 18 Years	46,975	29.4	59,988	32.4	13,013	27.7
18 Years and Over	113,043	70.6	125,058	67.6	12,015	10.6
Total Housing Units	57,288	-	59,869	-	2,581	4.5

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)



**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 12</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>185,046</b>	<b>100.0</b>
White Nonhispanic	120,697	65.2
Black Nonhispanic	5,398	2.9
Asian and Pacific Islander Nonhispanic	26,030	14.1
Other Nonhispanic	2,295	1.2
Two or More Races Nonhispanic	6,224	3.4
Hispanic Origin	24,402	13.2
Female	92,901	50.2
Male	92,145	49.8
Under 5 years	18,265	9.9
5 to 9 years	16,654	9.0
10 to 14 years	15,834	8.6
15 to 19 years	15,197	8.2
20 to 24 years	14,050	7.6
25 to 44 years	48,547	26.2
45 to 64 years	33,013	17.8
65 years and over	23,486	12.7
18 years and over	125,058	67.6
In households	183,304	99.1
In family households	163,578	88.4
Householder	41,388	22.4
Spouse	32,820	17.7
Own child under 18 years	56,679	30.6
Other relatives	29,430	15.9
Nonrelatives	3,261	1.8
In nonfamily households	19,726	10.7
Householder	15,924	8.6
Householder 65 years and over living alone	7,038	3.8
Nonrelatives	3,802	2.1
In group quarters	1,742	0.9
<b>Total Households</b>	<b>57,312</b>	<b>100.0</b>
Family households	41,388	72.2
Married-couple family	32,820	57.3
With related children under 18 years	19,329	33.7
Female householder, no husband present	5,969	10.4
With related children under 18 years	3,173	5.5
Male householder, no wife present	2,599	4.5
With related children under 18 years	1,042	1.8
Nonfamily households	15,924	27.8
Households with one or more persons 65 years and over	16,958	29.6
Persons Per Family	3.87	-
Persons Per Household	3.20	-
<b>Total Housing Units</b>	<b>59,869</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>57,312</b>	<b>100.0</b>
Renter occupied	41,024	71.6
Owner occupied	16,288	28.4
By Household Size:		
1 person household	13,547	23.6
2 person household	14,310	25.0
3 person household	8,678	15.1
4 person household	7,838	13.7
5 persons and over	12,939	22.6
By Age of Householder:		
15 to 24 years	3,130	5.5
25 to 44 years	21,475	37.5
45 to 64 years	17,912	31.3
65 years and over	14,795	25.8

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)

Brooklyn Community District 12 (PUMA 04014)

Selected Housing Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04014 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>51,095</b>	<b>1,399</b>	<b>51,095</b>	<b>(X)</b>
Occupied housing units	47,656	1,251	93.3%	1
Homeowner vacancy rate	1	0.8	(X)	(X)
Rental vacancy rate	3.1	0.8	(X)	(X)
UNITS IN STRUCTURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>51,095</b>	<b>1,399</b>	<b>51,095</b>	<b>(X)</b>
1-unit, detached	3,426	462	6.7%	0.9
1-unit, attached	4,617	486	9.0%	1
2 units	12,329	964	24.1%	1.7
3 or 4 units	10,893	859	21.3%	1.6
5 to 9 units	2,600	490	5.1%	0.9
10 to 19 units	1,538	350	3.0%	0.7
20 or more units	15,559	732	30.5%	1.2
Mobile home	133	124	0.3%	0.2
Boat, RV, van, etc.	0	158	0.0%	0.1
YEAR STRUCTURE BUILT				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>51,095</b>	<b>1,399</b>	<b>51,095</b>	<b>(X)</b>
Built 2005 or later	254	164	0.5%	0.3
Built 2000 to 2004	657	240	1.3%	0.5
Built 1990 to 1999	1,605	358	3.1%	0.7
Built 1980 to 1989	1,886	409	3.7%	0.8
Built 1970 to 1979	2,389	461	4.7%	0.9
Built 1960 to 1969	3,664	442	7.2%	0.9
Built 1950 to 1959	5,225	653	10.2%	1.3
Built 1940 to 1949	6,452	655	12.6%	1.2
Built 1939 or earlier	28,963	1,279	56.7%	1.8
HOUSING TENURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>47,656</b>	<b>1,251</b>	<b>47,656</b>	<b>(X)</b>
Owner-occupied	15,608	873	32.8%	1.7
Renter-occupied	32,048	1,175	67.2%	1.7
VEHICLES AVAILABLE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>47,656</b>	<b>1,251</b>	<b>47,656</b>	<b>(X)</b>
No vehicles available	24,016	1,108	50.4%	1.6
1 vehicle available	18,682	961	39.2%	1.9
2 vehicles available	4,340	543	9.1%	1.1
3 or more vehicles available	618	176	1.3%	0.4
OCCUPANTS PER ROOM				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>47,656</b>	<b>1,251</b>	<b>47,656</b>	<b>(X)</b>
1.00 or less	39,225	1,412	82.3%	1.7
1.01 to 1.50	5,933	709	12.4%	1.5
1.51 or more	2,498	509	5.2%	1.1
Average household size	3.51	0.1	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>8,032</b>	<b>661</b>	<b>8,032</b>	<b>(X)</b>
Less than 20.0 percent	1,688	382	21.0%	4.3
20.0 to 24.9 percent	638	181	7.9%	2.3
25.0 to 29.9 percent	597	198	7.4%	2.4
30.0 to 34.9 percent	637	225	7.9%	2.7
35.0 percent or more	4,472	565	55.7%	5.5
Not computed	17	28	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>30,768</b>	<b>1,186</b>	<b>30,768</b>	<b>(X)</b>
Less than 15.0 percent	3,608	497	11.7%	1.6
15.0 to 19.9 percent	2,804	479	9.1%	1.5
20.0 to 24.9 percent	3,145	492	10.2%	1.5
25.0 to 29.9 percent	2,650	532	8.6%	1.7
30.0 to 34.9 percent	2,531	407	8.2%	1.3
35.0 percent or more	16,030	1,016	52.1%	2.7
Not computed	1,280	272	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 12, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10		FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM		REQUIRED TO COMPLETE
						FY2013	FY2014	
AG-DN025	AMICO SENIOR CENTER	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
CS-DN458	YELED V' YALDA EARLY CHILDHOOD CENTER	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HB-1049	RECONST., BRIDGE, NEW UTRECHT AVE., 61ST., 62ND STREETS, BROOKLYN	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN150	EZRA MEDICAL CENTER	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN254	MAIMONIDES MEDICAL CENTER	CP		1,700 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-KN254	MAIMONIDES MEDICAL CENTER	CP		350 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-KN351	RODEPH CHESED VOLUNTEER AMBULETTE	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HR-DN043	GUARDIANS OF THE SICK	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HW-636	RECONSTRUCTION, AVENUE J FROM DAHILL RD. TO FLATLANDS AVENUE, BROOKLYN		3,147 (CN) 8,097 (F) 491 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)
HW-637	RECONSTRUCTION, 15TH AVENUE FROM DAHILL RD. TO 54TH ST., BROOKLYN		1,099 (CN) 4,318 (F) 26 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	225 (CN) 0 (F) 0 (P)
HW-665	REC. E. 8TH ST. FROM CHURCH AVE. TO 18TH AVE., BROOKLYN		122 (CN)	0 (CN)	2 (CN)	0 (CN)	0 (CN)	526 (CN)
HW-696	RECONSTRUCT EAST 5TH ST.	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-826	IMPROVEMENTS TO FRIENDS FIELD		1,040 (CN) 108 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)
P-1058	COL. DAVID MARCUS MEMORIAL PLGD., RECONST., BROOKLYN	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PO-194	NEW 66TH PRECINCT STATION HOUSE, BROOKLYN		10 (CN)	0 (CN)	0 (CN)	9,436 (CN)	19,844 (CN)	720 (CN)
PW-DN055	BOROUGH PARK JEWISH COMMUNITY CENTER	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-DN119	COUNCIL OF JEWISH ORGANIZATIONS OF FLATBUSH (COJO)	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-DN382	SHEMA KOLAINU: HEAR OUR VOICES	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN382	SHEMA KOLAINU: HEAR OUR VOICES	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-N055	BOROUGH PARK JEWISH COMMUNITY CENTER	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP

FOR ADDITIONAL INFORMATION ON EACH PROJECT, REFER TO PART 1 OF THE ADOPTED CAPITAL BUDGET



*THE CITY OF NEW YORK*  
*COMMUNITY BOARD 12*

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Chairperson

Wolf Sender  
District Manager

Moshe Wieder, First Vice Chairman  
Martin Katz, Second Vice Chairman  
Roberta Feinstein, Secretary  
Larry Jayson  
Sergeant-at-Arms

## **Brooklyn Community Board 12 Statement Of Community District Needs Fy 2012**

### **INTRODUCTION**

Community Board 12 is comprised of the neighborhoods of Borough Park, Dahill, Kensington and Midwood.

In the past few years, we have had a sizeable increase in population. Since many of our residents are Orthodox and Chasidic, large families are the rule rather than the exception. The birthrate is above average with eight to ten children per family being the norm. In addition to increased family size, new families are locating in our District. We have also experienced an influx of many new immigrants, i.e. Chinese, Russians, Polish, Pakistani and Bangladeshi.

The Chinatown of Brooklyn is located on 8<sup>th</sup> Avenue, which is the boundary between Community Board 7 and Community Board 12. This area is comprised mainly of immigrants from mainland China. The influx has been steadily increasing and now numbers approximately 35,500, which represents a significant percentage of our total population. The Borough Park West section of our District now hosts many Chinese businesses, medical offices and outreach centers as well as property owners, tenants and students.

The Pakistani and Bangladeshi immigrant population has continued to grow in leaps and bounds in the Kensington/Dahill area of our District as have the immigrants from India. In addition, with the building of 100 housing units on the former Culver El site and a projected 100 more new housing units to be built on that site within the next year; that area has had a significant increase in population. Also, Kensington, particularly the Ocean Parkway corridor, is hot to Russian immigrants who are replacing the senior population of that area who formerly occupied the high-rise apartment buildings along that corridor.

In addition, our Polish immigrant population, as well as the Hispanic population is located in the Borough Park section of our District, along with the Orthodox and Chasidic population.

The Midwood section is in the throes of change with more and more construction of larger homes to accommodate the needs of the Sephardic community.

Borough Park continues to be the most densely populated section of the District. Because of religious constraints, the large families remain within walking distance of their houses of worship, shopping areas and each other.

All areas of our District are experiencing resurgence in immigrants. All of this is contributing to the density of this District as a whole.

The Community Board 12 District, mostly through its Community efforts has become a much desired area in which to live.

Since Community Board 12 does not have a proliferation of large conglomerates, nationwide chains, or corporate structures in our District, the small business and property owner is our mainstay. People work and live in our District, thereby assuring the viability of our area and keeping the dollar flow in the community.

At present, our residents retain a commitment to our area. The City, State and Federal Government must allocate fair-share funding to urban communities to encourage and foster this commitment.

The Community Board 12 District is an area that dates back to 1900. Many of our structures, streets and sewer systems date back to that era and are antiquated.

Through various means of development, the Community Board 12 District has remained a viable tax base. However, City response to genuine needs of this area must be addressed.

# **Brooklyn Community Board 12**

## **Statement Of Community District**

### **Needs Fy 2012**

This document will endeavor to explain, rationalize and describe the needs of our area, so that Community Board 12 can receive proper consideration in the Fiscal Year 2012 Budget.

#### **POLICE**

Community Policing Program should be expanded to insure a Police presence in every neighborhood.

Specialized Drug Units should be assigned to every District to curtail and/or eliminate the drug scourge that is in every Community.

The Crime Prevention Unit should be expanded. There should be sufficient personnel and equipment to have an adequate number of condition cars to address the needs of the District.

#### **NEW STATION HOUSE – 66TH PRECINCT 5822 – 16th Avenue**

The need for a new facility to house the 66<sup>th</sup> Precinct is crucial and imperative.

During more than 30 years that this budget request has been pending, the situation at the 66<sup>th</sup> Precinct has exacerbated.

Generations of Police Officers have had to “live” in a decrepit, antiquated “House” with absolutely no amenities and with conditions that would be considered substandard and inferior for the criminals and delinquents, but are accepted and condoned at this Station House as suitable for our Police Officers.

Although some reconstruction has occurred at the Precinct, these modest renovations are only band-aid in nature and do not suffice. Much more is needed to improve working conditions at this Precinct. Good working conditions are conducive to fostering good police work. Additional space is needed to house Police Officers. A new 66<sup>th</sup> Precinct Station House is the oldest budget request on record. Although Community Board 12 has explored various locations for a new Station House, there never seems to be any suitable location, or monies have been taken out of the budget. There is no private or city owned property available in this district which would be adequate to house a new Precinct. Monies that are now in the 10 year budget plan should remain and proceedings started to forge ahead with a new Precinct.

Money saved by not having to acquire land will pay for a new state of the art building.

Air rights over the Long Island Railroad should be acquired and be used to house trailers during demolition and construction and then can be used as parking lot for police personnel as well as visitors. This land is directly across from the present Precinct.

The need to begin planning and the start of ULURP applications must begin ASAP.

#### **FIRE**

Firehouses must be adequately equipped and maintained. Arson investigation particularly with respect to abandoned buildings and cars must be expanded.

There must be no further deterioration of service to our District. Fire fighting is not to be viewed lightly nor should our residents be put at risk because of fiscal constraints.

Fire is indiscriminate. It does not differentiate between socioeconomic groups, ethnic groups, and it does

not vary from location to location. Fire can affect everyone at any time. To place the dollar before the safety of our people is unconscionable. Engine Co. 278 which served our District must be reopened as well as all the other Fire Houses closed throughout this City.

After the tragedy of 9/11, we must assure that our brave fire-fighters, who gave their lives when our City was attacked by Terrorists, have equipment that is tested, workable and reliable regardless of cost. This includes Generators for every Fire House in the City. During the 2003 summer blackout, many of the Fire Houses were rendered helpless and could not respond to emergencies because of lack of emergency power. The lives of the citizens of New York should not be put in harms way because of budget constraints. Every Fire House in this City must have a Generator to respond to emergency situations in the event of a major occurrence.

## **PARKS**

### **OCEAN PARKWAY MALLS**

Ocean Parkway is a main thoroughfare and is highly trafficked. In addition, Ocean Parkway is a Special District. The beauty of Ocean Parkway must not be allowed to deteriorate.

Some of our elected officials have designated monies for the upgrade and beautification of the Malls. Maintenance must be ongoing to make sure the upgrades and beautification remains intact.

In order to maintain this arena in a sanitary and groomed condition, a crew should be assigned to maintain the malls of this thoroughfare. An additional crew cab truck is requested to transport the men the length and breathe of this roadway. The Malls and trees must receive regular and concentrated attention so that the Parkway can be properly maintained. Trees damaged by accidents, storms or acts of nature must be replaced.

It is essential that there be increased utilization of Park Enforcement Personnel (PEP) in the Parks of Community Board 12, as well as on the Ocean Parkway Malls. PEP should enforce various regulations on Parkland such as, dog litter, unleashed dogs, bike riding on Malls on North side of Ocean Parkway where bike riding is prohibited and use of mopeds in Parks and on Ocean Parkway Malls.

### **BRIZZI PARK**

The Bocce Court is never used to play Bocce Ball. Instead, this court is being used as a urinal and for defecation by the homeless who are inside the Park at night. This Park is used by many children including disabled youngsters from a nearby school for autistic children. This Bocce Court is not conducive to a safe or healthy environment for the many using this Park. As new families have moved into the area, this playground has become very popular. What is desperately needed is to make this a Comfort Station Park/Maintenance area which is staffed with full time personnel. This would greatly benefit the entire neighborhood and at the same time allow the site to be a fixed post playground.

### **COL. MARCUS PARK**

A Comfort Station in the Playground area is needed. Children must cross back and forth from the Playground to the Ball field on a very busy trafficked street to use the Restrooms. This is a major safety issue and one that Parks must address.

### **DOME PARK**

Total refurbishing and redesign of this Park is needed. The Park is old and does not meet the needs of the many new families who have moved into the area. This Park should be a Comfort Station Park. A state of



the art spray system is needed for the many young children who are there daily. The Playground needs to be upgraded and relocated to the other side whereby it would be away from the residential homes that about this Park.

## **GRAVESEND PARK**

The Restrooms in Gravesend Park need major renovation and should be a top priority as this Park is one of the most utilized Parks in our District.

## **PARKS PERSONNEL, EQUIPMENT AND MAINTENANCE**

We need a full complement of Parks personnel for our District to insure that each facility will have an attendant on a full-time basis.

Comfort Stations cannot be utilized without Parks personnel present. Therefore, many remain closed and not utilized. It is imperative that personnel be assigned to these locations.

Parks should be cleaned on a day-to-day basis, especially those with Children's playgrounds.

All Parks must be provided with signage – Park Closes at Dusk – or 9:00 PM.

Increased lighting must be provided in every facility.

## **Recreation**

District 12 needs more regularly scheduled programs for pre-school youngsters, young adults and senior citizens.

## **Trees**

Dead or diseased trees should be routinely removed and replacement should be made as soon as possible.

Tree pruning and stump removal should be regularly scheduled. Preventive spraying for beetle, and gypsy moths must be done on an ongoing basis.

## **TRANSPORTATION**

Since Community Board 12 serves an "old" community and many of our Streets need resurfacing or reconstruction, intermittent pothole repair is a temporary remedy and does not alleviate the real problem.

## **THIRTEENTH AVENUE**

Thirteenth Avenue is the commercial shopping district in Community Board 12. People come from all over to shop Thirteenth Avenue due mainly to its' ethnic flavor. On any given Sunday, more than 10,000 people traverse this shopping strip.

Parking is at a premium. Traffic is congested, especially on Sundays; it can take up to an hour to traverse the 23 blocks of this shopping mecca.

Thirteenth Avenue has not been reconstructed in more than 20 years, and is in dire need of redesign and reconstruction.

We are requesting that a study be done to help ease traffic and parking congestion along this strip as well as design alternatives to enhance this viable commercial strip.

## **NEW UTRECHT AVENUE**

New Utrecht Avenue is a commercial strip located under an extremely low elevated structure. Because

the structure is so low, conventional light poles could not be used. Consequently, short stem globe lights illuminate the strip from Fort Hamilton to 61st Street. These globe lights should be installed on the remainder of this strip, i.e., from Fort Hamilton to 41<sup>st</sup> Street at which point the elevated structure curves and continues on 10<sup>th</sup> Avenue. The unlit area is extremely dark.

## **HIGHWAYS**

There should be closer scrutiny of a contractor's performance. Contracts must not be signed off until it has been satisfactorily established that the work was properly performed. This would eliminate the problems of ponding, improper grading, etc. that so often arise after the contract has been signed off.

## **TRAFFIC AND STREET SIGNS**

Traffic control signs and Street signs should be replaced, as needed, within a reasonable time.

## **DEPT. OF EDUCATION**

As the Dept. of Education is now a City agency, there should be more open communication with the Community Boards. A liaison should be assigned to attend District Cabinet meetings. The Community Boards should have the same kind of advisory input with the Dept. of Education as they do with other City agencies.

All school buildings should be equipped with complete security systems to effectively secure buildings, eliminating the need for replacement of valuable equipment lost through frequent burglaries.

## **HOUSING PRESERVATION AND DEVELOPMENT**

Continuation of HPD programs is essential for the continued rehabilitation and development of our Community. HIP, 8A, PLP and 202 loans are vital in order for this work to continue.

Continuation of funding for additional consultant contracts to those organizations that are addressing needs that heretofore were not being addressed.

## **BUILDINGS**

Additional inspectors should be hired and trained so that buildings can be inspected on a regular basis. Assignment of inspectors to the Community Board would be a cost-effective way in which buildings could be inspected. Funding for building code research of new materials and building techniques is also necessary to evaluate new construction.

A more efficient system must be devised to handle "Stop Work Orders" – correct and current information must be disseminated to enforcement agencies. Full-time Inspectors, assigned on a regular basis to each Community Board would provide much needed inspections, expertise and at-hand knowledge of current Buildings Department rules and regulations.

## **SANITATION**

For many years, Sanitation housed BK11 garbage in our District. Once BK11 moved to within the boundaries of Community Board 11, this facility became the Annex for BK12. Because the building was deemed unsafe some years ago, the building was demolished. With the demolition of the Annex building, this is now a parking lot for BK12 trucks. It is imperative that a sound barrier be built on the back of this lot which abuts the private homes on Dahl Court. Complaints have been non-stop concerning the noise created by the truck engine revving up especially in the early morning winter hours. Many of the homes were purchased when the Annex was still on this site and all trucks were housed therein. Homes were expensive and owners put a lot of money into these homes. They were not aware at the time that they purchased their homes, that this

lot abutting their homes would become a parking lot for Sanitation trucks. Without this sound barrier noise pollution will become a major problem and will greatly affect the quality of life of these homeowners. The sound barrier must go above the second floor windows where most of the bedrooms are located. A sound barrier is both feasible and doable at this point and is a necessity that should not be delayed any longer.

Community Board 12 has over 300 private schools serving approximately 188,000 or more children. The District has 16 public schools which serve approximately a third of the total enrollment of the private schools. The student enrollment in some of the public schools has been dwindling rather than increasing. Most of these private schools have year round lunch programs with perishable foods. However, the private schools only receive two pickups per week while the public schools are picked up daily. Something is wrong.

The student enrollment in private schools far out numbers the enrollment in public schools in this district and because of the amount of garbage generated from these schools each day, daily pickups must be implemented. Many private schools are experiencing sanitary problems. Because there are only two pickups per week, many schools must contain their garbage inside the building over weekends and for days at a time. Therefore, rats, roaches and other vermin are infesting the schools as well as areas around these schools because of the abundance of garbage placed out for twice weekly collection.

Daily pickup for private schools is not only essential but necessary to maintain a healthy and clean environment for students and faculty as well as the community at large.

When private schools outnumber public schools and private school enrollment outnumbers the student enrollment in public schools in any particular district, pickups for private schools must be implemented and incorporated into the daily collection schedule.

In our densely populated District, there is a need for a minimum of 20 men for street cleaning purposes. It is also important that a full complement of men be maintained at all times.

Lot cleaning should be provided for all lots located in our District. Garbage strewn lots in an otherwise stable area, create an aura of blight and deterioration. In addition, garbage-strewn lots attract dumpers; become rat harborage, with roach infestation. Sanitation should have sufficient personnel to address the ever-present illegal dumping problem prevalent in our District. Sanitation Police must be assigned to 11:00 P.M. to 7:00 A.M. shift when most dumping occurs. The seriousness of illegal dumping problem should not be underestimated. At the several sites in the community Board 12 District where illegal dumping is ever present, we have experienced dangerous and hazardous items that imperil the health and well being of our residents, i.e., medical waste, asbestos, chemicals, contaminants and poisons. All this is in addition to the regular construction materials, dead flowers, rotted fruit and vegetables, auto parts, scrap materials, etc.

A Basket Truck and twice daily pick-ups are necessary to collect the overflowing litter baskets. The same Basket Truck can also be used as MLP throughout the District. Overflowing baskets on the corners give the perception of a deteriorated neighborhood. Collection of litter basket refuse must be done on a regular, twice daily basis.

Serious consideration must be given to this most reasonable request.

## **ECONOMIC DEVELOPMENT**

Economic Development is a prime concern to our area. Community organizations must receive private and public agency support. Successful economic development depends on the dollar structure remaining in the community. Leakage of funds through absentee ownership of housing and businesses does not generate dollars back into the Community. Small businesses that employ local people and the owner occupied dwelling help to insure that funds will remain in a Community.

Local banks must encourage making mortgage loans, home improvement loans, business loans, etc. to the local community, thereby insuring that investment dollars remain in the Community.

With this formula, houses are better maintained; businesses flourish and growth investment in the Community is assured.

### **MAJOR COMMERCIAL STRIPS**

The need to organize Merchant's Associations on our major commercial strips is vital to their stability. Those strips are 13<sup>th</sup> Avenue, 16<sup>th</sup> Avenue, 18<sup>th</sup> Avenue and Church Avenue.

These commercial strips are experiencing new vitality due to the influx of the new immigrants. Economic assistance should be made available for revitalization of these strips. Monies should be made available for new storefronts, increased security, and improved lighting and sidewalk restoration. This would encourage new shops to locate here and would encourage existing businesses to expand, thereby creating additional jobs and boosting the economy. All of our major commercial strips are comprised of family-owned and operated businesses with a commitment to the area. These merchants live and work in the community so that the dollar-flow remains in the community. This type of economic dollar usage maintains the area as a viable tax base.

### **HEALTH AND HOSPITAL SERVICES**

Maimonides Medical Center is the major health facility in Community Board 12 District.

Maimonides is constantly upgrading and expanding its' services. However, a nighttime clinic and nutritional program should be made available. Many of our population are immigrants who work in the day and the only opportunity for medical care is during nighttime hours.

Maimonides Medical Center has a catchment area of over 800,000 people, which includes mostly working, lower and middle-class residents. This service area has a very large Orthodox Jewish population and large Italian, Polish, Hispanic, Russian, Pakistani, Bangladeshi and Asian populations, as well. The area of District 12 has the highest birthrate in New York City where Hasidic families have as many as ten children or more.

At least a quarter of our population are Senior Citizens.

The Health Dept. should do preventive spraying for mosquitoes as well as spraying areas known to harbor West Nile Virus infestation on a seasonal basis, before waiting for confirmation of West Nile Virus.

### **INFRASTRUCTURE**

The rapid deterioration of the City's infrastructure must be addressed. Our Streets, sewers, catch basins, water mains, railroad overpasses, elevated subway structures and subway roadbeds must be repaired before collapses and other major catastrophes occur.

### **DEPARTMENT OF ENVIRONMENTAL PROTECTION**

#### **HYDRANTS**

State of the Art fire hydrants should be installed through the Community Board 12 District. Present hydrants are over 80 years old and many are in disrepair, leaking, knocked down or inoperable. These damaged, old hydrants present a threat to the safety and well being of our community. Hydrants should be inspected on a regular basis. Summer use of hydrants is abused. Spray caps are rarely utilized. Most of the time, the hydrants are opened to full capacity, with extensive water waste that creates hazardous conditions for drivers and pedestrians. Open hydrants are not toys and the public abuse of it should be curtailed or eliminated entirely.

## **SEWERS**

In as much as the installation of the sewers in Community Board 12 District was done over 80 years ago, many sewer lines in our Board need rehabilitation and/or replacement. In some instances, defective sewers have caused sagging roadbeds. This condition must be corrected before a major catastrophe occurs.

Several of our existing sewers are in poor condition and in imminent danger of collapse.

## **THIRD WATER TUNNEL**

Construction of new tunnel to supplement present water supply is essential to the increased population of our area.

## **CATCH BASINS**

Catch Basins must be installed at every intersection.

All Catch Basins should be cleaned on a regular scheduled basis. Deteriorated Catch basins should be repaired or replaced as part of a regular maintenance schedule.

## **WATER MAINS**

The Lifetime of a Water Main should be established; periodic inspections, after the projected life span, should be made in order to determine the condition and regular maintenance instituted.

## **SUBWAYS**

On-going maintenance should be done. The system is almost 90 years old and deferred maintenance must be abolished. Regular scheduled maintenance is a must for this deteriorated antiquated system.

## **HUMAN SERVICES**

Ambulatory and homebound Senior Citizens must be assured of support services for their needs. Medicare, Medicaid and Home Care under human Resources Agency programs should be expanded to provide adequate services to homebound seniors.

The problem of the handicapped must be addressed and services rendered in a simple uncomplicated manner. Regulations have to be revised so that assistances and services can be obtained more efficiently.

Adequate funding to Community based organizations to keep programs going must be addressed.

## **SOCIAL SERVICES**

While many social services are needed, few are implemented because the Community is not aware of the programs that are available. A concerted outreach program to apprise area residents of special services would be very productive.

In addition, some provisions must be made for unexpected crisis situations where expedient assistance can be obtained with a minimum of red tape.

Adequate funding to Community based organizations must also be addressed in the social services areas.

## **YOUTH SERVICES**

Adequate funding is needed for the Community based programs that are youth oriented. Many worthwhile summer and/or after school programs are abandoned because of the lack of funding.

More funding should be applied to the Summer Youth Employment Program. Many youths were denied

employment this past summer due to lack of funding.

## **CHILDREN'S SERVICES**

ACS should assign a representative to the Community Board, in accordance with City charter mandate. ACS should provide statistical data on child abuse and neglect as it relates to Community Board 12 without breaching client confidentiality.

A special Child Abuse/Neglect Hot Line should be established for Brooklyn, It is ludicrous that a borough of more than 2-1/2 million people must report incidents of child abuse and neglect to Albany while small cities in New York State with modest populations have "Hot Lines".

With the steady increase in population in the Community Board 12 area, there is a definite need for additional Day Care, particularly for toddlers 2-3 years of age.

Increased emphasis should be given to the Head Start Program with many more slots made available to accommodate our ever- increasing population.

In the past, by its own admission, HRA who formerly had jurisdiction over children's services had massive failings in its care of foster children. The child casework system, as investigated by "Newsday" documented that thousands of lapsed foster care files were missing and in general, record keeping was poor. Caseworkers do not follow-up on missed visits and 100 of the Brooklyn cases lacked a required assessment of the child's ability to take care of him.

Community Board 12 has addressed the problem of child abuse and neglect, together with foster care since 1987. From that date to present, the system presently in place has not been improved in any way. ACS must revise the entire system without further delay.

Since these evaluations are crucial to the welfare of the children, strict guidelines should be established and monitored when reviewing, assessing or investigating a situation.

## **ADULT SERVICES**

Programs to give much needed assistance to frail elderly must be implemented and/or continued and expanded.

In the Community Board 12 District, we have one of the largest senior populations in the country.

There is an unmet need for adequate home care, particularly if the seniors live alone.

Since people are living longer, additional assistance must be available. Services must be increased and not reduced.

Eligibility for public assistance needs to be re-evaluated.

## **LONG ISLAND RAILROAD**

The Long Island Railroad and most recently acquired by New York Atlantic Railway runs through a major portion of Community Board 12 District. As a quasi-government agency, Con Rail, Long Island Railroad and now New York Atlantic Railway are delinquent in the maintenance of this roadway. The site of the railroad tracks was allowed to completely deteriorate. The Rail line is the location of tons of garbage providing a harborage for rats, fencing is damaged and never repaired or non-existent – the tracks are not lighted and no security is present. These factors have all contributed to making these Railroad tracks blight in the Community. Immediate measures must be taken to remove this condition from our area. The City must put pressure on New York State Department of Transportation to address this problem.

The New York Atlantic Railroad must become more responsible for the properties and the areas they encompass. In recent months, conditions along this railway track throughout our District have deteriorated to a new low, which includes numerous homeless along this railway line.

With the terror plot against the Buckeye Pipe Line and Kennedy Airport, and the fact that this pipeline runs through our entire district, immediate steps must be taken to ensure the safety of this community as well. The pipeline which lies underneath the LIRR and is adjacent to the NYC Transit line must be safeguarded from entry to any unauthorized personnel mainly due to its accessibility to the NYC Transit system.

Community Board 12 has requested that Homeland Security take immediate oversight of the Buckeye Pipeline and railroad cut and conducts a detailed assessment of what corrective measures are to be implemented to insure the safety of our homes and families.

## **LIBRARIES**

The three Libraries located in the Community Board 12 District have a combined book circulation of over 800,000 with a vast registry of borrowers. Sufficient monies should be allocated for increased service and expanded programs.

## **CULTURAL ACTIVITIES**

For the most part, cultural activities in the Community Board 12 District are the domain of groups from the private sector. With the advent of "tight money", many of these activities have been abandoned or diminished. A concerted effort must be made by the City to have cultural activities allotted to each Community Board District.

## **311 SYSTEM**

Community Boards must have an open dialogue and communication with the 311 system. The Boards must be given a summary of complaints and/or inquiries registered with 311 that pertains to their Board. The Board must also be notified of the outcome of same.

This Office has seen more and more of our constituents coming in to us stating that 311 failed them. In many cases 311 referred the constituent back to the Community Board. If a problem was not resolved within 10 days, and a new complaint was registered, the old complaint number was wiped out and the complaint process started anew. This is especially true with street lights. The outcome is that a street light can take weeks or even months to repair. This is not acceptable.

The failure of communication can have an adverse effect on the quality of life for residents in a particular area. An open communication will allow the Community Board to address issues and have consultations with area residents before any action or studies are initiated thereby saving the City time and money.

By working together, we can strengthen the Citizen Complaint System and can advocate and deliver a full comprehensive approach to the monitoring and delivery of services to the citizens of New York.

## **COMMUNITY BOARDS**

As awareness of Community Boards became more apparent, the role of Community Boards broadened. Community Boards are charged with greater responsibilities, interacting with other agencies, they disseminate vital information, make inspections and act as a catalyst between agencies and the Community. In addition, Community Boards are charged with the responsibilities to assure that every resource is utilized to the fullest extent.

Because of the limitations of the budget allocated to Community Boards, minimum staffing is used to handle the ever-growing volume of work and responsibility.

In 1995, the Boards budgets were depleted by 20%. This greatly effected the general day to day operations of the Community Boards. This money was never fully recouped.

The Boards had to fund part of the collective bargaining salary increases as well as the Mayor's Personnel order for salary increases for managerial employees. This further depletion of our budget along with salaries, goods, merchandise and services increasing - have made the day to day operations of the Community Board strained to say the least.

Adequate funding should be made available for Community Boards to insure that increased cost of goods and other expenses as well as hiring additional staff are met and to keep up with inflation. Collective bargaining and mayoral issued management increases should be added to the internal budget as settlements with Unions are reached and when the Mayor issues Mayoral Personnel orders for pay raises managerial employees. Monies should not be taken out of the internal budget for Community Boards for the above mandates.

## **CONCLUSION**

The needs of Community Board 12 are many. However, in preparing our Capital and Expense Budget requests for Fiscal year 2012, we will be very selective and prioritize those needs that will benefit the greatest number of residents and are most essential to the District. However, funding for all our requests and needs are critical.

Prepared By:

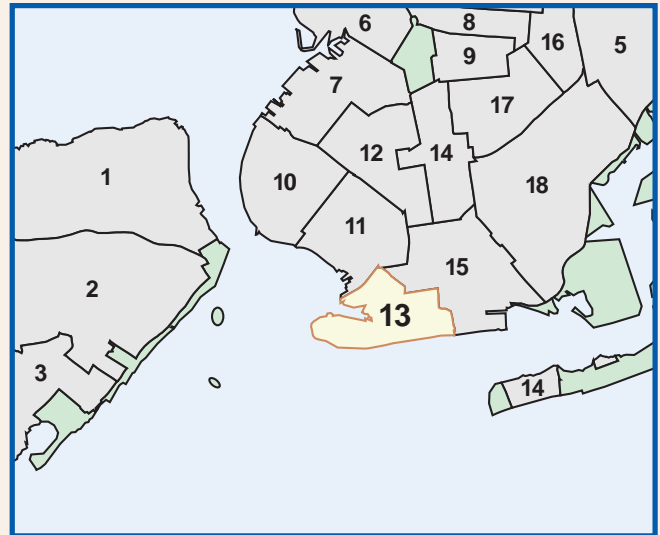
*Wolf Sender*  
Wolf Sender  
District Manager

Approved:

*Alan J. Dubrow*  
Alan J. Dubrow  
Chairman

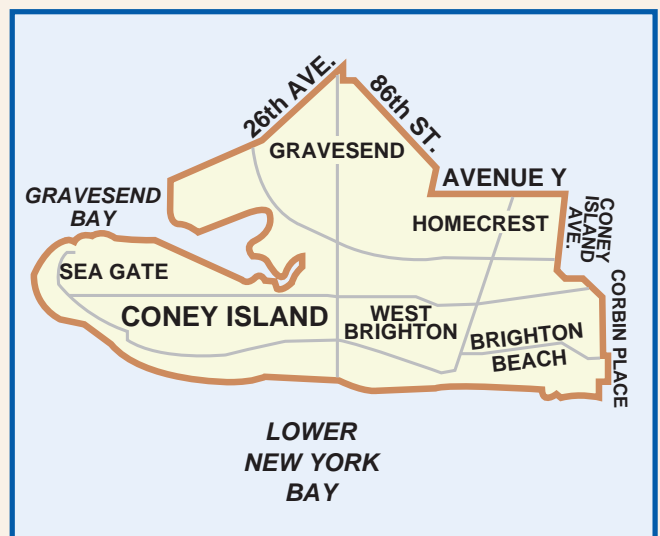


# BROOKLYN COMMUNITY DISTRICT 13



TOTAL POPULATION	1980	1990	2000
Number	100,030	102,596	106,120
% Change	—	2.6	3.4

VITAL STATISTICS	2000	2008
Births: Number	1,211	1,211
Rate per 1000	11.4	11.4
Deaths: Number	1,349	1,188
Rate per 1000	12.7	11.2
Infant Mortality: Number	9	4
Rate per 1000	7.4	3.3



INCOME SUPPORT	2000	2010
Cash Assistance (TANF)	8,428	3,931
Supplemental Security Income	14,843	15,106
Medicaid Only	8,590	28,805
<b>Total Persons Assisted</b>	<b>31,861</b>	<b>47,843</b>
<b>Percent of Population</b>	<b>30.0</b>	<b>45.1</b>

	Lots	Lot Area	
		Sq. Ft.(000)	%
1- 2 Family Residential	3,600	9,098.9	12.4
Multi-Family Residential	1,575	16,234.2	22.1
Mixed Resid. / Commercial	393	2,910.5	4.0
Commercial / Office	253	2,777.4	3.8
Industrial	56	675.9	0.9
Transportation / Utility	80	920.1	1.3
Institutions	114	4,951.5	6.7
Open Space / Recreation	72	28,240.4	38.4
Parking Facilities	197	1,216.0	1.7
Vacant Land	562	5,715.8	7.8
Miscellaneous	91	801.1	1.1
<b>Total</b>	<b>6,993</b>	<b>73,541.7</b>	<b>100.0</b>

TOTAL LAND AREA	
Acres:	2,002.6
Square Miles:	3.1

# Brooklyn Community District 13



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**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 13	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	102,596	100.0	106,120	100.0	3,524	3.4
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	58,298	56.8	58,684	55.3	386	0.7
Black/African American Nonhispanic	20,291	19.8	16,654	15.7	(3,637)	-17.9
Asian or Pacific Islander Nonhispanic	6,422	6.3	10,079	9.5	3,657	56.9
American Indian and Alaska Native Nonhispanic	233	0.2	191	0.2	(42)	-18.0
Some Other Race Nonhispanic	249	0.2	304	0.3	55	22.1
Nonhispanic of Two or More Races	-	-	2,955	2.8	-	-
Hispanic Origin	17,103	16.7	17,253	16.3	150	0.9
Population Under 18 Years	22,906	100.0	23,395	100.0	489	2.1
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	7,514	32.8	7,396	31.6	(118)	-1.6
Black/African American Nonhispanic	7,487	32.7	6,200	26.5	(1,287)	-17.2
Asian or Pacific Islander Nonhispanic	1,723	7.5	2,799	12.0	1,076	62.4
American Indian and Alaska Native Nonhispanic	61	0.3	69	0.3	8	13.1
Some Other Race Nonhispanic	94	0.4	113	0.5	19	20.2
Nonhispanic of Two or More Races	-	-	833	3.6	-	-
Hispanic Origin	6,027	26.3	5,985	25.6	(42)	-0.7
Population 18 Years and Over	79,690	100.0	82,725	100.0	3,035	3.8
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	50,784	63.7	51,288	62.0	504	1.0
Black/African American Nonhispanic	12,804	16.1	10,454	12.6	(2,350)	-18.4
Asian or Pacific Islander Nonhispanic	4,699	5.9	7,280	8.8	2,581	54.9
American Indian and Alaska Native Nonhispanic	172	0.2	122	0.1	(50)	-29.1
Some Other Race Nonhispanic	155	0.2	191	0.2	36	23.2
Nonhispanic of Two or More Races	-	-	2,122	2.6	-	-
Hispanic Origin	11,076	13.9	11,268	13.6	192	1.7
Total Population	102,596	100.0	106,120	100.0	3,524	3.4
Under 18 Years	22,906	22.3	23,395	22.0	489	2.1
18 Years and Over	79,690	77.7	82,725	78.0	3,035	3.8
Total Housing Units	43,889	-	43,922	-	33	0.1

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 13</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>106,120</b>	<b>100.0</b>
White Nonhispanic	58,684	55.3
Black Nonhispanic	16,654	15.7
Asian and Pacific Islander Nonhispanic	10,079	9.5
Other Nonhispanic	495	0.5
Two or More Races Nonhispanic	2,955	2.8
Hispanic Origin	17,253	16.3
Female	57,096	53.8
Male	49,024	46.2
Under 5 years	5,685	5.4
5 to 9 years	6,643	6.3
10 to 14 years	6,885	6.5
15 to 19 years	6,882	6.5
20 to 24 years	6,455	6.1
25 to 44 years	26,032	24.5
45 to 64 years	25,436	24.0
65 years and over	22,102	20.8
18 years and over	82,725	78.0
In households	103,981	98.0
In family households	86,170	81.2
Householder	26,699	25.2
Spouse	17,319	16.3
Own child under 18 years	19,798	18.7
Other relatives	20,171	19.0
Nonrelatives	2,183	2.1
In nonfamily households	17,811	16.8
Householder	15,746	14.8
Householder 65 years and over living alone	8,005	7.5
Nonrelatives	2,065	1.9
In group quarters	2,139	2.0
<b>Total Households</b>	<b>42,445</b>	<b>100.0</b>
Family households	26,699	62.9
Married-couple family	17,319	40.8
With related children under 18 years	6,868	16.2
Female householder, no husband present	7,518	17.7
With related children under 18 years	4,780	11.3
Male householder, no wife present	1,862	4.4
With related children under 18 years	709	1.7
Nonfamily households	15,746	37.1
Households with one or more persons 65 years and over	16,260	38.3
Persons Per Family	3.15	-
Persons Per Household	2.45	-
<b>Total Housing Units</b>	<b>43,922</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>42,445</b>	<b>100.0</b>
Renter occupied	33,070	77.9
Owner occupied	9,375	22.1
By Household Size:		
1 person household	14,302	33.7
2 person household	12,306	29.0
3 person household	6,792	16.0
4 person household	4,693	11.1
5 persons and over	4,352	10.3
By Age of Householder:		
15 to 24 years	1,037	2.4
25 to 44 years	12,142	28.6
45 to 64 years	14,721	34.7
65 years and over	14,545	34.3

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)

Brooklyn Community District 13 (PUMA 04018)

Selected Housing Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04018 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>47,921</b>	<b>1,531</b>	<b>47,921</b>	<b>(X)</b>
Occupied housing units	44,823	1,407	93.5%	1.3
Homeowner vacancy rate	6.6	2.5	(X)	(X)
Rental vacancy rate	2.7	1	(X)	(X)
<b>UNITS IN STRUCTURE</b>				
<b>Total housing units</b>	<b>47,921</b>	<b>1,531</b>	<b>47,921</b>	<b>(X)</b>
1-unit, detached	1,914	400	4.0%	0.8
1-unit, attached	2,394	387	5.0%	0.8
2 units	5,462	659	11.4%	1.3
3 or 4 units	3,821	552	8.0%	1.1
5 to 9 units	1,131	327	2.4%	0.7
10 to 19 units	1,039	256	2.2%	0.5
20 or more units	32,160	1,245	67.1%	1.7
Mobile home	0	158	0.0%	0.1
Boat, RV, van, etc.	0	158	0.0%	0.1
<b>YEAR STRUCTURE BUILT</b>				
<b>Total housing units</b>	<b>47,921</b>	<b>1,531</b>	<b>47,921</b>	<b>(X)</b>
Built 2005 or later	284	149	0.6%	0.3
Built 2000 to 2004	1,024	255	2.1%	0.5
Built 1990 to 1999	1,159	291	2.4%	0.6
Built 1980 to 1989	1,467	323	3.1%	0.7
Built 1970 to 1979	5,332	668	11.1%	1.4
Built 1960 to 1969	13,910	882	29.0%	1.6
Built 1950 to 1959	9,219	874	19.2%	1.8
Built 1940 to 1949	6,204	692	12.9%	1.3
Built 1939 or earlier	9,322	887	19.5%	1.7
<b>HOUSING TENURE</b>				
<b>Occupied housing units</b>	<b>44,823</b>	<b>1,407</b>	<b>44,823</b>	<b>(X)</b>
Owner-occupied	11,914	876	26.6%	1.8
Renter-occupied	32,909	1,387	73.4%	1.8
<b>VEHICLES AVAILABLE</b>				
<b>Occupied housing units</b>	<b>44,823</b>	<b>1,407</b>	<b>44,823</b>	<b>(X)</b>
No vehicles available	27,044	1,384	60.3%	2.2
1 vehicle available	14,559	1,043	32.5%	2.2
2 vehicles available	2,622	436	5.8%	0.9
3 or more vehicles available	598	236	1.3%	0.5
<b>OCCUPANTS PER ROOM</b>				
<b>Occupied housing units</b>	<b>44,823</b>	<b>1,407</b>	<b>44,823</b>	<b>(X)</b>
1.00 or less	41,747	1,380	93.1%	1.2
1.01 to 1.50	1,766	399	3.9%	0.9
1.51 or more	1,310	364	2.9%	0.8
Average household size	2.32	0.08	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>5,272</b>	<b>565</b>	<b>5,272</b>	<b>(X)</b>
Less than 20.0 percent	1,445	346	27.4%	5.6
20.0 to 24.9 percent	579	210	11.0%	3.8
25.0 to 29.9 percent	672	277	12.7%	4.9
30.0 to 34.9 percent	394	161	7.5%	3.1
35.0 percent or more	2,182	365	41.4%	5.9
Not computed	73	77	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>31,709</b>	<b>1,374</b>	<b>31,709</b>	<b>(X)</b>
Less than 15.0 percent	4,243	675	13.4%	2.1
15.0 to 19.9 percent	2,813	482	8.9%	1.5
20.0 to 24.9 percent	3,392	517	10.7%	1.6
25.0 to 29.9 percent	4,097	585	12.9%	1.9
30.0 to 34.9 percent	4,076	615	12.9%	1.8
35.0 percent or more	13,088	1,105	41.3%	2.7
Not computed	1,200	350	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 13, BROOKLYN

BUDGET LINE	TITLE	TOTAL	FY2011 ADOPTED	THREE YEAR PROGRAM			REQUIRED TO COMPLETE
		APPROPRIATION AS OF 5/31/10	CAP BUDGET	FY2012	FY2013	FY2014	
AG-DN216	JEWISH COMMUNITY COUNCIL OF GREATER CONEY ISLAND (JCCGCI)	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HB-668	REHABILITATE E. 8TH STREET RAMP TO BSHP, BROOKLYN	20,625 (CN)	312 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HB-1021	BRIDGE REHABILITATION, CONEY ISLAND AVENUE, ETC., BROOKLYN	10,619 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HB-1193	RECONSTRUCT BELT PARKWAY/OCEAN PARKWAY BRIDGE, BROOKLYN	14,960 (CN) 86,595 (F) 8,300 (S)	24 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)
HD-DN558	CONEY ISLAND YMCA	CP	1,000 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-KN433	LUNA PARK HOUSING CORPORATION	CP	0 (CN)	1,000 (CN)	1,000 (CN)	0 (CN)	CP
HD-KN558	CONEY ISLAND YMCA	CP	2,000 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-N558	CONEY ISLAND YMCA	CP	4,500 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN321	OTSAR FAMILY SERVICES	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HR-KN170	GOOD SHEPHERD SERVICES	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HW-720	RECONSTRUCTION OF BENSON AVENUE	1,985 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HW-972	RECONSTRUCTION OF BAYVIEW AVENUE, ETC., BROOKLYN	66 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	2,361 (CN)
P-C024	RECONSTRUCTION OF BOARDWALK PAVILIONS AT CONEY ISLAND	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-C054	RECONSTRUCTION OF DREIER OFFERMAN PARK, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-K707	CONEY ISLAND CENTER AND ASSER LEVY PARK	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-7	CONEY ISLAND BOARDWALK IMPROVEMENTS	CP	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	CP
P-379	ROCKAWAY BEACH, CONEY ISLAND, ETC. SHORE IMPROVEMENTS	CP	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	CP
P-507	DREIER OFFERMAN PARK DEVELOPMENT	CP	46 (CN) 0 (S)	360 (CN) 0 (S)	16,862 (CN) 0 (S)	6,393 (CN) 0 (S)	CP
P-735	KAISER PARK SEAWALL REHABILITATION	500 (CN) 1,105 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)
PV-C230	NEW YORK AQUARIUM, IMPROVEMENTS	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-DN294	NEW WAY CIRCUS	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-DN689	CAREY GARDENS	CP	300 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-D230	NEW YORK AQUARIUM, IMPROVEMENTS	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-KN112	CONEY ISLAND USA	CP	250 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-K230	NEW YORK AQUARIUM, IMPROVEMENTS	CP	1,000 (CN)	0 (CN)	0 (CN)	0 (CN)	CP

FOR ADDITIONAL INFORMATION ON EACH PROJECT, REFER TO PART 1 OF THE ADOPTED CAPITAL BUDGET

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 13, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10	FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM			REQUIRED TO COMPLETE
					FY2013	FY2014		
PV-N112	CONEY ISLAND USA	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-230	NEW YORK AQUARIUM, IMPROVEMENTS	CP	4,798 (CN) 1,000 (F) 1,000 (S) 5,000 (P)	0 (CN) 0 (F) 0 (S) 0 (P)	19,000 (CN) 0 (F) 0 (S) 0 (P)	18,000 (CN) 0 (F) 0 (S) 0 (P)	CP	
PW-DN171	GREATER CONEY ISLAND YOUNG MEN'S CHRISTIAN ASSOCIATION (YMCA)	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-DN384	SHOREFRONT YOUNG MEN'S AND YOUNG WOMEN'S HEBREW ASSN (YM & YWHA)	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-DN465	YWCA ROBERTA BRIGHT EARLY LEARNING CENTER	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN618	BRIGHTON NEIGHBORHOOD ASSOCIATION	CP	35 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
S-175	CONSTRUCTION, GARAGE FOR SANITATION DISTRICTS 13 AND 15, BROOKLYN	16,440 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
SE-585	SANITARY SEWER IN NEPTUNE AVE, BKLYN	5,387 (CX)	1,650 (CX)	35,000 (CX)	2,000 (CX)	27,500 (CX)	0 (CX)	





## **BROOKLYN COMMUNITY BOARD 13**

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**EDDIE MARK**  
Chairperson  
**CHUCK REICHTHAL**  
District Manager

### **District Needs Statement FY 2012 Community Board 13 Brooklyn**

#### ***When ain't nostalgia just not what it used to be?***

Nostalgia sweeps across the entire City of New York – not just Manhattan – as if a tsunami of reflective images is awash through the collective consciousness of an entire citizenry. There are those for whom the mind swirls with memories of families, friends, all flooding the Roxy, the Polo Grounds, the Columbus Circle Coliseum, Gimbel's, the Automat, Toffenetti's, and maybe even the pre-Disney Times Square with neon blinking streets of movie marquees. Or the political diatribes at Union Square; the double-decker Fifth Avenue Bus; or the elevated railways criss-crossing the borough of Manhattan before time and King Kong crushed them into urban mythology. While nostalgia remains a pleasurable element in an ever-changing, ever-challenging, ever-stressful 2010, nostalgia keeps alive the wonder of the era rather than the trials and tribulations that also took place at the same time.

Brooklyn and nostalgia merge magically, with clear kaleidoscopic images. Before it was thought, by City nabobs, as just 'one of the outer boroughs', Brooklyn was its own city, and it, still, sends forth treasured thoughts of a Downtown Brooklyn with its many first-run theaters complete with stage shows and their nearby bountiful restaurants. Of course, Ebbets Field creates memorable thoughts of smiles, disappointment, and vitality. Prospect Park before its neighbors insisted that it be closed to even the rudiments of traffic, was a daily adventure into a rustic world, complete with Saturday night Music Grove concerts. (More and more work on nearby Flatbush Ave. and the resultant emission-clogged, bumper-to-bumper traffic should urge a rethink of the total closing of the Park to traffic!) Row boats and launches, by the hundreds, pulled away from the Prospect Park Boat House dock, and paddle boats lazily moved along a nearby smaller lake. Thousands more memories rush in with the tides of memory - Lundy's and Tappen's, Gage & Tollner's, your neighborhood theaters, roller-skating rinks, the ornate wonderlands that called themselves the magnificent Loew's Pitkin (now a pitiful shell awaiting new uses), the similarly moribund Loew's Kings, the Kameo, the RKO Tilyou, the Loew's Coney Island, the Patio, the Fox – all of them and more transporting people to other worlds of glitz, glamour, and, sometimes, stark reality.

For the Community Board 13 area, nostalgia took on the most glittery of mental pictures, because this southern area of the borough, encompassing Brighton Beach, Coney Island, Sea Gate, and Gravesend, links to scenes of the most striking of time capsule mental snapshots. From the days of its 'discovery', tens of thousands of people have streamed into this shorefront vicinity: people from all over the world to visit an amusement district that thrived as much on the past as the present. Yes, even Sigmund Freud was dazzled by it! Cary Grant worked Surf Avenue on stilts; Rudolph Valentino provided the perfect dancing 'escort' for single damsels; Leon Trotsky appeared in Vitagraph movies filmed on the beach and nearby woodlands.

How could enterprising adventurers into the world of the new flickers, e.g. Brooklyn's own Vitagraph Studio, ignore their rich lode of readymade natural settings? And, more, the sea-swept recollections of the original touristy Luna Park, the glassed-encased Steeplechase and its famed Horses, Coney's scores of bathhouses, pools, Boardwalk attractions, Dreamland with its electrical wonderland, rides, foods, and spectacles. Then, whirling through the mind are thoughts of Shatzkin's knishes, skee ball, Brighton Beach Baths, the Thunderbolt, the Tornado, the seeming endless oom-pah-pah's of carousels, Bonammo's Turkish Taffies, the 'Toonerville' Trolley along Railroad Avenue, the Sodamat, Stauch's and Silver's Baths. Ravenhall and the Washington Baths. The Atlantis with its headliners of big band singers like Doris Day! 'Under the Boardwalk' where one could rent un-openable beach chairs and umbrellas as well as a place where beachgoers could buy Mission Orange Soda and where one could get some shade away from the red hot sand.

And Theaters --- the RKO Tilyou, Loew's Coney Island, the Surf and Mermaid, the Oceana and the Tuxedo. The Brighton Beach Theater where great stars appeared in Broadway touring companies. And the ethnic theaters. For those even older, the recollections of race tracks and boxing arenas.

BUT *NOSTALGIA* in C.B. does not mean meandering through a life in the past, gazing only at faded photographs or reading of a world as remote as Oz. *Nostalgia just ain't what it used to be!!* While the Palisades Amusement Park, Rockaway Playland, and Freedomland are just fodder for tomes on ye olde century, the everlasting, ongoing bloodline of Brighton Beach, Coney Island, the beach, the Boardwalk, Surf Ave., the Bowery, Brighton Beach Ave. have kept on serving and thrilling millions non-stop over the decades. Yes, the mammoth crowds of years past, for a while, may have dwindled thanks to a combination of air conditioned new lifestyles, the lure of the suburbs, the living room specters of bad and good TV, BUT, in spite of all these distractions, the Brooklyn southshore still thrived. The Cyclone roller coaster continued to send screaming carloads of people up and down its daunting wooden slopes; Deno's Wonder Wheel Park brought families into a world of fun and frolic, with its centerpiece 'wheel' whirling into the salt atmosphere. Nathan's remained the Mecca for the best in hot dogs with French fries. The New York Aquarium left Manhattan to bring its magic to a site once home to Dreamland. Nuts to nostalgia... nothing could truly stop the pulse beat of these ocean swept areas. And, now, the name of *Luna Park*, as an example, no longer reflects an amusement park that had its final, devastating fire as World War II came to an end...nor does it mean a housing development that rose on the land that had once been filled with those towers of light. It NOW means a new and thriving amusement park, on the site of the time-honored Astroland. In 2010, Surf Avenue swarmed with crowds on the opening day of this brand new amusement center, already established as much a part of the modern day Coney Island as its giddy neighbors. And there are more wild rides planned for 2011!! Nothing stops the verve, spirit, excitement, and people-friendly salt air magnetism of C.B. 13's neighborhoods.

What has happened for this always-in-progress double-barreled renaissance of an already-thriving Brooklyn mainstay? Many elements have played a part -- but none more than the people who have never lost faith in its surfside grandiosity -- the residents, the visitors, the tourists, the entrepreneurs (who kept businesses going through good years and less-than-good years), and the eyes and ears of people who never let the area disappear into history books that would link it with the 'there- once-was' indexes in books about the history of the City of Brooklyn.

The south shore of Brooklyn, when it was still Breukelen with homesteading townships like Midwout, first proved to be a magnet for the magnates, who ruled Manhattan's southern tip, with a new century of commerce. Still, escape from the escalating crowds of that area meant that those who were amassing initial fortunes could boat over to the southern shoreline across from the East River and down to sites

where the Atlantic Ocean and Gravesend Bay sent waves onto pristine shores. Summer homes were built; streets emerged. Escape from crowds and business was the result. Soon, other peninsula areas began to develop in view of the cool ocean breezes, thanks to the latest in rail technologies that could carry throngs of less-wealthy who also sought the salt waters and the giddy amusements along its shoreline. The area had its own 'Boss Tweed', a nefarious gentleman named John McCane, but his power and rule finally sent him to prison. More and more people, nonetheless, found the peninsula and moved eastward on the land mass for summer dwelling in the Brighton Beach Hotel and other luxury retreats. Brighton Beach and Coney Island became the warm weather home for the growing population of a Metropolis that developed in its own unique fashion. The almost-legendary Elephant Hotel was built (its history a fascinating element in the brilliant recent novel *Dreamland*). *Dreamland*, itself, rose and vanished quickly after the turn of the 20<sup>th</sup> Century when one of Coney's most disastrous fires sent its electrified wonders crashing into ground and the surf. BUT here, too, it never just faded into merely the lyrics of *Meet Me Tonight in Dreamland*. Today, the pilings of at least two of its pier pilings (*Dreamland Pier* and *Iron Pier*) have been found beneath the nearby surf and offer the opportunity to explore the renewal of ferry service and pier enterprises along the area. Even the first Steeplechase burned, but the latter rose mightier and more famous with its glass domed indoor-outdoor amalgam of *Wonderland*, the *Arabian Nights*, and an American-formed zany world of goofiness and fun. Still, nostalgia didn't completely wipe out the final destruction of Steeplechase in the 60's; its site is now the home for MCU Stadium, home of the Cyclones ball team, an arm of the Mets' organization. And, in the future, there will be a Steeplechase park, around the Parachute Jump area, which will bring rides, children's areas, rest zones, and the famed, newly-restored B&B Carousell (formerly on Surf Ave.) onto its site. Nothing has ever completely ended in Brooklyn's south shore... it has merely awaited a return... and the return has started. The Past, The Present, The Future – all side by side in C.B.13's neighborhoods. Despite all the changes in the city, these areas stubbornly have refused to be turned into a zone to be discussed only on some badly-investigated article in Wikipedia. Instead, despite all their changes, the one-of-a-kind New York City 'let yourself go' streets are alive and well, thriving and growing, with new ideas and new hopes..... but not without new problems..... . . Such is this famous strip of land, itself a welcome beacon for those reaching New York City via water routes..... The landmarked Parachute Jump, though currently not in use is the first vision a seagoing visitor sees as he/she approaches the Island of Manhattan. A most fitting 'Hello!'. And a reminder that Brooklyn is not now, nor has it ever been, just an outer-borough. It is the pulse of a mighty city of FIVE boroughs of which Manhattan is merely one despite its hold onto the term New York, New York.

### **COMMUNITY BOARD 13**

COMMUNITY BOARD 13 is made up of the peninsula neighborhoods (Brighton Beach, Coney Island, Sea Gate) as well as locations north of the Belt Parkway and Coney Island Creek i.e. Gravesend, Bath Beach, along with portions of Bensonhurst and Homecrest. All are further linked by the sounds of waves washing onto their shores. the Atlantic Ocean (lapping against the perfect beach), Gravesend Bay and the nearby Narrows, as well as Coney Island Creek. Co-terminus with the areas served by the 60th Police Precinct, it is bounded on the south by the Ocean; on the wet west and north by Gravesend Bay; the east and north by Corbin Place (which leads into nearby Manhattan Beach and Sheepshead Bay), 26th Avenue, 86th Street, Avenue Y, Coney Island Avenue, and Cass Place. Over the last few years, with universal concern about Global Warming, these neighborhoods may well be threatened by flooding in the future; water surges have damaged the shore vicinity in the past. All City agencies have set up preparedness for any potential deluge, and C.B. 13 works diligently with the 60th Precinct, the Fire Department, and the Office of Emergency Management in planning the methodology of evacuation of the 'island' in case of hurricane or

other disaster. C.B. 13 has organized a CERT Team (Community Emergency Resource Team) that has been trained to assist where and when needed. In these latest days of large crowds and growing populations in C.B. 13, with more housing units in the planning stages, there is inevitable concern about egress from the peninsula 'when and if' it is required. Concerns focus on the few streets that can take people away from a flooding zone i.e. Cropsey Avenue, Stillwell Avenue (both of which are linked to the 'mainland' by bridges), along with Ocean Parkway and Shell Road. Careful thought has been given by all involved, and, should such an emergency appear, it is believed that the exodus can be handled well with inland sites available for emergency use. Still, the high-rise buildings, notably in the western end of the peninsula indicate the huge crowds that would be involved. Hopefully, there are early signs of any huge storm approaching, and there will be adequate time to assess who should leave the area and how they should leave. OEM would be working with the Precinct, Fire, CERT, et al to monitor all in safe and anxious-less fashion. But all of this is just precautionary; Coney Island and Brighton Beach have survived storms in prior years. True, Sea Gate is vulnerable, at this moment in time, because its shoreline has greatly diminished since the Federal Corps of Engineers replenished the Brighton-Coney beach strip and created an over-extended T-Groin at West 37<sup>th</sup> Street, which separates the private Sea Gate community from the rest of the island. The result of this Federal work inadvertently meant the movement of sand from the south beaches to the northern shore of the island and yanking away sand from the Sea Gate beaches. Thus, a nor-easter can be a difficult problem, and, in the not-too-distant past, waves washed upon its streets and even hurtled one of its fabled buildings into the sea. As a result, the threat of any major rainfall brings OEM and CERT and the private Police force of Sea Gate and the 60<sup>th</sup> Precinct into tandem work to prevent damage and/or injury. Plans are currently in the works for the placement of additional T-Groins along Sea Gate's shoreline that would prove helpful against flooding although they would be constructed to prevent the further movement of sand from one end of the island to the other. Congressman Nadler, and others, has found funding and it is hoped that work, long in the talking stages, can actually begin. The aged infrastructure of the rest of the peninsula, though, indicates further issues. Flooding is common with each and every rainstorm of note. With proposals for additional construction of buildings of height in the area, and with additional commercial enterprises, it is considered imperative that work be done to bring the infrastructure – its sewers, catch basins, water lines – up to contemporary standards. All planning by the **DEPARTMENT OF ENVIRONMENTAL PROTECTION**, which should be ongoing, must involve the area's many nursing homes, senior residences, high-rise structures and New York City Housing Authority buildings, Coney Island Hospital, and all agencies. Perhaps, the problem seems more intense in the light of recent resurgences of crowds to Coney-Brighton. There are still only those few streets out of the area, and the attempts to improve ingress-egress streets have proven difficult to solve, and DOT is still in the process of determining the best, safest, and fastest routes in and out of the areas involved.

There has been no dearth of headlines concerning the neighborhoods of C.B. 13 during 2009-10. Perhaps, the most striking has been the reactions to the initial resultants of the half-decade work of the Coney Island Development Corp. (CIDC), which, linking with the Mayor's Office, the NYC Economic Development Corp., Councilman Domenic M. Recchia, Jr, Brooklyn Borough President Marty Markowitz, among scores more legislators, businesses, and civic leaders, saw the onset of the work. Throughout the year, eyes were focused on the property that had long drawn people to Astroland; the land had been bought by Thor Equities a few years ago. Last year, a disappointing amusement zone, called 'Dreamland', had not brought positive attention to the area. This year, the City bought back a good deal of the Thor land, and one of these properties was that of this Astroland-faux Dreamland site. The result was the interest of Italy-based Central Amusement Int., LLC, and a situation that has resulted in the new Luna Park on that property. It has proven to be a major impetus in the first chapter of the revitalized Coney Island. But this

does not mean that Thor has abandoned its plans for its remaining land in the amusement area, and there are many unanswered questions. A plea to landmark the aging Henderson Building, the W. 12<sup>th</sup> St. Bank Building, among others, has not drawn a favorable response from the Landmarks Commission, and there is concern, among the amusement operators and others, that Thor's ultimate plans might still fail to fit in with the dreams of a larger, even more crowd-pleasing amusement zone. Rumors, at this time, include concerns that the Henderson Building (Stillwell & Surf) will be razed, along with the others. All of these buildings have historic value to old Coney, and there is wonderment as to what might replace them. (The Surf Ave./W 12 St. Child's Restaurant Bldg., occupied by Coney Island USA, appears to be on the landmark acceptance trial as is the old Loew's Coney Island Theater Bldg. (Shore Theater).

The long-delayed plans for downzoning in Brighton Beach failed, partly, at least, in part to the long delay in its studies. During that time, considerable changes had occurred within that area. Bungalows and one family homes were bought and razed by developers to be replaced by condos (not all of them yet occupied). Other civic and business situations developed during the decade of delay, and the neighborhood residents opposed to the downzoning thus far outnumbered those in favor. The changes were given the thumbs-down.

National Grid (nee KeySpan nee Brooklyn Union, nee Brooklyn Union Gas) completed the clean-up of Coney Island Creek and the land around it (from Shell Road to Stillwell Ave.) and is now working on its plans for the final phases including its water treatment plant on the site. Park of this cleansed land had been planned for the new home of the C.B. 13 & C.B. 15 Sanitation Garage. In the meantime, National Grid has worked on a State-mandated edict to check out the site of the long-gone Dangman Park facility, a smaller operation than BUG but one that serviced gas to the area at the turn of the 20<sup>th</sup> century and now the site of the Trump Village shopping Center and environs. Land has been studied for the possibility of lingering environmental problems, with the cooperation of Trump and the Shopping Center, without concern. So far, the results have shown no problems for that area. Dangman Park may return to the annals of the area without any further disturbance to the community. The cleanup of the Creek, however, poses hopes for a grand plan for this waterway. Should the remainder of the Creek, from Stillwell to the Bay, be completed, the waters could prove home to environmental programming, to kayaking, to fishing, to a whole new addition to the peninsula's tourist lifeblood.

There has been no close to the fights over the proposed Waste Transfer Station, only blocks out of the C.B. 13 are in the Shore Parkway area. Although C.B. 11 approved this measure, there remains anxiety over the possibility of garbage spills, though not considered a threat by DOS or DEP, that any spillage could threaten the waterways so important to the health and safety of C.B. 13. Then, too, master plans for Dreier-Offerman Park, also along the Shore route but within C.B. 13, have looked promising, but as of summer 2010, the proposed revitalized park area is rumored threatened by an EIS that may well indicate difficulties with poisonous substances just below the dirt level, the result of which would mean an extensive clean-up before any Dreier work could be done. There has been no verification on this latest potential problem prior to development. Should the delayed DOS Garage near a starting date for the old National Grid property, questions still remain as to the impact of DOS truck routes in and out of this area, particularly on the Shell Road side (Stillwell Ave. provides no egress).

C.B. 13's offices are at 1201 Surf Ave., in the midst of the amusement area of the district, but the office allows easy movement to all sectors of the Board's responsibilities. The staff consists of a District Manager, an Assistant, and a part-time Secretary. The office is easily reached by all C.B. 13 residents and, thus, is constantly busy with visitors. The official offers easy visibility to the sights and sounds of the amusement area and can also view the still-empty lots that remain from the razing of structures by Thor Equities. True, some of this emptied area will be used by Luna Park operators to construct still more exciting rides for

summer 2011. Others, owned by Thor (also owner of potential razed area on Stillwell, W. 12 St. and the Bowery) serve now as areas for dumping of trash and now-barren and unused lots in the middle of the thriving, crowded district.

The Board, as in its mandates, receives phoned-in complaints, all day, from the north-south-east-and west of the District. As of this writing, calls have been coming in about illegal vending and sales of alcoholic beverages on the beach; about Boardwalk complaints and unfinished work on it; on illegal gambling; on potholes and brownouts; on traffic hazards and transit cut-backs that keep ripping into the ease by which people reach the area especially during the weekend. And there are more... the phone is a constant, and there are calls, with '311' reported complaint numbers without any action yet taken. The Board office then follows up on the number and the incidents involved.

The zoning issues throughout C.B. 13 are always in question. Residents come into the office to complain about additions to buildings on their blocks, or about new construction. But, if the zoning allows such activity, there is little that can be done. Nonetheless, the Board office has a solid relationship with city agencies, and reps from this governmental arts do check the complaints, many of which are diligently gone over during the monthly District Cabinet meetings, chaired by the D.M. Certainly, the Dept. of Consumer Affairs has worked with the other agencies to monitor the zoning misdemeanors, but, often, roadblocks are thrown in the way. Illegal furniture stores still mar the entire northside of Surf Avenue from W. 8 Street to Stillwell e.g. Luna Park furniture (now under a new name even after it had promised to shutter), Astroland Furniture, and Coney Island Furniture. The latter is well known for placing mattresses and furniture on the sidewalk in front of the store. Thus, people leaving the revamped Stillwell Avenue Terminal, bringing tens of thousands to the area, leave the building to possibly trip over mattresses on the sidewalk. Visitors cross the street instead. Actions have been taken, over many years, against these businesses, which are in violation of the C7 zoning. Yet, there they are... year after year after year. Summonses, violations, court visits—no matter what actions, they remain!! The result? The avoidance of the Surf Ave. northside which led to the loss of the B&B Carousell on that side (it is being refurbished for Steeplechase Park). What does thrive on the northside --- bars and clubs, some of them that require careful watch by the 60<sup>th</sup> Police Precinct. Amusements remain on the southside of Surf.

Growth takes time, and it takes vigilance in correcting matters that halt progress. Throughout C.B. 13, the 21<sup>st</sup> century has begun with promise but still has to deal with traffic issues, with transit woes, with homeless, with unoccupied new condos, with illegal vending on streets and beaches, with potential ecological problems, and much more. Still, C.B. 13 is very much alive and very much aware of what must be faced... and what has to be corrected. But there is a positive attitude towards the future, and there is an unique unanimity in seeing that this future will be in the best interests of all.

### **GRAVESEND, HOMECREST, BATH BEACH**

Pleasant communities dot the areas north of the Belt/Shore Parkways and Coney Island Creek, all in C.B. 13. The Gravesend-Bath Beach area remains filled with one and two family homes, along with some higher-rise, well-maintained residents (Contello Towers, Waterview Towers, Harway Houses). All of these developments have nice open space areas, and the very popular Little Dreier-Offerman Park offers an unique respite center in the Contello vicinity. This park, now safely protected by fences so that the toddler community cannot face the perils of traffic, features a bocce area as well as benches and room for youngsters to cavort. Many mom-and-pop stores still serve the community on the main drag (Cropsey Ave.) as well as along its side streets. It is served well by the Ulmer Park branch of the Brooklyn Public

Library on Bath Avenue near the 26<sup>th</sup> Avenue C.B. 13 terminus. Several senior homes are in the area, but most of the larger ones are north of 26<sup>th</sup>. Condos have also been built throughout Gravesend/Bath Beach, and the neighborhood is served by Most Precious Blood Church, Shore Parkway Jewish Center, and others. Extensive work, over the last few years, has involved the updating of the Avenue V Pumping Station, and the result have been lane changes and street closures, many of them along Cropsey but, here too, much of the work is in the C.B. 11 area. Plans had been made to inform all residents when work would take place on their blocks i.e. Cropsey, Harway, Bath, et al. This procedure has been followed, and very few complaints have been received at the C.B. 13 office. The work continues, but much of the most difficult activities are completed. Nonetheless, Cropsey, north of 26<sup>th</sup> Ave., still offers some obstacles to motorists, but the impact has not been severe. As has been mentioned, there is some concern about the proposed Waste Transfer Station work, just a block or two north of 26<sup>th</sup> Ave.

Just south of the Cropsey Bridge, the shuttered Retro Diner (nee Nebraska Diner) has reopened successfully under new management as the Parkview Diner. A large Pathmark abuts it, with a large parking area. A Burger King operates diagonally across from the Diner, and it has outlived its Board's BSA approval. Complaints had been received from residents about what appeared to be illegal curb cuts at the Burger King, and the Board awaits answers as to the current status of this business. Why has there been no further BSA extension sought? If there is a logical reason, a simple answer would suffice for all. An Iron Works facility also stands on this Cropsey stretch, just south of the Belt exit where cars stream into the peninsula. However, trucks entering and leaving this facility often block Cropsey, delaying traffic. Ditto all of the auto shops that line both sides of Cropsey, as well as Neptune and Stillwell Avenues, north of Neptune Ave.

A bridge links the Contello/Little Dreier Park area to the much larger park on the other side of the Belt i.e. Large Dreier-Offerman Park a/k/a Calvert Vaux Park. Work on the bridge had been planned years ago, but there is not yet any starting date. At the same time, the Parks Department has issued a formidable Master Plan for Large Dreier, which would include additional ballfields (the Park is used now by soccer and baseball teams from the area and nearby communities), Park House, ecological center, and much more. The plan was greeted warmly, because there have been many years of discussions regarding the future of this wide expanse. However, rumors now have arisen as to the environmental safety of the park. An EIS has been prepared, and there are widespread recollections of the area as a dumping ground for all sorts of materials, some of which may have been toxic-involved. Much of this potential greensward is made up of materials barged over to the site during the construction of the Verrazano Bridge. The Master Plan is ambitious and a potential strong 'plus' for the young people of all of C.B. 13, and, so, it is hoped that the involved issues can be resolved, and work can start.

The proud Lafayette High School structure stands tall in the area, but the changes in the educational setup of New York City has altered its historic *raison d'être*. It is now a 'complex' with separate specialized schools sharing its space, the one that has garnered the most attention and publicity being the High School of Sports Management, which is supported by the Brooklyn Cyclones and the New York Mets' organization and which has already indicated scholastic growth. Nearby is John Dewey High School, with its large campus. Ultra-modern and aimed for scholastic high marks only a few decades ago, the school is now in a state of flux. The community awaits word on its future. Nearby is the large NYCHA complex, The Marlboro Houses. Over the years, reports of neglect and crime issues have been reported, and there have been many steps taken to make this large development safer and friendlier to its neighbors, its young people, and its residents. Playgrounds are still in somewhat shabby shape, including a former roller skating area near Ave. X. It stands vacant and baking in the hot summer sun. Though it had been used for concerts

some years ago, the Rink site proved, to the producers, to be a problem with disparate elements in the development each seeking separate, divergent leadership roles. Hopefully, all of these in-house, NYCHA issues are being faced well now. Across from Marlboro is the Ty Cobb Field, which abuts the edge of the City's Railroad Yard which stretches across to the easterly sectors of C.B. 13. The Ty Cobb Field needs work to make it more useable for its teams, but, for years, it had been debated as to maintenance responsibility. Was it the domain of the Transit Authority or the Parks Department? An athletic association now uses the field, but it would be wise to assist in making this needed sports center more amendable to all.

The Rail Yards separate this section of C.B. 13 from the area that includes Beach Haven Houses and Shell Road. There, one finds more nicely-kept one-family houses alongside the Trump-developed Beach Haven. There have been some complaints about construction of higher buildings on the side streets, but the plans conform to the zoning. The West Street Park, in the middle of this area, is a well-kept park with an improved soccer field and amenities for all ages. It is widely used. The Gil Hodges Field is widely used on Shell Road near the Belt overpass. A larger field was lost to the Grace-Gravesend Athletic Assn. when the initial KeySpan/National Grid clean-up of their land was mandated by the State; the field was on KeySpan property. Shell Road also shows signs of incomplete condo construction – a development has been boarded up at the Shell & Ave. Z corner. The area, though, is well represented by a supermarket, pharmacy, pizza parlor, liquor store, and Laundromat.

The east-most end of this CB 13 area is Coney Island Avenue, and temporary traffic changes have altered the patterns followed by motorists. The cause has been the necessary razing and reconstruction of the East 8<sup>th</sup> Street/Guider Avenue Ramp over the Belt Parkway. Most work is done during the day, but some night work has been made necessary. Cars traveling west on the Belt must leave the Parkway at Coney Island Ave., drive north to Avenue Z where they must make a left turn and drive a few blocks before making another left turn to return to the Belt. There was some initial concern but the NYC DOT-Bridges has worked closely with the community, the legislators, and the Board in ongoing data dissemination. There is an on-site representative, and all questions can be answered. One sad element, though, has been the increase in the rat population of the area; construction usually disturbs rat habitats, and the Guider operation has been no exception. The NYC Dept. of Health – Rat Control has been working closely to monitor the complaints and has remained close to the D.M.'s Cabinet meetings to indicate work that is being done to correct the health problem.

The routes in and out of Gravesend, Brighton Beach, and Coney Island do have some critical traffic issues that are apt to become worse in the future. Traffic issues must be found for the future growth. Additional housing construction will be part of the future of the peninsula. Auto shops, in particular, are plentiful along Neptune-Stillwell-Cropsey, and their work often creates difficult situations for motorists and for pedestrians. A high demand for the auto shop work has meant that businesses place cars on the sidewalks or into one Cropsey lane meant for auto passage. To add to the difficulties, DOT altered some of the street directions, during 2010, in an attempt to deal with the growth in vehicular traffic to the south. The results have not been favorable, and, in some cases, residents complain about chaotic back-ups on Neptune Ave. and the side streets leading in and out of that thoroughfare. DOT representatives have noted the problems, for example, at W. 19<sup>th</sup> St. and Neptune where a southbound turn was altered into a northbound from Surf and Mermaid into Neptune. W. 19<sup>th</sup> St. is only one block from the ultra-busy Cropsey-Neptune intersection, one that has proven a problem for decades. Cars trying to make turns from W. 19<sup>th</sup>, left or right, face bumper-to-bumper gridlock during many hours of the day. In addition, West 17<sup>th</sup> Street, which had been a two way street, was changed into a one-way southbound route so that Cropsey traffic could move swifter to the peninsula, and to enable those attempting left turns to the east to do so



without potential collisions. But, here too, the results have not been satisfactory, and DOT is once again studying the situation. (CB 13 had suggested, over years, that a simple left turn signal for southbound cars turning left would alleviate much of the woe.). The 60<sup>th</sup> Precinct has been successful, over the last decade, in working out patterns to enable those leaving the ballpark and the amusement area to move quickly. Nonetheless, the future does hold plans for further housing development, and now is the time to work out a better solution for traffic mobility in and out of the busy areas of the south. Off-street parking for visitors has been urged by the community, but none is yet in the offing or in the planning. Stronger enforcement is needed along the entire strip, particularly Cropsey, where cars all merge and where motorists leaving the Belt join other drivers coming south on Cropsey, drivers leaving Home Depot and Pathmark on Cropsey, among others. Too often, the designated right turn lane from Cropsey into Neptune is riddled with trucks and double-parked cars, some from a Cropsey Iron/Metal establishment of long standing. Sometimes, one finds trailer trucks, sans cabs, left on the Stillwell Bridge itself and thus backing up traffic even further. All of these issues indicate the massive jam-ups that can occur in an area that is home to Belt/Shore Parkway exits and entrances, routes to the amusement area and to Brighton Beach (and beyond to Sheepshead Bay). People living in the west end of the Coney Island peninsular have reported that on some days, (e.g. July 4<sup>th</sup>, Memorial Day, and holidays), they have had to struggle for almost an hour to go from Sea Gate to Cropsey. Some have indicated that they turn back on those days. Some fear that any emergency can create panic for those attempting to leave the area. The Gravesend Traffic Study, recently issued, misses many of these points so vital to the future.

Adjacent to Large Dreier is an elongated spit of land (West Shore Ave.-Hunter Ave.-Bay 43 St.) which had been the site for a new development called Rose Cove. It was completed in large part, with a marina and work being done on an underground garage and a street that would link it to the Shore Parkway entrance. The project, for some reason, was abandoned, and, after years of neglect, fire, vandalism, et al, the buildings were razed. Since that time, Rose Cove has occasionally been the site of what appeared to be the start of new work, but the fenced-off large area now seems a ghost area again. It is a valued swatch of land that juts into the Creek as it enters Gravesend Bay, with a superb view. All are awaiting decisions as to the future of the land.

## **BRIGHTON BEACH**

Brighton Beach, a shadow of its historic grandeur several decades ago, has reemerged as one of the busiest business and residential centers in New York City. Brighton Beach Avenue, itself, pulsates with restaurants, mom and pop stores, clothing shops, banks, and other main artery establishments. For years, many of the stores had been empty, but the influx, several years ago, of former residents of the Soviet Union changed the entire topography. The older and larger apartment houses still fill the landscape between Brighton Beach Ave. and the Boardwalk; one and two family homes are found on side streets, but there have many changes on these streets. Over recent years, developers have come into the Brighton district, bought up some of the one and two family homes...as well as those in the almost-historic bungalow district... razed them and put up condos and co-ops. Streets have become even more crowded as a result, and, as a result of the current fiscal woes of City and Country, some of these condos remain unoccupied. There are other smaller buildings, and former large one-family buildings, that are now abandoned – by developmental hesitation and, often, by fire that may have had any one of several causes including their use by those who manage to break into the buildings illegally. Vandalism may be seen in these woe begotten structures (several on Oceanview Ave.). It may well be that there are those that are the victims of absentee landlords who may simply seal-up the structures by demand of the Dept. of Buildings, but who remain non-seen, ghostly figures with rotting buildings. The bungalow area had thrived for many years as a summer retreat,

but, later, some of them were turned into nice year-round residences. Some, though, were neglected, and, to add to the problems of the area, the lanes on which they stand may not be city-mapped. The infrastructure of the neighborhood suffers as a result, with sewer and catch basin backups. Trash may accumulate, because DOS trucks cannot navigate into these lanes. Buildings of larger mass have also gone up on these unmapped streets, and there have been meetings to address the problems that emergency vehicles might have in reaching these structures in time of need. DOT has attempted to deal with the problems with changes in parking regulations so that trucks can indeed reach the buildings, but the result has still caused anxiety within the neighborhood.

The one-time Brighton Beach Baths' site itself is now the huge Oceana housing development, and the Oceana Theater building unites a catering facility on the ground floor and a performing space on the second. Both of these elements are close to one of the most dangerous criss-cross intersections within C.B. 13! – e.g. the intersection of Coney Island and Brighton Beach Aves. Always a difficult site, it was served by a Barnes Dance arrangement which has since been halted by DOT. There are distinct problems at this corner – the elevated train turns onto Brighton Beach Ave. here; traffic emerges from all of the involved streets; pedestrian movement is tricky. The Barnes Dance was also eliminated at West 5<sup>th</sup> St. & Neptune Ave., the high rise intersection that brings together Trump Village and Warbasse Houses, an area that houses a very large senior population (as does the formerly noted Brighton site). People are still pleading for extension of crossing time and/or return of Barnes Dance measures.

It would be remiss to think of Brighton Beach as a neighborhood that is home only to people of the former USSR or of elderly longtime residents. Neptune Avenue and other streets in the area are home to Mexicans, Puerto Ricans, Italians, South Americans, Pakistanis, and others. Neptune Ave. is also filled with mom and pop stores, restaurants, and more. There is unanimity, within the neighborhood, as to its biggest problem – PARKING. One remaining Municipal Lot stands between Brightwater Court and the Boardwalk, and half is reserved for local residential parking, and the remainder for visitors. The future of this site has been discussed for years – housing with parking? Multi-level garage? Whatever the eventual outcome, the entire neighborhood of Brighton Beach screams out for any kind of solution to its mammoth parking problem. Restaurant-goers, from other areas, may use the valet parking services, but shoppers, with cars, may drive for long periods before finding parking. And residents search frantically for spaces. The addition of the new condos has not alleviated any of the problem.

No matter how dynamic the work of the Brighton Beach Business Improvement District and the long-standing Brighton Neighborhood Assn., there are a handful of storeowners who ignore the City rules and regulations in a number of circumstances. Some produce stores utilize much more space on the sidewalks than they are permitted, and Task Forces, of several agencies, occasionally have to come to the street to issue summonses. Grease and rotted fruit may often be hurtled down sewers, and the resultant clogs, flooding, backups, and stenches create environmental annoyances. Illegal vending also creates havoc on the narrow sidewalks, proving difficult for pedestrians to pass, and damaging the economic stability of rent-paying storeowners selling the same merchandise. It is also known that some side street residents cart their family trash to city garbage cans on the avenue. Trash pile-ups may also be visible at the end of the non-mapped lanes, because residents find no recourse considering the fact that DOS trucks do not have enough room to enter the street.

The Shorefront 'Y', at the foot of Coney Island Ave. and the Boardwalk, is a vital part of the community, but there is a great need for additional off-street services for the large population of young people and seniors. Cut-backs in funding to such organizations as the aforementioned Brighton Neighborhood Assn. mean curtailment of worthy programming.

The Riegelmann Boardwalk, along with the beach, runs the entire length of the peninsula from Brighton Beach to West 37<sup>th</sup> Street and the entrance to the private Sea Gate community. It is one of the most important elements in C.B. 13, and one that unites neighborhoods and brings huge crowds during the warm weather months. The beach and Boardwalk are pivotal to the healthy economy of the entire C.B. 13 area. Sadly, parts of the wooden walkway had fallen into major disrepair, some of which followed the replenishment of the beach by the Federal Corps of Engineers, a program that meant that sands were piled up beneath the Boardwalk, eliminating space between the wood and the sometimes-soggy sand. Rotting pilings resulted, and replacement of destroyed walk space has been a constant. New methods currently are being used by the Parks Department to determine the best way to see that the Boardwalk is safe to strollers. Trip hazards must be corrected, and jutting nails indicate problems with the structure. The methods for replacing damaged wood have been slow in implementation, a situation that fortunately has not deterred crowds. But the methods have caused considerable attention in that concern remains as to which of the methods will last longer and keep the wooded dignity of the walkway. The entire process is being watched closely. While some residents and businesses ask that the Boardwalk remain strictly made of wood, it appears that such a situation is unlikely considering the cost of replacing rotted areas with the original wood materials. Much of the old wood came from areas that are now environmentally endangered, in much the same way as the rain forest' areas. The melodic strains of *Under the Boardwalk* can still be heard very often on stages and on the radio, but the song most reflective of the shaded spots 'neath the walkway would be *Those Were The Days...* . Today, the uses of areas under the wooden stretch are limited. But the entire length of the Boardwalk does still offer a refuge for the homeless, many of whom know how to squirrel through the sands to create living quarters under it. The results have been sad, often humorous, and still more often dangerous. At one time, the Captain of the Precinct and the D.M., in a lookout for homeless encampments, found one complete with all the necessities of home (mattresses, table, chairs, etc.). But there were addenda.... The D.M. and the Captain found a working FAX machine, television, and other items. No one should ever underestimate the skills of many homeless people. But there is another side of the problem in that, during cooler weather, the homeless might light fires for warmth in the same areas. The threat is to the Boardwalk, and fires have occurred in the past, destroying the above wood, and, at least in one case, parts of a restaurant and an apartment house dwelling. The homeless, struggling to find a place for themselves in a world they think has abandoned them, may be found throughout C.B. 13 in a wide range of sites. They may be seen in parks, along the Ocean Parkway benches, hillsides near Coney Island Hospital as well as using the E.R. waiting room. There are other refuge areas such as Large Dreier-Offerman Park, areas abutting Coney Island Creek and alongside Home Depot, abandoned buildings, the Stillwell Terminal, as well as on the streets of Brighton Beach and Coney Island. There is constant 'watch' by the Precinct, the Board office, and local residents as to where the disenfranchised are living. But, to the homeless, there are obstacles to leaving their on-street lifestyles. For years, armories were known as perilous to them, and new plans for the homeless in neighborhood apartment homes are not always greeted well by nearby citizens. Nonetheless, answers must be found in the light of the current recession and the growing numbers of people who have lost their jobs and who may have been tossed out of their living quarters for any number of reasons. Yes, some homeless people are alcoholics, drug addicts, and those prematurely released from hospitals and mental institutions. They need help, but so do other homeless people who are seeking a route out of their recession-created loss of jobs and homes.

## **CONEY ISLAND / SEA GATE**

Page One articles about Coney Island have been printed throughout the world. Over the last decade,

multitudes of news articles and features have focused on the current status of the peninsula and the work and debate that has taken place as ideas for its future have been developed. The work and proposals of the Coney Island Development Corp. have involved tens of thousands over the last half-decade, with countless meetings with City officials; Local, State, and Borough legislators; civic groups and community leaders; amusement area businesses; to name but a few. And, now, in 2010, after years of projects' consideration and debate over each and every one of them, advances into the future are being taken. The summer of 2010, despite a debilitating heat wave, indicated the power of the shorefront communities in attracting interest. On the Memorial Day Weekend, every means of transportation brought record crowds to the coastline. Crowds poured through the subway exits, from the bus stops, as well as from the highways and local streets. The new Luna Park was a draw, but so were all of the amusement area attractions, the Aquarium, the ballpark, the vast clean beach, the Boardwalk, the eateries of all kinds. This bonanza weekend was quickly followed by other days equally magnetic for huge crowds. But success always comes with a price, and traffic was at its most difficult. Parking problems, as the days progressed, grew worse. Only the most optimistic about what would happen as the 'new' joined the 'familiar' could possibly have imagined the widespread renewal of appeal of the public to the shoreline. The pluses were obvious --- jobs for localites were sparked by CIDC and other groups; new rides and colorful events (The Mermaid Parade, the Friday fireworks' nights, the Village Voice Siren Festival, etc.) all proved magnets for the masses. The fact that Thor Equities' lots were devoid of activity seemed less of a problem as throngs rushed to Luna Park, the Cyclone, Deno's Wonder Wheel Park the Eldorado, rides and amusements on the Bowery and Surf, and to the old and new restaurants.

The residents of this large area had been involved in the planning from 'day one' and there were many positive signs for their continued role in the developments planned for the peninsula in terms of jobs and economic growth. Coney Island Commons, which will be physically linked to the new 'Y' community center, remains a strong impetus for the future as does the Parachute Jump Park, the master plan for the Aquarium, the omnipresent Nathan's and Gargiulo's, the potential growth of housing – affordable as well as condo and/or coop...and the potential of a hotel or hotels. Young people have joined programs to help them prepare for careers in this new Coney Island; construction and other workers see a plentiful amount of job possibilities in the near future. The landmarking of the Loew's Coney Island Building a/k/a Shore is one element that might indicate the strong aim of the CIDC to turn Coney Island into more of a year-round destination. Should that structure finally be utilized for activities that would operate all year, crowds could come down to the area by subway, and the year-round audiences would help to develop more and more restaurants of all kinds, as well as other indoor-outdoor venues. The goal of Taconic is the construction of condos with affordable housing and commercial space; thus, greater concentrations of residents can be expected in the area next to the boom town atmosphere of the amusement zone. The goal(s) of Thor Equities seem not have changed since their first Master Plan, and speculation is rampant especially when people learned that Thor had planned to raze several of the mainstay area buildings on Stillwell and Surf Aves., as well as the West 12<sup>th</sup> Street Bank Building. Curiosity, and in some areas concern, has been heard about such moves and where they may lead. People also wonder about the future of the popular Abe Stark Ice Skating Rink, which, in recent years, has become a renewed magnet for the young of all ages. The MCU Parking Lot area, in some plans, vanishes into housing with parking areas donut-ed into the central areas. What happens to the Rink should that plan develop? Will there be adequate parking for the new residents as well as those who visit the Island?

There is no doubt that concern and anxiety does dot residents of buildings in western Coney Island. Although there is a firm commitment that Coney Island-ers remain Coney Island-ers, some high rise renters fear that

the growth of commerce and housing eventually could open the door to higher living costs and perhaps an economic upsurge that would force them out of their lifelong housing. It is a case of free-floating anxiety that cannot easily be erased. It must be noted that Astella Development has done a yeoman job, over many years, of building homes in Coney Island and revitalizing its Mermaid Avenue shopping strip, of many mom-and-pop stores, larger shops, medical centers, and more. There was enormous concern over a medical center, dealing with former addicts, which would open on a residential block. Many opposed the site for the Center, conceding that, though the Center may be needed, it is wrongly placed on a residential block.

After years and years of discussions, there is still no solution to the future of the West 8<sup>th</sup> Street- Surf Avenue Overpass that links the W. 8<sup>th</sup> St. station with the Boardwalk. This span carries crowds from the station, over Surf, with steps leading down to the street and Aquarium, on its way to its terminus at the Boardwalk. But for over a decade, the bridge has shown signs of aging, deterioration, and spalling. DOT has been checking it out yearly, and protective materials were placed under its base to halt materials falling into the street. The steps to the street and Aquarium are blocked off as trip hazards, and the Aquarium has rightfully closed off the walkway, under the span, that takes people from Surf into the Aquarium lot and entrance. Wooden protective fencing is seen on the bridge, and aged paint pulls away from the exterior and falls onto the street. What is to be done with this bridge? Should it be torn down and rebuilt, or simply razed? The latter possibly would be a method to revitalize the northside of Surf Avenue, because people would use this street after leaving the station. The Aquarium does not want the bridge any longer, even though it initially may have been built to assist its growth. The Aquarium is now quite healthy, and the need for the span as an aid for people to get to the institution is specious at best. Who is to maintain the remaining years of the bridge, and who would be required to maintain it after it might be rebuilt? The following have all nixed any responsibility for long-term watch over it – the Aquarium, Transit, Parks, Traffic. And, so, year after year passes without any resolution. A long-ago blueprint for its reconstruction still sits, with dust upon it, in the C.B. 13 office. But, eventually, the safety element will no longer be able to be avoided; the span needs work.

Conflict has been the norm for the plans for Asser Levy Park (Seaside Park) , that runs from Ocean Parkway (east) to West 5<sup>th</sup> Street (west) and from Surf Ave. ( south) to Sea Breeze Avenue (north). For decades, the Bandshell has been used for scores of events, including the widely-attended Thursday night summer concert series hosted by Borough President Marty Markowitz. The park has needed more than spruce-up work for years, and the Bandshell itself needs work to serve the many performers and others who use it. Disputes have arisen over a plan that would see the construction of a new Shell with an overhang that would keep audiences and technicians dry in the advent of rain. There would also be a higher area at the eastern end of what has been called an ‘amphitheater’ that would allow more seating during the popular concerts. Debate literally has now raged over the project, its sound range, its park acreage, the movement of a children’s playground, parking, and more. Two synagogues on Sea Breeze Ave., seemingly never opposed to the events, along with a group of local residents from Trump, Warbasse, Brightwater, and western Brighton Beach Ave. have led a fight against the plan. Others, however, have indicated that they feel the park has been underused for years, that the ‘amphitheater’ would be a fine addition to the growth of Coney Island as it is the entranceway to the district. There has been further dispute over the actual geographic name for the area. Seaside Park and the Aquarium site was once a unit, remaining that way until Surf Ave. was extended to Ocean Parkway. The Aquarium is part of Coney Island, but there are those who insist the Trump-Warbasse area is ‘West Brighton’. There appears to be no easy solution to the park conflict, but all continue talking in the hopes of finding one. Rumors have been overwhelming, and one even insisted that the world-famous handball courts, on the southside of Surf, would be demolished.

Such was never in a plan, although the courts might be assisted with a placement of bleachers for the many spectators who enjoy watching the best players in the sport.

Kaiser Park, on Neptune Ave. further west into Coney Island, is a vitally important site, and Councilman Recchia has made its revitalization part of his urgent work in the area. Its decaying Park House was shuttered some years ago to await renovation, and work has started and stopped several times. It is now slated to be finished in the Fall of 2010 with bathrooms, meeting rooms, Parks' office, storage, and more. Meanwhile, there are no 'facilities' for the many that use the park. Porto Sans must be on hand. The Councilman's plans have resulted in a fine new running track, ballfields, and, now, work on the basketball courts. More will follow. Tennis players use fine facilities in the park, but there is conflict over those who use the courts without permits, or without concern for the amount of time they are on the clay. Others, with permits, complain that they are not able to use the courts. When a Parks' person is finally in the Park House, this problem can be ended.

SEA GATE is the westernmost portion of this peninsula, and it is filled with beautiful homes, some of them dating back a century. It is a private enclave with residents paying dues to the Sea Gate Assn., but, of course, it is also a part of the City with individual needs that may not be able to be solved on its own. It has a Police force and other units that watch over its streets, beaches and homes, but it also must rely on services from the City. For residents of this area, there are several problems that must be corrected. The beaches of Sea Gate have virtually disappeared since the Federal Corps of Engineers replenished the Coney Island sand stretch. An elongated T-Groin at W. 37 St. has been blamed for much of the problem; it was extended too far into the waterway. Sand was pulled away from the south beaches to the northside of the island at Bayview Ave. where the resulting sand dunes proved a major problem for homeowners. The Federal Corp. now insists that the problems can be corrected with additional T-Groins on the Sea Gate side that, incidentally, would replenish the Sea Gate beaches while they do the job of halting sand movement from the south peninsula to the north and Gravesend Bay. Plans have been presented to Sea Gate officials, and a starting date has always said to be close thanks to the work of Congressman Nadler. It is hoped that this needed work starts soon to prevent further flooding of the area. A nor'easter in the past caused considerable damage to the area's shoreline. Residents of the community are also concerned about the growing traffic created by the renewed energies of Coney Island. During busy summer days, motorists from Sea Gate contend that it can take them an hour to go from West 37<sup>th</sup> St. to exit the peninsula at Cropsey Ave. then, too, public transportation from the western end of Coney, including Sea Gate, is sometimes very slow, and reports indicate that people may wait longer for buses than TA reports insist. Dollar cabs move back and forth from the Stillwell Terminal as a way for people, in western Coney and Sea Gate, reach destinations. Slow-downs in buses and changes in their termination prove difficult, as do the subway line shifts that negatively impact the TA terminus at Stillwell Avenue. Weekend changes of lines and time schedules are more than confusing to residents and to those attempting to reach Brighton Beach and Coney Island. The Gravesend residents' transit issues are similarly awkward.

### **CITY SERVICES- POLICE/FIRE/PUBLIC SAFETY**

It has been decades since the various elements involving public safety have been faced with the enormous crowds that have engulfed Summer 2010 in C.B. 13. Yet, there can be no faulting in the highly effective and 'ready-to-move' men and women of the 60<sup>th</sup> Police Precinct, still strategically located on West 8<sup>th</sup> Street, between Surf and Neptune (and Sheepshead Bay Road). The amusement district is across the street; Brighton, Coney Island's western end, Gravesend are all able to receive assistance quickly. Transit District 34 is equally able with its main office in the Stillwell Terminal, one of the busiest hubs in the City. Housing PSA

1, on Mermaid Avenue, remains within yards of the high rise structures that have been on the map since the 60's. The formidable growth of the amusement district has meant that the men and women of the 60<sup>th</sup> must monitor situations that can prove harrowing to the throngs who come down for everyday fun, as well as for crowd-involving attractions like the Mermaid Parade, Nathan's Hot Dog Contest, the July 4<sup>th</sup> Weekend, the baseball fans streaming in and out of MCU Park, the Friday night fireworks' displays, the Village Voice annual 'Siren Festival' of rock bands and displays, etc. Over the last decade, the 60<sup>th</sup> has proven its worth in the handling of cars in near-gridlock status. The 60<sup>th</sup> has worked out traffic patterns to ease ingress and egress from MCU Park (including unsnarling issues at the busiest intersections), as well as traffic knots at the Tuesday night concerts at Asser Levy Park, and the normal – and abnormal – day by day activities in the busiest areas of the entire C.B. 13 district. A Russian-speaking, bright member of the Force proves to be of enormous aid in working with the men and women of Brighton Beach. With the omnipresent specters of terrorism, the Precinct is ever on-the-ready and works closely with Coney Island Hospital, C.B. 13 CERT, all of the agencies serving the district. There is a highly successful outreach programs to all parts of C.B. 13, with excellent and experienced men and women able to work with civic leaders and community residents. Crowds have meant an upsurge in unfortunate crimes. Reports are made by people who find that their property left on the beach has been stolen; and by people who report car break-ins, because they have left visible materials on the seats. There have been incidents of stabbings and shootings in C.B. 13, a rare upsurge that might be the result of any number of reasons, but the 60<sup>th</sup> is on constant watch. More personnel are vitally needed – particularly during the summer but throughout the entire year as well. Crowded Brighton Beach and Coney Island mean greater need for Police work – on the streets, undercover, controlling crowds. The summer detail should be increased, with the men and women better informed as to the rules and regulations of the areas. But the needs do not stop during July and August. Beach and Boardwalk small vehicles are needed, as are four-wheel vehicles, and unmarked cars for surveillance purposes. With the diligence of the Police in C.B. 13, these needs can mean greater safety for all.

To have watched the men and women of the FIRE DEPARTMENT prevent a conflagration that could have negatively impacted all of the work to see Coney Island's amusement district alive and well in 2010 would have made everyone proud of the C.B. 13 FIRE personnel. Only days before large crowds were anticipated in the area, a large Arcade, Bowery & West 12 St., went up in a major blaze. The Department had to struggle to prevent the forceful fire from moving to nearby Bowery enterprises, a situation that could have endangered the very essence of summertime in the amusement area. The nighttime blaze was stubborn, and the Department handled it with skill and determination. While anxious nearby summer business people watched with great anxiety, they saw the Fire Department work, on all angles, to prevent the Arcade fire from creating chaotic results. The incident was only one of the many effective moments in the 2009-2010 service. Closure of any of the local firehouses would be totally unacceptable for many reasons --- the large crowds, the aging high rise buildings, and the turn of the century buildings that still stand and serve a vast public. Then, too, the Department must be on the ready for fires that emanate from apartments and houses that have had illegal construction; and that can arise from basements that are also utilized without permit for business and residences. These are but a few of the ongoing crises dealt with effectively. Are more men and women needed? Definitely. Are there needs for smaller vehicles so that the Department and its EMS components can reach beach/Boardwalk situations easily? Yes. The Department has also been most effective in outreach--- issuing smoke and carbon dioxide detectors. That practice should be upgrade as well; the need is evident. The men meet with the Cabinet monthly in order to discuss the problems that mean that all agencies must have command of important information.

## **CITY SERVICES – ECONOMIC DEVELOPMENT**

So much has happened within the last few years in C.B. 13! The work of the Coney Island Development Corp., has resulted in a powerful step in the redevelopment and growth of the peninsula. With summer temperatures soaring daily into the 90's, it was evident that huge crowds returned to the shorefronts of Brighton Beach and Coney Island, with their amusements, foods, restaurants, and shops. CIDC proved enormously effective, and the results can be seen with the new Luna Park amusement center, with the strengthening of the other operations throughout C.B. 13. Work continues on the future and its impact on the economy of this large area. CIDC and the support of the NYC Economic Development Corp. cannot be understated. Support for their continued work is imperative. Meetings and debates and effective resultants were common all year. The Cyclone roller coaster still moves along its whirlwind tracks, and it is exciting to see noted writer-historian Charles Denson operating a Coney Island History Project operation right beneath the sounds of screams of delight as the cars zoom up and down the tracks. But the future of the amusement area depends on the urgency of creating more of a year-round indoor-outdoor life. CIDC must thrive to deal with landmarking and proper use of the existing structures; planning for housing – affordable and condo; parking and traffic controls; beach and Boardwalk maintenance; assisting the growth of restaurants and commercial enterprises; and general cooperation between all of the vendors, operators, business people, and others who have shown renewed interest in the beachfront communities. Similarly, support is needed for Astella Development, with its long and effective work on Mermaid Avenue businesses and the construction of homes in the area. Support must continue for Brighton Beach Business Improvement District work, so that this crowded zone can ably deal with continued growth and ultimate changes. Thought must eventually be given to the economic development of busy Neptune Avenue, with its multi-ethnic, highly diverse population. And the Brighton Boardwalk is replete with restaurants and activities. It, too, may well need assistance as the businesses expand. The nearby one remaining parking lot is a key factor. The areas north of the Highway and the Creek also need help with businesses e.g. Home Depot, Pathmark, Parkview Diner, as well as other new and proposed additions to Cropsey Avenue and nearby streets.

## **CITY SERVICES – PARKS & RECREATION**

One may look at the responsibilities of the men and women of C.B. 13's Parks & Recreation team, and wonder how much can be accomplished with the small number of personnel. First and foremost is the huge, famous beach that yawns its way from Corbin Place on the east to West 37<sup>th</sup> St. on the west. Parallel to the sandy stretch is the Boardwalk, and these pages have indicated the urgency of keeping this walkway in safe condition. But the work does not end there – one thinks of the large use of other Parks' units – Asser Levy (with its Bandshell, concerts, and plans), Kaiser (with its sports events, still-unfinished Park House, track and tennis, basketball, baseball and soccer), Calvert Vaux/Large Dreier-Offerman (used by soccer players and on the long-range horizon as one of the city's primary parks), Nautilus Playground, Babar Yar Park, West Street Park, Little Dreier-Offerman (on Cropsey Ave.), Grady Park (with questions as to shared responsibilities with the Dept. of Education); Six Diamonds Ballfield (adjacent to Home Depot and another small walkway-bench park that lines the Creek side of Depot); the Surf Ave. handball courts; the maintenance beneath the Boardwalk; among more playgrounds, school yards, and more! An amazing list of responsibilities and a screaming need for more workers to handle this expansive district that offers local residents and New Yorkers in general a chance to get away from it all!! Then, too, there is the work with the plans and projects of the City, the CIDC, and others. Small vehicles are needed for Boardwalk work. Communication must be improved with the needs and plans of other agencies. Publicity must be sharper regarding special events in all of the above areas. It is a wide range of responsibility. It is thus of



the most imperative need for knowledgeable men and women to be added to the C.B. 13 district to keep it clean, safe, and fun for all.

### **CITY SERVICES – HOMELESS**

The City's homeless population is counted once a year, with teams covering every neighborhood in every borough. Yet, it appears obvious in C.B. 13, with areas that attract the disenfranchised, that the homeless populations know when the count will be done...and they try to find ways of avoiding being 'accosted' by those seeking to help them. They don't want to be shunted to shelters where they feel even more anxious and fearful. They may well prefer to brave it out in the minus-32-degree temperatures at the beachfront than take the offers of assistance that might come along. Therefore, the counts seem much lower in number than the actual real situation. There are proposals announced every year as to methods for giving these people a better, safer, and more promising future. The 'Street to Home' data was presented; homeless were also placed in empty buildings, a situation that has proven to be of concern for residents in the affected neighborhoods. Yet, despite the continuing attempts to deal with this metropolitan enigma, the numbers of those sans living quarters may well be on the rise. The recession continues (some would even use the 'D' word to describe the economy). Who is on the street? Those released from institutions without a direction for stability; frightened drug addicts and alcoholics; those lost between the cracks of a bureaucracy that acts too slowly to deal with those faced with foreclosures on their homes or lost jobs without other opportunities for employment. Work must be done to offer stronger attention to these residents of the city. In C.B. 13, they may be seen almost everywhere – from the Boardwalk Pavilions and sandy areas beneath the walkway; on Ocean Parkway benches; behind bank buildings and in parking lots; along Parkway hillsides; in shantytowns along the Coney Island Creek, in Dreier-Offerman Park; alongside ballfields; leaning against buildings on Brighton Beach and Stillwell Avenues; pleading for help in outdoor shopping areas; to name but a few. While there appears to be no definitive way of helping these people find a newer way in life, there is no denying that the problem exists. C.B. 13 cannot close its collective eye to this ongoing problem. There must be joint agency work, and funding, to search for better solutions to an ever-chronic problem.

### **CITY SERVICES – HEALTH**

The connections between the future further development of the peninsula and the needs of the populace it will continue to serve is most obvious with the work of Coney Island Hospital, and the Neptune Avenue offshoot, known as the Ida Israel Center to many longtime residents. The E.R. at the Hospital is widely used, and it is obvious that the long-sought expansion of the E.R. and its services must be on the drawing board NOW. With many low-income families, and those in threat of job loss, the needs of the Hospital become more and more evident with each passing day. There are obvious, some secretive, health issues in the area that need correction. The HIV-AIDS status is one of these problems, and the word is that this seldom discussed issue may be much worse than initially believed. Then, too, there are reports indicating that prenatal and postnatal care of babies and children also is dire, with a sizeable percentage of youngsters in need of help, and large numbers of single women requiring aid and assistance during pregnancy and beyond. These problems are added to with health epidemics and threats of future problems. A great many smaller, and often very efficient, medical centers dot C.B. 13's streets, from Mermaid Avenue to the side streets of Brighton Beach. Many do superlative jobs. The public, though, may not be aware of the effectiveness of some of these operations, and jam the E.R. room of the Hospital. The need for health assistance in C.B. 13, with its high-rise buildings, its many senior nursing homes and residences, remains key to an area that also plays host to tens of thousands of people during the summer and which will, with a decade, be home to tens of thousands of more people.

## **CITY SERVICES – SANITATION**

Any cutbacks in personnel for C.B. 13's DOS lead to dangerous situations. During the summer, the trash/garbage problems are manifold, and the men and women of the force are pressed into extraordinary and difficult work e.g. the amusement area after a warm weather weekend, the streets of Brighton Beach, and the unfenced lots where garbage is hauled and/or deposited by passersby and motorists looking for dumping sites. Then, too, important vehicles, needed on a DOS daily basis, are often borrowed by other Sanitation Garages. Such a move is counter-productive and opens the door to further health issues and the preponderance of rats in various sections of the District. As has been noted, the need for the new Sanitation Garage, which supposedly is set to handle trucks from C.B. 13 and 15, grows every year. During the winter months, trucks are left running in the extant building on Neptune Avenue so that they can be used without fear of stalling, but the practice is annoying to nearby residents and another addition to the environmental quality of life in the area.

## **CITY SERVICES – YOUTH AND AGED**

C.B. 13's Youth Services Committee, some years ago, worked hand in glove with DYCD in helping to determine which youth groups serving the area were deserving of assistance from, the City. Board members knew the sites and visited them. Meetings were held with DYCD. Then, the entire process was dropped even after C.B. 13's role was altered to simply 'read' without discussion, the youth group applications!! How, in the world, can such a method provide the needs of a huge population of young people? The process is denounced, but it remains even sadder to see that there is little, if no, insight sought from the community in finding funds for groups. Some important operations for young people have disappeared; others have been greatly hampered by a dearth in funding (Fund raisers and other outreach operations often fail because all groups are going to the same sources in an area that lacks a heavy economic base). The Madison Square Boys and Girls Club, operating in Manhattan, literally dumped the well-run Carey Gardens Youth Center, even removing the computers and equipment. The Center is now largely the home of the well-run and productive Coney Island Prep, but there is an absence of a home for programs for other youths. The new 'Y' in Coney Island Commons is one answer, but help is needed by other operations that serve, and serve well e.g. Grace-Gravesend Youth, BNA, South Brooklyn Youth Consortium, among others. As has been noted, C.B. 13 takes care of large populations of the elderly. Nursing homes dot all part of C.B. 13; a new senior housing development will be added to the landscape of western Coney Island, and the demand for apartments was huge; Home-ridden seniors may be found throughout all of the neighborhoods, and many seniors are terrified over cut-backs to Social Security and threats to all sorts of health aids. The JCC of Greater Coney Island is on the scene, along with Salt and Sea Mission, churches, synagogues, and others. Access-a-Ride has drawn some criticism for delays; but it is vitally needed in the area

As the future of the dynamic neighborhoods of C.B. 13 gains still greater interest, EVERY AGENCY must be involved to ensure that the work is done to cover all of the prospective needs of the coming century as well as the needs of the day. The infrastructure of Coney Island MUST be addressed by DEP before any further housing, of all kinds, can be built, and before further large businesses (including hotels) should be thrust onto the scene. Flooding and backups, blocked sewers at catch basins, and other health and environmental matters must be updated. The same must be said for Brighton Beach, where aging lines must handle a great deal of demand, and where unmapped streets have little or no ability to correct existing needs.

TRAFFIC AND TRANSPORTATION must be in the forefront of consideration for the renaissance of southern Brooklyn. Transit for localites is hampered by the curtailing of bus and train service. It is important that an

express train be created to go to and from Manhattan. At the same time, ferry service must be explored in depth, and its plus factor, considering the growth of the population of the area and the potential explosion of tourism. DOT must take greater actions regarding the ins and outs of the area, with concern over what can be done with Stillwell-Crosey-Neptune Avenues. Gridlock, in an era that draws large crowds and thus has an overhang of terrorism anxiety, can lead to enormous difficulties at crisis times of any kind. Biking lanes are a problem as well, with Neptune Ave. lanes adding to traffic confusion and leading to potential injuries and even deaths on the streets. Are they needed? Ocean Parkway's bike path runs from Prospect Park to Surf Avenue; are helter-skelter lanes elsewhere necessary? Few are seen using the Neptune and other bike lanes, and no one in the City should expect south Brooklyn residents from biking their way to the Brooklyn Bridge and to businesses in Manhattan. Total nonsense!! Plans for more and more bike lanes should be studied with more logic involved (the Prospect Park West lane has rightly been lambasted with a long bike lane only yards away throughout Prospect Park). The TRANSIT situation threatens the populace. Curtailment of bus and train service, no matter the reasons, is anti-people. Weekend halt of some service and movement of line-to-line ('I started on the F and wound up in a neighborhood I didn't know!!') confuses the many that rely on the shoreline for their summer needs.

C.B. 13 is on the cusp of a century of excitement, progress, and economic upswings, but its current status indicates that much must be done before effective and safe steps are taken into this future. Communication and correct studies must be used as all of C.B. 13 is transformed from the past into the future, while its past also must be protected as much as possible. Its shore, its Boardwalk, its shopping centers, its parks, its amusements, its current and future housing, its tourism --- nothing exists unto itself. The next decade means enormous growth in the City of New York --- all of the City of New York. C.B. 13 is NOT just a part of an 'outer borough'...it is a thriving group of neighborhoods that add to the vibrancy of a mighty metropolis that has its scores of virtues... but that also must find improved methods of handling its resultant problems.

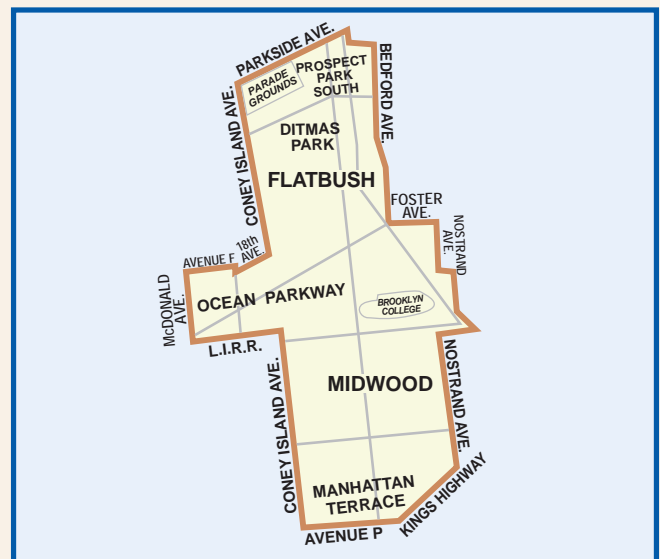
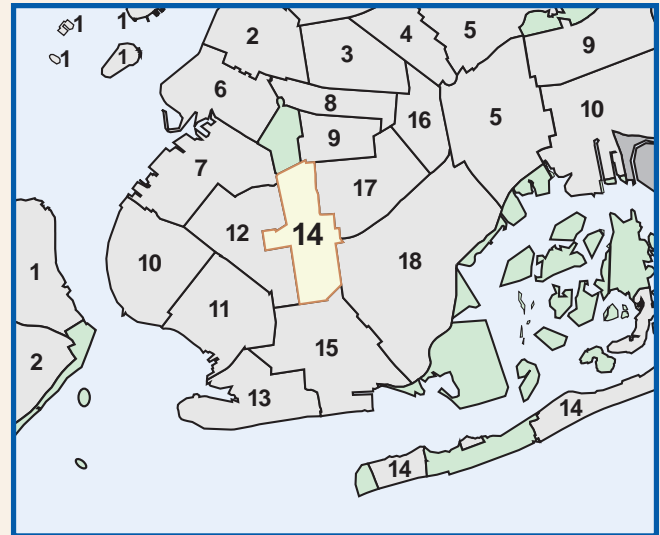
***Eddie Mark***

Eddie Mark  
Board Chair

***Chuck Reichenthal***

Chuck Reichenthal  
District Manager

# BROOKLYN COMMUNITY DISTRICT 14



<b>TOTAL POPULATION</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Number	143,859	159,825	168,806
% Change	—	11.1	5.6

<b>VITAL STATISTICS</b>	<b>2000</b>	<b>2008</b>
Births: Number	3,047	2,707
Rate per 1000	18.1	16.0
Deaths: Number	1,082	932
Rate per 1000	6.4	5.5
Infant Mortality: Number	17	16
Rate per 1000	5.6	5.9

<b>INCOME SUPPORT</b>	<b>2000</b>	<b>2010</b>
Cash Assistance (TANF)	11,320	6,726
Supplemental Security Income	10,262	9,862
Medicaid Only	14,885	51,058
<b>Total Persons Assisted</b>	<b>36,467</b>	<b>67,646</b>
<b>Percent of Population</b>	<b>21.6</b>	<b>40.1</b>

<b>TOTAL LAND AREA</b>	
Acres:	1,886.3
Square Miles:	2.9

<b>LAND USE, 2010</b>			
		<b>Lot Area</b>	
	<b>Lots</b>	<b>Sq. Ft.(000)</b>	<b>%</b>
1- 2 Family Residential	7,938	26,949.5	48.3
Multi-Family Residential	1,749	13,623.9	24.4
Mixed Resid. / Commercial	1,068	2,857.4	5.1
Commercial / Office	480	2,879.1	5.2
Industrial	17	179.9	0.3
Transportation / Utility	72	1,390.6	2.5
Institutions	226	4,762.7	8.5
Open Space / Recreation	10	2,011.4	3.6
Parking Facilities	69	430.9	0.8
Vacant Land	159	614.5	1.1
Miscellaneous	24	55.4	0.1
<b>Total</b>	<b>11,812</b>	<b>55,755.4</b>	<b>100.0</b>

# Brooklyn Community District 14



**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 14	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	159,825	100.0	168,806	100.0	8,981	5.6
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	61,054	38.2	60,268	35.7	(786)	-1.3
Black/African American Nonhispanic	64,662	40.5	66,211	39.2	1,549	2.4
Asian or Pacific Islander Nonhispanic	11,027	6.9	13,155	7.8	2,128	19.3
American Indian and Alaska Native Nonhispanic	307	0.2	268	0.2	(39)	-12.7
Some Other Race Nonhispanic	403	0.3	893	0.5	490	121.6
Nonhispanic of Two or More Races	-	-	5,769	3.4	-	-
Hispanic Origin	22,372	14.0	22,242	13.2	(130)	-0.6
Population Under 18 Years	44,297	100.0	48,747	100.0	4,450	10.0
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	13,430	30.3	15,473	31.7	2,043	15.2
Black/African American Nonhispanic	20,794	46.9	20,453	42.0	(341)	-1.6
Asian or Pacific Islander Nonhispanic	2,696	6.1	3,591	7.4	895	33.2
American Indian and Alaska Native Nonhispanic	90	0.2	115	0.2	25	27.8
Some Other Race Nonhispanic	179	0.4	279	0.6	100	55.9
Nonhispanic of Two or More Races	-	-	1,738	3.6	-	-
Hispanic Origin	7,108	16.0	7,098	14.6	(10)	-0.1
Population 18 Years and Over	115,528	100.0	120,059	100.0	4,531	3.9
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	47,624	41.2	44,795	37.3	(2,829)	-5.9
Black/African American Nonhispanic	43,868	38.0	45,758	38.1	1,890	4.3
Asian or Pacific Islander Nonhispanic	8,331	7.2	9,564	8.0	1,233	14.8
American Indian and Alaska Native Nonhispanic	217	0.2	153	0.1	(64)	-29.5
Some Other Race Nonhispanic	224	0.2	614	0.5	390	174.1
Nonhispanic of Two or More Races	-	-	4,031	3.4	-	-
Hispanic Origin	15,264	13.2	15,144	12.6	(120)	-0.8
Total Population	159,825	100.0	168,806	100.0	8,981	5.6
Under 18 Years	44,297	27.7	48,747	28.9	4,450	10.0
18 Years and Over	115,528	72.3	120,059	71.1	4,531	3.9
Total Housing Units	58,726	-	59,614	-	888	1.5

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 14</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>168,806</b>	<b>100.0</b>
White Nonhispanic	60,268	35.7
Black Nonhispanic	66,211	39.2
Asian and Pacific Islander Nonhispanic	13,155	7.8
Other Nonhispanic	1,161	0.7
Two or More Races Nonhispanic	5,769	3.4
Hispanic Origin	22,242	13.2
Female	89,465	53.0
Male	79,341	47.0
Under 5 years	13,658	8.1
5 to 9 years	13,742	8.1
10 to 14 years	13,417	7.9
15 to 19 years	12,941	7.7
20 to 24 years	12,551	7.4
25 to 44 years	49,918	29.6
45 to 64 years	34,764	20.6
65 years and over	17,815	10.6
18 years and over	120,059	71.1
In households	167,544	99.3
In family households	145,614	86.3
Householder	40,112	23.8
Spouse	23,811	14.1
Own child under 18 years	42,535	25.2
Other relatives	34,277	20.3
Nonrelatives	4,879	2.9
In nonfamily households	21,930	13.0
Householder	17,545	10.4
Householder 65 years and over living alone	5,247	3.1
Nonrelatives	4,385	2.6
In group quarters	1,262	0.7
<b>Total Households</b>	<b>57,657</b>	<b>100.0</b>
Family households	40,112	69.6
Married-couple family	23,811	41.3
With related children under 18 years	13,654	23.7
Female householder, no husband present	12,934	22.4
With related children under 18 years	8,706	15.1
Male householder, no wife present	3,367	5.8
With related children under 18 years	1,612	2.8
Nonfamily households	17,545	30.4
Households with one or more persons 65 years and over	13,559	23.5
Persons Per Family	3.51	-
Persons Per Household	2.91	-
<b>Total Housing Units</b>	<b>59,614</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>57,657</b>	<b>100.0</b>
Renter occupied	46,628	80.9
Owner occupied	11,029	19.1
By Household Size:		
1 person household	14,571	25.3
2 person household	14,742	25.6
3 person household	10,345	17.9
4 person household	8,057	14.0
5 persons and over	9,942	17.2
By Age of Householder:		
15 to 24 years	2,336	4.1
25 to 44 years	23,631	41.0
45 to 64 years	20,690	35.9
65 years and over	11,000	19.1

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)

Brooklyn Community District 14 (PUMA 04015)

Selected Housing Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04015 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>60,359</b>	<b>1,534</b>	<b>60,359</b>	<b>(X)</b>
Occupied housing units	56,765	1,648	94.0%	1.1
Homeowner vacancy rate	2.3	1.5	(X)	(X)
Rental vacancy rate	2.1	0.7	(X)	(X)
UNITS IN STRUCTURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>60,359</b>	<b>1,534</b>	<b>60,359</b>	<b>(X)</b>
1-unit, detached	6,230	572	10.3%	1
1-unit, attached	2,307	411	3.8%	0.7
2 units	6,236	696	10.3%	1.1
3 or 4 units	3,490	619	5.8%	1
5 to 9 units	1,467	379	2.4%	0.6
10 to 19 units	2,703	508	4.5%	0.9
20 or more units	37,881	1,488	62.8%	1.7
Mobile home	45	52	0.1%	0.1
Boat, RV, van, etc.	0	158	0.0%	0.1
YEAR STRUCTURE BUILT				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>60,359</b>	<b>1,534</b>	<b>60,359</b>	<b>(X)</b>
Built 2005 or later	48	46	0.1%	0.1
Built 2000 to 2004	275	125	0.5%	0.2
Built 1990 to 1999	600	193	1.0%	0.3
Built 1980 to 1989	917	269	1.5%	0.4
Built 1970 to 1979	2,002	422	3.3%	0.7
Built 1960 to 1969	4,888	584	8.1%	1
Built 1950 to 1959	8,602	815	14.3%	1.3
Built 1940 to 1949	10,149	856	16.8%	1.3
Built 1939 or earlier	32,878	1,466	54.5%	1.8
HOUSING TENURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>56,765</b>	<b>1,648</b>	<b>56,765</b>	<b>(X)</b>
Owner-occupied	13,368	851	23.5%	1.4
Renter-occupied	43,397	1,582	76.5%	1.4
VEHICLES AVAILABLE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>56,765</b>	<b>1,648</b>	<b>56,765</b>	<b>(X)</b>
No vehicles available	31,298	1,380	55.1%	1.8
1 vehicle available	19,460	1,198	34.3%	1.8
2 vehicles available	4,961	651	8.7%	1.1
3 or more vehicles available	1,046	247	1.8%	0.4
OCCUPANTS PER ROOM				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>56,765</b>	<b>1,648</b>	<b>56,765</b>	<b>(X)</b>
1.00 or less	49,606	1,633	87.4%	1.6
1.01 to 1.50	4,916	769	8.7%	1.3
1.51 or more	2,243	427	4.0%	0.7
Average household size	2.89	0.08	(X)	(X)



<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>				
	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>8,136</b>	<b>717</b>	<b>8,136</b>	<b>(X)</b>
Less than 20.0 percent	2,149	399	26.4%	4.1
20.0 to 24.9 percent	948	237	11.7%	2.8
25.0 to 29.9 percent	777	228	9.6%	2.8
30.0 to 34.9 percent	526	214	6.5%	2.6
35.0 percent or more	3,736	553	45.9%	5.3
Not computed	263	171	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>				
	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>40,664</b>	<b>1,572</b>	<b>40,664</b>	<b>(X)</b>
Less than 15.0 percent	5,676	697	14.0%	1.7
15.0 to 19.9 percent	4,639	615	11.4%	1.4
20.0 to 24.9 percent	4,130	527	10.2%	1.2
25.0 to 29.9 percent	4,011	601	9.9%	1.5
30.0 to 34.9 percent	3,688	538	9.1%	1.3
35.0 percent or more	18,520	1,282	45.5%	2.4
Not computed	2,733	609	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 14, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10	FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM		REQUIRED TO COMPLETE
					FY2013	FY2014	
CS-KN207	JEWISH CHILD CARE ASSOCIATION OF NEW YORK, INC. (JCCA)	CP	257 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
ED-DN408	SUNY DOWNSTATE MEDICAL CENTER	CP	1,025 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
ED-KN408	SUNY DOWNSTATE	CP	513 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HB-530	RECONST & STRUCT REHAB R.R. BDGE PARKSIDE & OCEAN AVE, BROOKLYN	2,322 (CN)	1 (CN)	0 (CN)	0 (CN)	1,060 (CN)	14,008 (CN)
HB-531	RECONST & STRUCT REHAB R.R. BDGE CATON & OCEAN AVE, BROOKLYN	2,510 (CN)	15 (CN)	0 (CN)	0 (CN)	0 (CN)	18,268 (CN)
HB-1011	RECONSTRUCTION OF DORCHESTER ROAD OVER SUBWAY, BROOKLYN	CP	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)	CP
HB-1032	BRIDGE REHABILITATION, CHURCH AVENUE, ETC., BROOKLYN	2,124 (CN)	15 (CN)	0 (CN)	0 (CN)	0 (CN)	13,975 (CN)
HB-1095	RECON OF CORTELYOU RD BRIDGE OVER NYCTA BRIGHTON LINE, BROOKLYN	10,584 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HB-1153	RECON NEWKIRK AVE BMT SUBWAY, BRIGHTON, BROOKLYN	3,211 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	8,110 (CN)
HB-1154	RECON CROOKE AVE BMT SUBWAY, BRIGHTON, BROOKLYN	2,366 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	6,932 (CN)
HB-1208	RECON FOSTER AVE, BMT SUBWAY, BROOKLYN.	2,104 (CN)	69 (CN)	0 (CN)	0 (CN)	0 (CN)	13,762 (CN)
HD-DN469	CAMBA	CP	1,000 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HD-KN469	CAMBA	CP	1,000 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN168	BROOKDALE MEDICAL CENTER	CP	700 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN457	YATZKAN CENTER	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HO-398	MAJOR RECONSTRUCTION OF KINGS COUNTY HOSPITAL CENTER, BROOKLYN	395,736 (CN)	1,387 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-C026	RECONSTRUCTION OF GATEWAY TRIANGLE PARK, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-K008	CON OF COMFORT STATION, PARADE GROUNDS, BKLYN	345 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
PO-196	70TH PRECINCT, BROOKLYN	9,000 (CN)	0 (CN)	0 (CN)	808 (CN)	19,502 (CN)	720 (CN)
PV-DN417	BROOKLYN CENTER FOR THE PERFORMING ARTS	CP	175 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PV-N417	BROOKLYN CENTER FOR THE PERFORMING ARTS	CP	175 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-DN221	JOEL BRAVERMAN FOUNDATION	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-DN243	FLATBUSH VOLUNTEERS OF HATZOLOH INC	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-DN317	OHEL CHILDREN'S HOME & FAMILY SERVICES	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN221	JOEL BRAVERMAN FOUNDATION	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN317	OHEL CHILDREN'S HOME & FAMILY SERVICES	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP

FOR ADDITIONAL INFORMATION ON EACH PROJECT, REFER TO PART 1 OF THE ADOPTED CAPITAL BUDGET

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
 (\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 14, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10	FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM FY2013	FY2014	REQUIRED TO COMPLETE
S-209	CONSTRUCTION, GARAGE, SANITATION DISTRICT 14, BROOKLYN	15,121 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)

FOR ADDITIONAL INFORMATION ON EACH PROJECT, REFER TO PART 1 OF THE ADOPTED CAPITAL BUDGET



**BROOKLYN COMMUNITY BOARD 14**  
**FLATBUSH–MIDWOOD COMMUNITY DISTRICT**  
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**MARTY MARKOWITZ**  
*Borough President*

**ALVIN M. BERK**  
*Chairman*

**DORIS ORTÍZ**  
*District Manager*

## **Brooklyn Community Board 14 Statement Of Community District Needs Fiscal Year 2012**

### **OVERVIEW**

Brooklyn Community District 14 comprises the vibrant and dynamic communities of Flatbush, Midwood, and eastern Kensington, located in the heart of Brooklyn.

Our district is renowned for its cultural and economic diversity, evinced by an extraordinary mix of housing, including landmarked Victorian-era homes on tree-lined streets in the north, newer masonry homes in the south, and throughout the district, solid, well-maintained apartment buildings constructed near mass transit during an era when spacious and comfortable apartments were the norm. This diverse housing stock continues to be renewed through ongoing condominium and cooperative apartment construction and numerous private home renovations, verifying that Brooklyn Community District 14 continues to be a wonderful place to live and invest for the future.

This investment extends to our commercial strips, which are extraordinarily healthy, with the opening of many new restaurants and stores and a new retail mall at the Flatbush/Nostrand Avenue Junction, which is southern Brooklyn's principal transportation hub. This new mall, anchored by a Target department store, has stimulated other new investment nearby on Flatbush Avenue, one of the City's busiest commercial corridors. Elsewhere in the district, commercial development is just as active, with upscale restaurants and national chain stores springing up where none existed before.

Districts 14's educational facilities are renowned nationally and are considered among the best in the City, particularly Brooklyn College of the City University of New York, and flagship high schools such as Erasmus Hall High School, Midwood High School, and Edward R. Murrow High School. These are augmented by several excellent parochial high schools.

Community District 14 is a great place from which to commute to work. Three parallel subway lines provide residents with convenient access to Manhattan and Downtown Brooklyn. The "F" train on the Culver Line serves the western portion of the district, while the "2" and "5" trains, originating at the Junction, serve the eastern part. The central corridor of the district is served by the "B" and "Q" trains of the Brighton Line. Numerous local and express bus lines augment the subways and provide convenient service along the district's principal commercial strips.

Our greatest resources, however, are our approximately 163,000 residents, many of whom have organized effective block, tenant and neighborhood associations, merchant associations, local development corporations, and other efforts to preserve and improve their communities. In some cases, such as our growing number of Business Improvement Districts and our long-standing neighborhood security patrols, neighborhoods are performing services that elsewhere City government is expected to provide.

Brooklyn Community Board 14 tries to give all community residents and merchants a meaningful voice in how municipal services are delivered to our district. The community board advocates for the district's special needs and works for fairness in resource distribution, service delivery, and land use in all of our neighborhoods. The needs expressed in this document reflect this principle of fairness and our continued commitment to improve the quality of life for all who live or work here, while supporting orderly growth and change in the future. Our principal focus areas include:

- \* A need to ensure the safety, health and vitality of residential and commercial areas within the district;
- \* A need to restore and improve adequate and effective social and other services, particularly for the most dependent population groups such as the young and the elderly; and
- \* A need to ensure effective communication and cooperation on community betterment among all groups in the District 14 community.

Specific needs to address the above are grouped into the following seven program areas, though order does not necessarily imply priority.

## **COMMUNITY ENVIRONMENT**

### **Street Trees:**

The district's trees are an indispensable resource, something that the City has acknowledged with its unprecedented ten (10) year commitment of over \$400 million to planting and caring for our street trees. They are vital to preserving the unique attractiveness of the district's commercial and residential areas, which have a direct impact on investment and the City's real property tax revenues. In addition, they are essential to reducing the City's carbon footprint, removing carbon dioxide from the air and significantly reducing cooling needs during the summer.

### **NEEDED:**

- \* Maintain or increase Parks Department Forestry and Maintenance personnel to care for the countless number of trees in our district;
- \* Increase frequency of current pruning program to restore health for existing trees and to prevent liability of damage to persons and property from falling limbs and branches; and
- \* Continuation of an adequately funded, staffed and equipped program to maintain and replace trees as needed.

### **Parks and Playgrounds:**

Our district is severely shortchanged when it comes to parks and recreational spaces. There are only three major park facilities within our district: Kolbert Park in the southern part of the district, Deputy Inspector Joseph DiGilio Playground in the west, and the Parade Ground in the north, whose almost 40 acres of athletic fields and tennis courts are accessed by borough permit only and are not available for informal use by local residents. The only recreational facility within the Parade Ground available to the local community without a permit is the heavily-utilized Detective Dillon Stewart Memorial playground. In addition, the district is served by two small tot-lots, several school playgrounds, a short section of the Ocean Parkway malls, all of which collectively offer limited recreational use for walking, jogging, biking and skating, and Prospect Park to our north. But total park space within walking distance for most of our residents totals only a few acres.

**NEEDED:**

- \* Acquisition of property to create new recreational spaces for the community; and
- \* Designation of one staff member per park or recreational area to organize activities for the community.

**Sanitation Services:**

Adequate sanitation services are vital to the maintenance of the quality of life in all communities of the City. Community Board 14 feels strongly enough about this to have established in 1980 and 1981, with the Department of Sanitation, its own plan for local sanitation services. This plan, approved by the Department, and emulated elsewhere, seeks to make optimum use of manpower and equipment while meeting the needs of individual neighborhoods and facilities. Since the original plan was implemented, it has been enhanced to take advantage of improved street sweeping efficiency and to accommodate the City's recycling program.

**NEEDED:**

- \* Continuation of the special school collection truck route, including a provision for pick-up of recyclables on a more frequent basis in order to handle the ever-increasing waste generated by the additional number of meals served to the youth;
- \* Continuation of "Operation Clean Stretch" to provide nightly pick-up of baskets and the collection of residential garbage on commercial strips within Community District 14 more frequently; and
- \* Allocate additional resources to address the particular sanitation needs of the northern part of our district, where the district's largest apartment dwelling population resides and which generates the most residential waste in our district.

**Air Quality and Water/Sewer Facilities:**

Maintenance of good air quality and adequate water and sewer facilities is essential to environmental health and the quality of life in the district. Consistently clogged and dirty catch basins, as well as air and noise pollution, counteract positive efforts made by the City and community.

**NEEDED:**

- \* Adequate funding, equipment and staffing for maintenance of water supply and sewer facilities to ensure long-term clean City water supply; and
- \* Adequate enforcement of air pollution and noise regulations.

**HOUSING AND COMMERCIAL DEVELOPMENT****One and Two-Family Housing:**

The district is endowed with a unique supply of high quality one and two-family houses, which is a key factor in making it a desirable place to live. Programs to maintain and upgrade surrounding infrastructure must support direct preservation and improvement efforts as young professionals and young families are moving into our community. This district has experienced a trend of expansions of one- and two-family homes, particularly in the southern part of our district. Lastly, the preservation of this particular housing stock, both for aesthetic and historic reasons, is of paramount importance to our community. Initiated with the successful adoption of contextual downzoning in Midwood during 2006, a similar proposal by the Department of City Planning for Flatbush has just been approved in 2009 by the New York City Council.

**NEEDED:**

- \* Support for the enforcement of the recently adopted contextual downzoning of the Flatbush portion of Community District 14 and funding for whatever support and personnel are needed to ensure compliance with the new zoning regulations; and
- \* Coordination by agencies to enforce against the proliferation of illegal curb cuts throughout the district. The Buildings Department issues a curb cut permit in most cases without inspections. Once reported to the agency and a violation is issued, however, there is currently no enforcement component to have the curb restored.

**Multi-Family Housing:**

Interspersed with and adjoining its one and two-family residential areas, the district is home to a sizeable stock of multiple dwellings. Residents of these buildings range across all age and income groups. Such buildings are concentrated primarily in the northern section of our district in the Flatbush community, though examples also exist elsewhere. In addition, new condominiums are under construction throughout the district, adding to our housing stock and increasing the quality of housing in our community.

**NEEDED:**

- \* Continuation and strengthening of Citywide housing rehabilitation and tenant support services, in particular, the Neighborhood Preservation Consultation contracts for the Local Development Corporations within Community District 14;
- \* Continued and expanded funding of local development corporations and organizations to provide critically needed housing services;
- \* Continued funding for façade and street improvements to support housing rehabilitation programs;
- \* Support for more senior citizen housing to address the needs of older adults;
- \* A review and coordination of the maze of City agencies directly charged with all aspects of enforcing the recent down-zonings in our community; and
- \* Support for Quality Housing and Inclusionary Housing in selected medium- and high-density portions of the recently rezoned portions of Flatbush.

**Commercial Revitalization and Economic Development:**

Maintenance of the health and vitality of the community depends not only on an adequate housing stock, but also on supporting the growing vitality of commercial areas, particularly Cortelyou Road, Church Avenue, Avenue J, Avenue M, and Flatbush Avenue, one of the City's longest commercial corridors. Many new restaurants and businesses are opening up on Cortelyou Road, Newkirk Avenue, and Church Avenue, and a new shopping mall has opened in the Flatbush/Nostrand Avenues Junction, featuring a Target department store as its anchor tenant.

**NEEDED:**

- \* Continued support for and expansion, where possible, of current commercial revitalization efforts; and
- \* Expansion of revitalization programs into areas where necessary and feasible, particularly the Flatbush/Nostrand Junction area, Cortelyou Road and Avenues J and M.

**HUMAN SERVICES**

As our population of both seniors and young families continues to grow, the delivery of services for seniors and youth is important to the overall stability and vitality of our community. Program areas which the board has identified as critical counterparts to physical improvements include:

### **Services for the Elderly:**

Community District 14 has a growing elderly population over 65. They range in capability from the relatively self-sufficient, to the homebound and very dependent. There are needs for all such groups, though they are certainly greatest for the more dependent.

#### **NEEDED:**

- \* Increase and/or restore funding to programs such as hot Meals-on-Wheels deliveries and to senior centers which provide essential services to the elderly;
- \* Programs which adequately address the needs of both Medicaid and non-Medicaid homebound elderly; and
- \* Necessary support for efforts to improve coordination of local delivery of services to the elderly.

### **Youth Services:**

Community Board 14's experience, along with that of the rest of the community, is that current services are not meeting the needs of youth for career planning and development and recreational activities, even though population numbers in these age groups have been growing since 1990. There is a clear and imperative need to increase youth services to achieve the goal of supporting the future success of our youth and ensuring that they have safe, healthy and balanced experience growing up in our community.

#### **NEEDED:**

- \* Restoration of funding for the Summer Bus Program;
- \* A broad effort by social service delivery agencies to effectively provide information on available services to potential client populations;
- \* Outstation service delivery staff within the Community District. Programs are desperately needed to provide pregnant and parenting teens with the resources to promote the health and well being of themselves and their families and to help establish a future of an economic independence. These programs are vital since many pregnant teens often find themselves without a support network when critical problems arise; and
- \* Continuation of Crisis Intervention programs which effectively address non-routine service needs.

### **Health and Hospital Services:**

Adequate hospital services are essential in any community, particularly in an area such as Community District 14, which has an increase in younger families and the elderly. With the closure of Caledonian Hospital, there is a disproportionate dearth of medical care and coverage in the northern portion of our district.

Furthermore, the spread of the West Nile Virus must be aggressively combated in light of our population of seniors and young children, who are primarily susceptible to infection.

#### **NEEDED:**

- \* Continue and expand all efforts necessary to combat the spread of the West Nile Virus
- \* Adequate hospital facilities to serve all Community District 14 residents.

## **PUBLIC SAFETY**

### **Fire Protection:**

Community District 14 generally, and in particular the north Flatbush area, requires optimal fire protection because of copious multiple dwellings and century-old housing. This is essential to prevent fires, save countless lives, and preserve the historic and landmarked elements of our community for future generations.



## **NEEDED:**

- \* **Keep open all present fire engine and ladder companies that serve our district**
- \* Adequate manning as well as specialized equipment for local fire operations

## **Police Services and Neighborhood Security:**

The men and women of the 70<sup>th</sup> Precinct have been serving our community exceptionally well, keeping crime and quality of life problems at historic lows. We cannot be grateful enough for the job that they have done. However, as crime begins to increase, they must have the modern facilities and resources necessary to fight crime in the 21<sup>st</sup> Century more than ever before, primarily in the form of a new 70<sup>th</sup> Precinct house. Furthermore, residents of Community Board 14 have, on their own initiative, developed various forms of community-based security services to assist in crime-fighting efforts. These programs must be supported by modernized police services to ensure that an effective overall Criminal Justice system supports the efforts of the local precinct.

## **NEEDED:**

- \* ***Continue to ensure funding for the acquisition of property for a new 70<sup>th</sup> Precinct facility. The existing physical plant is undersized, antiquated, and deteriorated. Its neighbor, the modern United Cerebral Palsy (UCP) complex, has enlarged and expanded their facilities. This has sequestered one of the most active New York City Police Department precinct facilities in the midst of the largest concentration of handicapped people in Brooklyn;***
- \* Attention also to the special crime prevention needs of the more densely populated neighborhoods in the Impact Zone portion of the district; and
- \* Development of specialized programs to combat illegal drugs sales within the district.

## **TRANSPORTATION**

Transportation is, by nature, a support service, which enables a community to function. Our district needs to make optimum use of existing facilities and support community and public agency efforts in all other areas, such as commercial development, housing, social service delivery, recreation, and so forth. The central location of Community District 14 makes its local streets and avenues part of the daily commuting path for tens of thousands of Brooklyn residents. This places a great burden on the local roadway infrastructure. Needs identified in particular program areas are as follows:

### **Street System:**

Many of Community District 14's streets need more short-term and long-term attention. On-street parking is scarce, and off-street parking is even harder to find. Buses, trucks, and commuters comprise the heaviest users of our roadways each morning, and traffic jams exist on even tertiary roads. The level of maintenance for our roadways, however, does not match the wear and tear that they experience on a daily basis. Major arterial routes are in need of resurfacing and reconstruction, such as Flatbush Avenue, one of the borough's oldest and heavily utilized roads, along with Ocean Avenue and Coney Island Avenue. Traffic engineering services must be sufficient to assure safe and effective use of streets by all users—vehicles, buses, bicycles and especially pedestrians. Traffic management programs must support local revitalization efforts and focus on the most congested areas.

## **NEEDED:**

- \* Immediate attention to street improvement programs for the district's most deteriorated and hazardous streets;
- \* Improved coordination by City agencies and utilities on Capital projects, working with the community board. Currently, there is limited coordination producing waste and the

perpetuation of negative public perception of City government. The board has made a major effort to coordinate these agencies/utilities in an effort to reduce duplication and conflicts with scheduled projects. Closer cooperation is needed;

- \* A program for night street resurfacing on commercial strips;
- \* Adequate staffing and equipment with particular emphasis on increasing Highway Operations “maintenance gangs” to conduct routine street maintenance;
- \* Focus on traffic planning resources for better management of our streets in congested commercial areas, specifically, Church Avenue, Avenue J and Foster Avenue within Community District 14. We believe similar programs should be developed for other commercial streets as well;
- \* Continuation and expansion of sidewalk façade improvement programs for commercial streets; and
- \* Continuation of funding of programs to repair sidewalks in violation in the district and to provide needed curb cuts to increase pedestrian safety.

### **Parking Facilities:**

Adequate off-street parking is seen as an essential component not only of commercial revitalization programs, but also the District’s Sanitation Service Delivery Plan. Placing such facilities near mass-transit hubs, like the Flatbush/Nostrand Avenue Junction, would encourage commuters to leave their cars at home, and “park-and-ride” to their jobs around the city. Sufficient off-street parking must also be available to enable commercial streets to be effectively cleaned. Also, we have many apartment buildings without parking facilities, since they were exempt from such requirements before they were enacted by law. Also, there are many private homes which do not currently have their own garages or driveways.

### **NEEDED:**

- \* Proper maintenance, adequate security, effective signage and appropriate rate structures are essential for existing parking facilities;
- \* Coordination with the Department of Buildings to prevent the installation of illegal curb cuts throughout the district, diminishing on-street parking availability. There is currently no enforcement component to have the curb restored, once a violation is issued. ***The Department of Transportation should restore the curb in violation and charge the owner of the property;*** and
- \* Development of additional off-street parking capacity in areas, where needed, to support commercial revitalization programs, including additional parking in the Avenue J, Coney Island Avenue, and Flatbush/Nostrand Avenue Junction area that also is home to Brooklyn College and Midwood High School.

### **Public Transit Service:**

Community District 14 is relatively well supplied with rapid transit facilities, but the growing needs of our commuting population are placing greater demands on it. The “B” and “Q” trains on the Brighton Line, for example, bisect the District, and eight (8) of the stations on these lines are located within the board’s boundaries. Unfortunately, these are the only lines that have the capacity to absorb any increase in ridership. The “F” train on the Culver Line station on the west is severely congested, as are the “2” and “5” trains, which end their route at Flatbush Avenue in our district.

### **NEEDED:**

- \* Expedient completion of the station rehabilitation projects and advancement of station and line improvement projects for rapid transit facilities in the district, particularly those serving commercial areas;

- \* Create a new “F” express train;
- \* Reconfigure bus routes to compensate for recent eliminations of bus routes within Community District 14;
- \* Extend “G” train service further down the Culver Line; and
- \* Rehabilitation in particular of the Brighton Line right-of-way through the District, including the restoration of deteriorated protective fences along the right-of-way.

## **NEW YORK AND ATLANTIC RAILWAYS:**

Community District 14 is also bisected by the open east-west cut of the New York and Atlantic Railways (formerly known as the Long Island Rail Road freight line). The line runs through both heavily populated residential and commercial areas. Despite sporadic cleanup operations to remove literally tons of refuse as well as extermination of rats during the past several years, the cut remains a serious sanitation and security concern of the board.

### **NEEDED:**

- \* Immediate commencement of cleanup operations to include removal of tires along the cut which provide a haven for larvae of the West Nile Virus mosquito, along with other necessary repairs of eroded sections of the embankment; and
- \* Advance construction of fences between adjacent property

## **EDUCATIONAL AND CULTURAL FACILITIES**

### **Primary and Secondary School Facilities:**

The stability and attractiveness of Community District 14 as a residential area is due in no small measure to the quality of its educational facilities. Community Board 14 strongly supports their recommendations for needed improvements to local primary and secondary schools, and their efforts to make a maximum use of school facilities for both education and other relevant community purposes. In particular, the board continues to support wholeheartedly the development of a playground adjacent to the Public School 152 schoolyard at Bedford Avenue and Campus Road.

### **NEEDED:**

- \* Expedient advancement of needed improvements to local primary and secondary schools, particularly to address the serious problem of overcrowding; and
- \* Maximum utilization of school facilities to meet community needs.

### **Higher Education Facilities:**

Given its geographic location, Brooklyn College lies at the center of community life in District 14. The Community Board enthusiastically supports implementation of needed improvements to this great institution to improve its ability to serve the local community as well as all citizens of the borough.

### **NEEDED:**

- \* Advancement of vitally needed improvements to Brooklyn College’s physical plant.

### **Libraries:**

District 14’s existing branch libraries are heavily used and highly valued by the community. The board *strongly* supports essential improvements needed by these libraries and objects to any budget cuts. Cuts to the libraries will greatly affect the literacy programs, GED programs and many more, which may be in danger of elimination as a result of budget cuts. Proportionately, the cuts to libraries are far greater than to other City agencies.

**NEEDED:**

- \* **Advance construction of the new Kensington Branch Library;**
- \* Restore funding previously cut to the local branch libraries to avoid elimination of these important programs in the district;
- \* Advance needed improvements to local branch libraries;
- \* Adequate funding to ensure that all branches remain open seven days a week; and
- \* Adequate staffing to ensure acceptable levels of service are provided.

**Cultural Affairs:**

Community cultural activities are an essential component of quality of life in all communities of the City. Their continuation is needed to enhance City livability and promote the stability of communities.

**NEEDED:**

- \* Adequate funding for the Brooklyn Center for the Performing Arts at Brooklyn College (BCBC), which has provided this community with performances by world renowned artists, and other local cultural and artistic programs.

**COMMUNITY BOARDS**

Community boards continue to be an essential component of City government. In addition to their other Charter-mandated responsibilities, they provide crucial interagency linkages and possess unique local knowledge needed to avoid waste and optimize service delivery. The boards continue to work hard with local agency officials to ensure that the limited municipal resources available are effectively used. The Administration's continued expansion of its Citywide 311 non-emergency telephone complaint system, more specific complaint information is retained centrally, thus making it increasingly difficult for community boards to monitor agency performance as intended by the New York City Charter. Increasingly, community residents complain about the difficulty of getting useful follow-up information concerning resolution of complaints submitted via 311. The end result may be an increase in the length of time in which problems are resolved and reduced transparency in government. Community boards are the only effective way to fill the gap. Although there has been some restoration of budget cuts to Community Board budgets, their budgets have not yet been substantially increased to meet the public's needs.

To fulfill their Charter-mandated responsibilities and continue to act as a government "frontline," the Boards must have the necessary resources to do so.

**NEEDED:**

- \* ***Recognition of the critical role played by Community Boards with a provision for budget adjustment and/or adequate funding to meet their responsibilities to the community.***
- \* Please do not hesitate to call the Community Board 14 District office for further information or clarification.

Respectfully submitted,

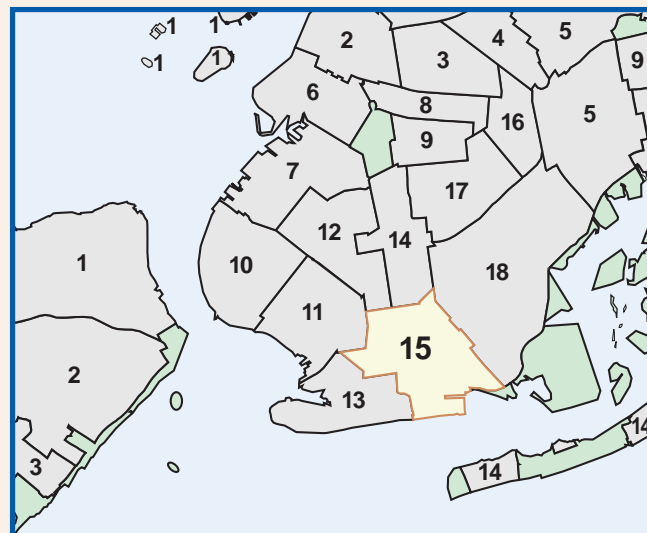
*Alvin M. Berk*

Alvin M. Berk  
Chairman

*Doris Ortiz*

Doris Ortíz  
District Manager

# BROOKLYN COMMUNITY DISTRICT 15



<b>TOTAL POPULATION</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Number	149,570	143,477	160,319
% Change	—	-4.1	11.7

<b>VITAL STATISTICS</b>	<b>2000</b>	<b>2008</b>
Births: Number	1,954	1,969
Rate per 1000	12.2	12.3
Deaths: Number	1,489	1,292
Rate per 1000	9.3	8.1
Infant Mortality: Number	10	10
Rate per 1000	5.1	5.1

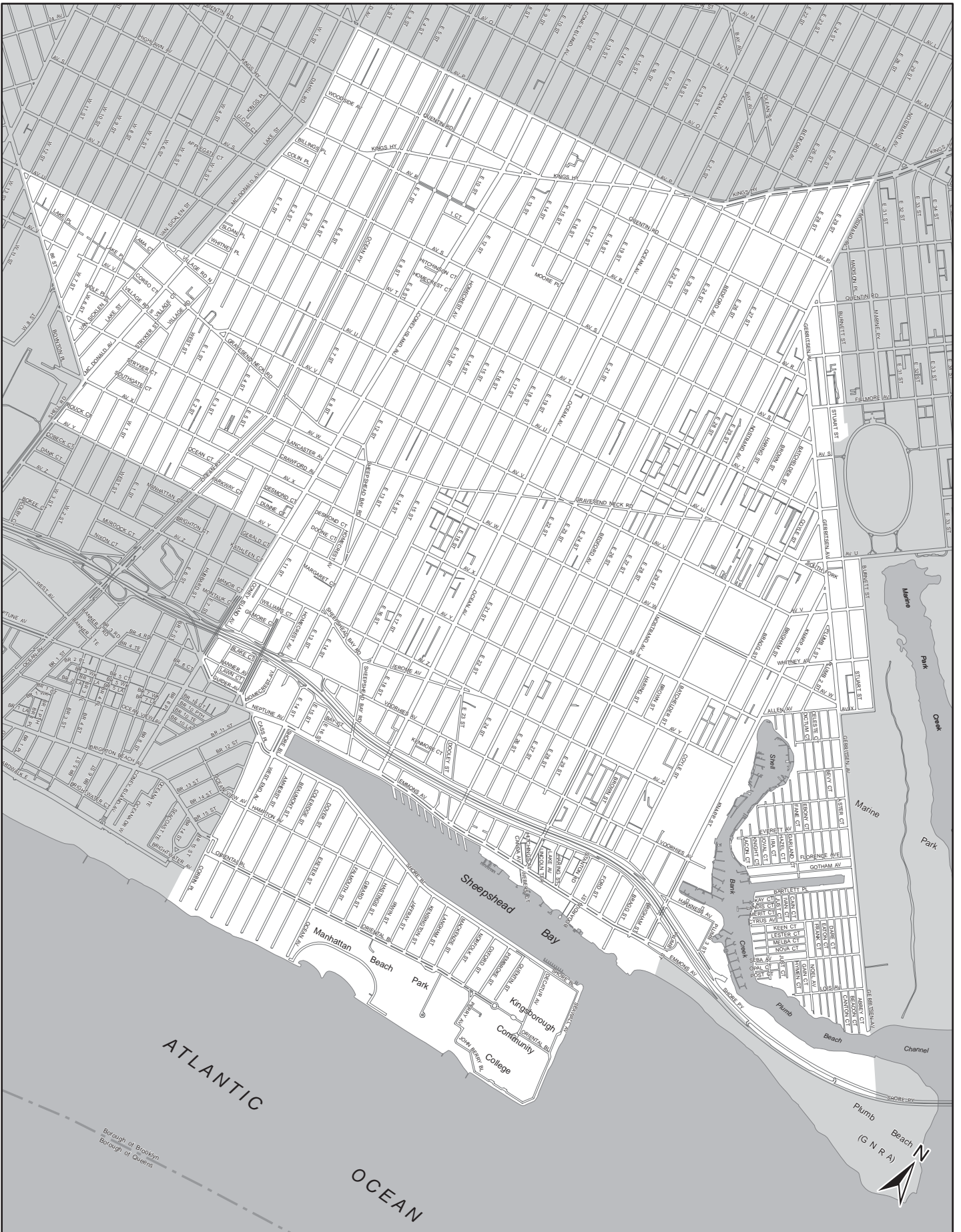


<b>INCOME SUPPORT</b>	<b>2000</b>	<b>2010</b>
Cash Assistance (TANF)	5,343	2,789
Supplemental Security Income	10,805	10,585
Medicaid Only	9,671	41,046
<b>Total Persons Assisted</b>	<b>25,819</b>	<b>54,419</b>
<b>Percent of Population</b>	<b>16.1</b>	<b>33.9</b>

<b>LAND USE, 2010</b>			
	<b>Lots</b>	<b>Lot Area</b>	
		<b>Sq. Ft.(000)</b>	<b>%</b>
1- 2 Family Residential	17,806	45,726.3	50.6
Multi-Family Residential	2,453	16,186.9	17.9
Mixed Resid. / Commercial	1,070	3,040.6	3.4
Commercial / Office	802	5,568.0	6.2
Industrial	33	394.7	0.4
Transportation / Utility	68	2,349.8	2.6
Institutions	228	7,165.8	7.9
Open Space / Recreation	53	2,351.9	2.6
Parking Facilities	208	805.7	0.9
Vacant Land	733	6,115.8	6.8
Miscellaneous	133	589.8	0.7
<b>Total</b>	<b>23,587</b>	<b>90,295.2</b>	<b>100.0</b>

<b>TOTAL LAND AREA</b>	
Acres:	<b>3,022.7</b>
Square Miles:	<b>4.7</b>

# Brooklyn Community District 15



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**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 15	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	143,477	100.0	160,319	100.0	16,842	11.7
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	121,135	84.4	121,052	75.5	(83)	-0.1
Black/African American Nonhispanic	3,283	2.3	4,823	3.0	1,540	46.9
Asian or Pacific Islander Nonhispanic	10,381	7.2	20,229	12.6	9,848	94.9
American Indian and Alaska Native Nonhispanic	129	0.1	123	0.1	(6)	-4.7
Some Other Race Nonhispanic	136	0.1	340	0.2	204	150.0
Nonhispanic of Two or More Races	-	-	3,506	2.2	-	-
Hispanic Origin	8,413	5.9	10,246	6.4	1,833	21.8
Population Under 18 Years	28,050	100.0	35,002	100.0	6,952	24.8
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	22,242	79.3	24,073	68.8	1,831	8.2
Black/African American Nonhispanic	958	3.4	1,718	4.9	760	79.3
Asian or Pacific Islander Nonhispanic	2,443	8.7	4,935	14.1	2,492	102.0
American Indian and Alaska Native Nonhispanic	36	0.1	40	0.1	4	11.1
Some Other Race Nonhispanic	44	0.2	87	0.2	43	97.7
Nonhispanic of Two or More Races	-	-	1,059	3.0	-	-
Hispanic Origin	2,327	8.3	3,090	8.8	763	32.8
Population 18 Years and Over	115,427	100.0	125,317	100.0	9,890	8.6
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	98,893	85.7	96,979	77.4	(1,914)	-1.9
Black/African American Nonhispanic	2,325	2.0	3,105	2.5	780	33.5
Asian or Pacific Islander Nonhispanic	7,938	6.9	15,294	12.2	7,356	92.7
American Indian and Alaska Native Nonhispanic	93	0.1	83	0.1	(10)	-10.8
Some Other Race Nonhispanic	92	0.1	253	0.2	161	175.0
Nonhispanic of Two or More Races	-	-	2,447	2.0	-	-
Hispanic Origin	6,086	5.3	7,156	5.7	1,070	17.6
Total Population	143,477	100.0	160,319	100.0	16,842	11.7
Under 18 Years	28,050	19.6	35,002	21.8	6,952	24.8
18 Years and Over	115,427	80.4	125,317	78.2	9,890	8.6
Total Housing Units	62,101	-	64,359	-	2,258	3.6

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 15</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>160,319</b>	<b>100.0</b>
White Nonhispanic	121,052	75.5
Black Nonhispanic	4,823	3.0
Asian and Pacific Islander Nonhispanic	20,229	12.6
Other Nonhispanic	463	0.3
Two or More Races Nonhispanic	3,506	2.2
Hispanic Origin	10,246	6.4
Female	83,679	52.2
Male	76,640	47.8
Under 5 years	9,093	5.7
5 to 9 years	9,543	6.0
10 to 14 years	10,305	6.4
15 to 19 years	9,840	6.1
20 to 24 years	9,780	6.1
25 to 44 years	43,790	27.3
45 to 64 years	38,994	24.3
65 years and over	28,974	18.1
18 years and over	125,317	78.2
In households	158,617	98.9
In family households	136,198	85.0
Householder	41,719	26.0
Spouse	31,793	19.8
Own child under 18 years	32,145	20.1
Other relatives	28,442	17.7
Nonrelatives	2,099	1.3
In nonfamily households	22,419	14.0
Householder	19,867	12.4
Householder 65 years and over living alone	8,806	5.5
Nonrelatives	2,552	1.6
In group quarters	1,702	1.1
<b>Total Households</b>	<b>61,586</b>	<b>100.0</b>
Family households	41,719	67.7
Married-couple family	31,793	51.6
With related children under 18 years	14,455	23.5
Female householder, no husband present	7,239	11.8
With related children under 18 years	3,454	5.6
Male householder, no wife present	2,687	4.4
With related children under 18 years	876	1.4
Nonfamily households	19,867	32.3
Households with one or more persons 65 years and over	21,294	34.6
Persons Per Family	3.21	-
Persons Per Household	2.58	-
<b>Total Housing Units</b>	<b>64,359</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>61,586</b>	<b>100.0</b>
Renter occupied	36,165	58.7
Owner occupied	25,421	41.3
By Household Size:		
1 person household	17,837	29.0
2 person household	18,181	29.5
3 person household	10,566	17.2
4 person household	8,001	13.0
5 persons and over	7,001	11.4
By Age of Householder:		
15 to 24 years	1,544	2.5
25 to 44 years	19,860	32.2
45 to 64 years	21,865	35.5
65 years and over	18,317	29.7

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)



Brooklyn Community District 15 (PUMA 04016)

Selected Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04016 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>58,886</b>	<b>1,596</b>	<b>58,886</b>	<b>(X)</b>
Occupied housing units	54,662	1,537	92.8%	1.2
Homeowner vacancy rate	3.1	1.2	(X)	(X)
Rental vacancy rate	3.2	1.1	(X)	(X)
<b>UNITS IN STRUCTURE</b>				
UNITS IN STRUCTURE	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>58,886</b>	<b>1,596</b>	<b>58,886</b>	<b>(X)</b>
1-unit, detached	8,080	709	13.7%	1.2
1-unit, attached	7,644	745	13.0%	1.2
2 units	11,844	923	20.1%	1.4
3 or 4 units	4,387	626	7.4%	1
5 to 9 units	1,695	362	2.9%	0.6
10 to 19 units	933	263	1.6%	0.4
20 or more units	24,229	1,161	41.1%	1.6
Mobile home	74	61	0.1%	0.1
Boat, RV, van, etc.	0	158	0.0%	0.1
<b>YEAR STRUCTURE BUILT</b>				
YEAR STRUCTURE BUILT	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>58,886</b>	<b>1,596</b>	<b>58,886</b>	<b>(X)</b>
Built 2005 or later	332	208	0.6%	0.4
Built 2000 to 2004	929	298	1.6%	0.5
Built 1990 to 1999	1,020	286	1.7%	0.5
Built 1980 to 1989	1,131	257	1.9%	0.4
Built 1970 to 1979	1,943	422	3.3%	0.7
Built 1960 to 1969	7,506	907	12.7%	1.5
Built 1950 to 1959	14,565	899	24.7%	1.5
Built 1940 to 1949	10,240	821	17.4%	1.3
Built 1939 or earlier	21,220	1,294	36.0%	1.8
<b>HOUSING TENURE</b>				
HOUSING TENURE	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>54,662</b>	<b>1,537</b>	<b>54,662</b>	<b>(X)</b>
Owner-occupied	24,937	1,139	45.6%	1.8
Renter-occupied	29,725	1,370	54.4%	1.8
<b>VEHICLES AVAILABLE</b>				
VEHICLES AVAILABLE	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>54,662</b>	<b>1,537</b>	<b>54,662</b>	<b>(X)</b>
No vehicles available	21,806	1,378	39.9%	2
1 vehicle available	23,280	1,203	42.6%	2
2 vehicles available	7,935	751	14.5%	1.3
3 or more vehicles available	1,641	445	3.0%	0.8
<b>OCCUPANTS PER ROOM</b>				
OCCUPANTS PER ROOM	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>54,662</b>	<b>1,537</b>	<b>54,662</b>	<b>(X)</b>
1.00 or less	49,833	1,571	91.2%	1.2
1.01 to 1.50	3,132	533	5.7%	1
1.51 or more	1,697	427	3.1%	0.8
Average household size	2.64	0.06	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>				
	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>13,732</b>	<b>1,001</b>	<b>13,732</b>	<b>(X)</b>
Less than 20.0 percent	3,835	543	27.9%	3.7
20.0 to 24.9 percent	1,874	425	13.6%	3
25.0 to 29.9 percent	1,189	297	8.7%	2.1
30.0 to 34.9 percent	1,509	366	11.0%	2.4
35.0 percent or more	5,325	723	38.8%	4.4
Not computed	104	68	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>				
	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>27,692</b>	<b>1,406</b>	<b>27,692</b>	<b>(X)</b>
Less than 15.0 percent	3,835	606	13.8%	2.1
15.0 to 19.9 percent	2,812	514	10.2%	1.8
20.0 to 24.9 percent	2,762	510	10.0%	1.7
25.0 to 29.9 percent	2,822	446	10.2%	1.6
30.0 to 34.9 percent	2,188	434	7.9%	1.4
35.0 percent or more	13,273	1,069	47.9%	3
Not computed	2,033	419	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 15, BROOKLYN

BUDGET LINE	TITLE	TOTAL	FY2011 ADOPTED	THREE YEAR PROGRAM			REQUIRED TO COMPLETE
		APPROPRIATION AS OF 5/31/10	CAP BUDGET	FY2012	FY2013	FY2014	
ED-DN226	KINGS BAY YOUNG MEN'S AND YOUNG WOMEN'S HEBREW ASSOCIATION (YM & YWHA)	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
ED-KN226	KINGS BAY YOUNG MEN'S AND YOUNG WOMEN'S HEBREW ASSOCIATION (YM & YWHA)	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HB-643	RECONSTRUCTION OF BRIDGE, GERRITSEN INLET-BSHP BKLYN	33,365 (CN) 525 (F) 133 (S)	1,872 (CN) 0 (F) 0 (S)	30,745 (CN) 87,476 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)
HB-1090	RECON OF THE BELT/SHORE PARKWAY BRIDGE OVER NOSTRAND AVE, BROOKLYN	12,390 (CN) 0 (F)	12 (CN) 0 (F)	0 (CN) 0 (F)	8,215 (CN) 33,141 (F)	0 (CN) 0 (F)	0 (CN) 0 (F)
HL-DN377	SEPHARDIC ADDICTION AND FAMILY EDUCATION FOUNDATION INC. (SAFE)	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN647	MENORAH HOME AND HOSPITAL FOR THE AGED AND INFIRM	CP	717 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-N377	SEPHARDIC ADDICTION AND FAMILY EDUCATION FOUNDATION INC (SAFE)	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HN-K250	KINGSBOROUGH COMMUNITY COLLEGE, BROOKLYN	CP	1,000 (CN)	0 (CN)	954 (CN)	0 (CN)	CP
HW-478	REHABILITATION OF SEA WALL AT EMMONS AVENUE, BROOKLYN	CP	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	CP
HW-1152	RECONSTRUCT THE GERRITSEN BEACH BULKHEAD, BROOKLYN	2,041 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-D037	RECONSTRUCTION OF MANHATTAN BEACH PARK, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-DN227	KINGS BAY YOUTH ORGANIZATION	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-DN379	SEPHARDIC COMMUNITY CENTER	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN064	BROOKLYN AMITY SCHOOL	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN227	KINGS BAY YOUTH ORGANIZATION	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
S-175	CONSTRUCTION, GARAGE FOR SANITATION DISTRICTS 13 AND 15, BROOKLYN	16,440 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)



**The City of New York  
Brooklyn Community  
Board 15**



**MARTY MARKOWITZ  
BOROUGH PRESIDENT**

**MICHAEL R. BLOOMBERG  
MAYOR**

**THERESA SCAVO  
CHAIRPERSON**

**PEARL BURG  
DISTRICT MANAGER**

**OFFICERS**

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FIRST VICE –CHAIRPER-  
SON**

**RITA NAPOLITANO  
SECOND VICE-CHAIRPER-  
SON**

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TREASURER**

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ALLEN POPPER, ESQ  
HELEN SARUBBI  
RONALD TAWIL  
IRA TEPER**

## **Statement Of Community District Needs Fiscal Year 2012**



## **District Overview**

Brooklyn Community Board 15 is a local governmental body in the New York City Borough of Brooklyn. The District encompasses the neighborhoods of Sheepshead Bay, Manhattan Beach, Kings Bay, Gerritsen Beach, Kings Highway, East Gravesend, Madison, Homecrest and Plumb Beach. The boundaries of Community Board 15 are: on the North, Coney Island Avenue and Avenue P, on the West, 86<sup>th</sup> Street and Avenue U, on the South, Manhattan Beach and on the East, Gerritsen Avenue.

This District has seen a continuous increase in population density, economic resurgence and ever-changing demographics. Community Board 15 is still a top choice to those seeking to buy a home. The Community is considered a prime location to raise a family.

It is the policy of Community Board 15 to see to the needs of the local residents it serves and ensure the delivery of services to the District. Open communication between residents and the Community Board is an essential part of maintaining public safety, development and prosperity for all.

## **LAND USE**

The District has a land area of 3166.9 acres or 4.9 sq. miles. According to the Department of City Planning (2008), the District includes: one and two-family residential units (51.1%), multi-family residential units (18%) and mixed residential-commercial units (3%). Non-residential land use in the District includes: commercial-and-office units (6.1%), industrial regions (0.5%), transportation/facility (2.7%), institutions (8.0%), open-space recreation (2.8%), parking facilities (1%) and vacant land (6.5%).

## **POPULATION**

As of the U.S. Census, 2000, the Community Board has a population of 160,319 up from 143,477 in 1990 and 149,570 in 1980. Of them (as of 2000), 121,052 (75.5%) white, non-Hispanic, 4,823 (3.0%) African American, 20,229 (12.6%) Asian or Pacific Islander, 123 (0.1%) American Indian or Native Alaskan, 340 (0.2%) of some other race, 3,506 (2.2%) of 2 or more race, 10,246 (6.4%) of Hispanic Origins.

In the decade, birth-rate remained almost constant, death-rate dropped slightly and infant mortality dropped drastically. The largest percentage change occurred in the District population receiving income support either by Social Security or Medicaid. 26.6 % of the population benefit from Public Assistance as of 2004. Up from 16.1% in 2000.

The District is ethnically diverse including but not limited to: African, Chinese, Hispanic, Irish, Italian, Israeli, Japanese, Korean, Pakistani, Russian and Turkish.

## **Affordable Housing**

In recent years, Medicaid subscribers in this District tripled. This is indicative of the increase of our aging population. This District is in need of Affordable Assisted Living Residences.

The Community today is serviced by an Assisted Living Residence called "Sunrise Assisted Living" which caters only to the affluent members of the community. As many of our residents are in need of assisted living, they are either left to fend for themselves with periodic visits from aides or are placed in a nursing home at a much higher cost to the City. Community Board 15 believes if assisted living residences are more affordable then more area residents would opt for these living quarters as opposed to a nursing home.

## **Aging**

With a large senior population, programs must be implemented to educate our seniors as to what services are available for them. Many seniors are struggling unaware of services that they are entitled to receive and are not utilizing.

As we approach the implementation of the new Healthcare Package, materials must be available as well as contact services to answer questions prior to the implementation of the new Healthcare initiatives.

Over recent years, large numbers of immigrants chose to settle in our District and we believe that translators should be available at all Senior Centers to help them maneuver the bureaucratic system of New York.

Funding must be made available to all of the Senior Centers throughout the District. To ensure the Mental Health of our seniors we must foster both, educational and social skills which can only be achieved while attending Senior Center activities.

Volunteer Mentor Programs can be formed between local senior centers and local schools. This will allow our seniors the opportunity to give back to their Community with their vast wisdom.

### **Anti-Graffiti**

Throughout the District, graffiti seems to be on the rise. Along East 16th Street, parallel to the B and Q train, homeowners are facing graffiti ridden walls with very little recourse. Although many programs exist, very few seem effective. New technology exists where once a surface is cleaned, a protective coating is placed and the surface becomes impossible to penetrate. The City of New York must make accessibility to the graffiti removal services easier and streamline the process for removal for both residents and commercial tenants.

### **Department of Buildings**

With the economy on a downturn, construction in the community has slowed. Although, the problems created from years of overdevelopment persist throughout the community.

Many locations where a single family home once stood are now occupied by multi-family dwellings. A severe strain has been put on an already burdened infrastructure and because of the lack of parking spaces many homeowners have resorted to illegal parking pads in front of their homes. These illegal parking pads have created less green space in our Community and violations should be strictly enforced.

Due to the desirability of this neighborhood, developers have used every open lot and spot of green space for more and more construction of residential units.

The Department of Buildings must have an adequate amount of Plan Examiners with the advent of the new Zoning Compliance Public Challenge. In addition, Field Inspectors are needed for follow up inspections. These Inspectors must have the equipment and the clerical support needed to carry out their duties. Funding must be made available for evening and weekend inspectors. Community Board 15 has seen a surge in complaints and violations issued. With added personnel each issue could be handled more expediently.

The Department of Buildings must be given the ability to criminally charge violators who chronically ignore Zoning ordinances. This Community Board will be working closely with the City Council to try to enact legislation to give the Department of Buildings Inspectors entrée to any construction site in question. There are too many instances where access is denied and developers continue to blatantly break the law. In the end, the project is completed and the developer files for a legalization.

## **City Planning**

Community Board 15 is urging a change in the uses allowed in Residential Districts. The Department of City Planning must review the allowable Community Facilities throughout the Residential Zones.

We are trying to prevent Medical Facilities from being “as of right” in these areas. Our residential communities are inundated with Medical Facilities opening adjacent to private homes. These facilities are destroying the character of our Community. What once was a quiet residential block with narrow one way streets are congested with ambulances creating obstacles beyond tolerance.

Also, Community Board 15 is urging the Department of City Planning to review and change the allowance of Religious Community Facilities on residential blocks. It is the belief of Community Board 15 that Religious Institutions must be located only on corner lots and ample parking must be supplied on site.

## **City University**

Kingsborough Community College, located in Manhattan Beach, continues its reputation as a premier institution of higher learning in the District and a leading provider of higher education for all New Yorkers. Over the years, Kingsborough has also served residents by hosting numerous community events. Kingsborough needs support in its Capital and Expense Budget in order to keep pace with the continuing growth of the community it serves.



## **Community Boards**

Community Boards are the first line of local government. In recent years it has become apparent that the role of a Community Board has broadened. Community Boards have greater responsibilities and serve as an essential component of City Government. As per the Charter of the City of New York, certain responsibilities are mandated and are handled. In addition, Boards act as a catalyst between agencies and the community.

Community Board Budgets have not increased in any substantial way for many years. It is the belief of Community Board 15 that adequate funding should be made available so that we may be proactive and not only take care of today’s issues but rather plan for tomorrow.

## **Consumer Affairs**

Many new establishments in the District have opened in recent years. The overwhelming majority of these establishments serve alcoholic beverages, offer music and must not be allowed to disturb the Quality of Life of the area residents. Similar situations exist throughout the District with blocked sidewalks, unlicensed cafes, loud disturbing noise from both within the establishments and outside on the sidewalks by the hordes of people congregating smoking. Community Board 15 believes a compromise can be achieved by designating well ventilated smoking areas in these establishments. It is also the feeling of this Board that Consumer Affairs should conduct periodic evening patrols of these known problematic areas to enforce regulations.

With major crime at an all time low, residents turn their attention to many of the Quality of Life issues such as loud music and congregating on sidewalks.

The sidewalks in the District are cluttered with both illegal and excessively large permitted sidewalk cafes. In most instances the licensed cafes/ restaurants leave a few feet of sidewalk space and the space is usually filled with planters, benches, signs and street furniture with bicycles chained to them.

Although violations are issued and sometime fines paid, most businesses consider these violations part of conducting business in the City of New York and proceed to conduct their illegal activities un-phased. A Sidewalk Café with a license to have 10 tables and 20 chairs realizes that by doubling his seating he could generate more revenue. Any business violating the law is infringing on the Quality of Life on all the area residents. The fines for such activities should be at a level where a violator faces both financial penalties and a possible loss of his license. This would take a multi agency approach and with agency networking this could be accomplished.

## **Economic Development COMMERCIAL STRIPS**

The many Mom and Pop Shops are the backbone of our neighborhood. During these hard economic times, Community Board 15's many commercial areas (Kings Highway, Avenue U, Sheepshead Bay Road, Nostrand Avenue, Coney Island Avenue, McDonald Avenue, Avenue X, Emmons Ave and Gerritsen Avenue) are showing more vacancies than in years gone by. These commercial areas are crucial to the economic vitality of Community Board 15, yet each shares similar problems (parking, sanitation issues and the high cost of conducting business in the City of New York.)

The available parking throughout the District is stressed both on our commercial strips as well as residential streets. The City must keep the few Municipal Parking Lots left in the District.

Many of our main commercial strips are serviced by major train lines and bus lines compounding the already traffic congested areas of Community Board 15. Blocked bus-stops and blocked fire hydrants are chronic problems in this District. Double parking is an additional annoyance that greatly interferes with the constant flow of heavy traffic. Many two-lane Avenues are reduced to one lane by the proliferation of illegal parking.

The 61st Precinct has been attentive but does not have the man-power to police all of these areas. It is the feeling of Community Board 15 that, Traffic Enforcement Agents should be given the authority to issue summonses for any of the illegal parking infractions as well as certain moving violations to alleviate constant bottlenecks along our commercial avenues.



A well-manicured shopping area is both an excellent advertisement for both buyers and sellers alike. Department of Sanitation through enforcement must insist on storefront cleaning by merchants and should also implement crews of street-sweepers to further enhance the cleaning of our City streets. Trash receptacles must be strategically placed and regularly emptied along these commercial avenues. In heavily congested areas such as Avenue U, Kings Highway and Sheepshead Bay Road where both residential and business owners are utilizing these corner trash receptacles, enforcement and emptying should be further enhanced.

Although Community Board 15 understands Budgetary Cuts, reducing basket pick-ups along these viable commercial strips is interfering with the lives of both business owners and residents. The Department of Sanitation must review and find alternate means to save money and re-establish a basket truck for the District.

#### NON-COMMERCIAL DEVELOPMENT

Our District has seen a surge in recent years of residential development. Although in today's economic climate sales have slowed. These units are still drawing new residents to our District. A problem beginning to evolve, along many of the commercial strips throughout Community Board 15, is the development of residential units along many of the commercial corridors. On Avenue U, what once was a supermarket today stands as a 6-story condo development. The community's future economic development is dependent on new businesses coming to the area as opposed to more residential units being erected, killing our economy.

### **Education**

Within the confines of the District there are 27 Elementary Schools, 4 Junior High Schools, 11 High Schools and 1 College. Improvements to our schools physical conditions and updating technology is vital to our communities future success. Therefore, we request the necessary modernization of all schools within our District.

### **Environmental Protection**

Community Board 15 has one of the highest numbers of 311 sewer backup complaints in the City. The response time to these complaints is not acceptable. The Department of Environmental Protection needs the manpower to clean these sewer lines periodically and make repairs in a timely fashion.

Within the District, severe sink holes are reported constantly. These sinkholes pose a major safety issue for vehicular as well as pedestrian traffic.

There is an overwhelming amount of waterways throughout the area. These waterways are enjoyed by residents and tourists alike. The District needs a skimmer boat to maintain the beauty and cleanliness of our waterfront haven. If maintenance is performed periodically visible floatables would be non existent.

#### CONEY ISLAND WATER TREATMENT PLANT

The Treatment Plant is not the type of facility that would be welcomed in other communities. We have been chosen as home for this Treatment Plant and have had to deal with the many problems associated with it. The Plant emits odors on a regular basis, contaminates the air and has become a nuisance to the residents in the area. Although the Board is aware that routine maintenance is necessary, improper

notification to the Board and residents is not acceptable. An open dialogue must be reached to alleviate the issues associated with this Plant.

## **Fire Department**

Fire Companies and Battalions should not be removed from our neighborhood for training purposes. In doing so, this leaves our community without the best possible fire protection available. It requires personnel and apparatus from outside of our area to respond to a fire or other emergency in an area that they may not be familiar with.

An Emergency Medical Technician Depot should be constructed in the District. Today, the Unit is basically housed in the parking lot of Coney Island Hospital. If all the resources were located at one facility, it would make deployment of equipment and man-power easier with quicker response time.

With a large immigrant population, the Fire Department should help ensure their safety with educational information, translators and Fire Marshalls to inspect the many illegal apartments housing this immigrant population.

The Fire Fighters assigned to the District must not infringe on the kindness of area residents. There are Fire Fighters known to park their personal cars on the sidewalk, blocking crosswalks, and using meters for personal parking with their FDNY placards.

## **Health and Mental Hygiene**

The Department of Health must receive adequate funding for the Inspectors needed for commercial inspections. With the advent of the new Letter Grading for restaurants, both preliminary and follow up inspections must be handled in a timely fashion. This new grading system is meant to alert consumers about the restaurants cleanliness

and food preparation. Yet, it also allows restaurateurs the opportunity to remedy the problems and improve their grade. That is why inspections on a follow up should be done quickly to help a restaurateur who has learned from prior inspections.

Time is also of the essence for an inspector to respond to a resident having to endure infestation caused by a neighbor. Many homes in the District are left empty for long periods of time and become breeding grounds for vermin.

### **HOMECREST HEALTH CLINIC**

The Homecrest Health Clinic is a valuable asset in the district with budgetary cuts the Clinic is basically non-existent. This Clinic is centrally located adjacent to the B and Q Train, yet area residents are told that this Clinic no longer has full services and they must travel great distances to receive adequate treatment. This Clinic must be given the needed funding to be a full service Clinic to our area residents.

### **CONEY ISLAND HOSPITAL**

On the border of our District lies Coney Island Hospital located on Ocean Parkway. It sits adjacent to the Belt Parkway on the westbound side. Due to its physical location it would be the Hospital of choice for accident victims. But with the lack of a trauma center, severe medical emergencies are forced to be transported to Hospitals many miles away.

The residents of our District utilize this facility and adequate funding must be allocated to ensure Coney Island Hospital remains a valuable Health Care Provider and becomes a complete care facility.

## **HOSPICE**

With a large aging population, the District is in need of a Hospice Center. A family facing the death of a family member is a very strenuous time and having a Hospice Center close to home would alleviate many of the problems associated with end of life.

## **Housing**

Community Board 15 is home to 2 housing complexes; the Nostrand Houses and the Sheepshead Bay Houses. They are both publicly built and operated housing developments. These housing complexes are located on Nostrand Avenue, between Avenue V and Avenue X. Nostrand Avenue is a congested commercial street and to compound the congestion there is a Junior High School and High School (Shell Bank and Sheepshead Bay High School) directly across the street. There must be adequate funding allocated for the maintenance and security of these residential units.

The 61st Precinct, on many occasions, has parked a Command Center in the area of these Housing Complexes. Squad cars patrol the area on a 24 hour basis. The Housing Police (PSA1), as well as, the 61st Precinct must have the funding needed to patrol these complexes in our District.

## **Landmarks**

There are several Landmark designated properties in our District but it is our experience that they do not have the man power needed to inspect and supervise these designations Landmarks Commission must be given the funding needed to have adequate personnel to inspect and monitor these valuable Landmarks.

## **Libraries**

Libraries provide residents from toddlers to senior citizens with a variety of services. The Libraries in the District include Gerritsen, Gravesend, Homecrest, Kings Bay, Kings Highway and Sheepshead Bay. With the current Budget crisis, services should never be reduced below 6 days per week. The hours of operation must meet the needs of seniors, students and working adults alike. The libraries collection should reflect public demand with up to date reference materials, reliable electronics, resources and materials in the languages spoken by our residents.

## **Liquor Authority**

With a proliferation of Liquor Licenses, whether new or renewals, the Community Board must have more than an advisory role in the decision making process. The Community Board receives notification either for renewal or for an original application. The applications are not informative and can not be used as the only Community Board notification. The Community Board should be given the authority to delay, deny or question any application before the Liquor Authority. Community Boards work closely with NYPD and if an establishment is known for unlawful activities the Community Board, in conjunction with the NYPD should have the right to deny any application.

The Liquor Authority must have networking with all the City Agencies.

With shared information from such agencies as NYPD, FDNY and Consumer Affairs, the Liquor Authority will have better insight on licensing irregularities. The District has establishments serving underage drinkers and vending without a license. These establishments must be charged appropriately with renewals delayed and new applications scrutinized.

## **MTA**

The reconstruction of the Avenue U and Gravesend Neck Road stations on the B and Q Train Lines are almost complete. It should be a priority of MTA to hasten the completion of these projects as soon as possible. In the interim, the MTA must help commuters maneuver the system easily. The newly renovated Train Stations will feature Mosaic Murals and Community Board 15 thanks Arts For Transit for beautifying our District Transit Stations.

Community Board 15 expects restoration of the B Express as soon as possible. Once construction is complete, express service should be a priority.

Community Board 15 is opposed to the proposed Bus Rapid Transit (BRT) for Nostrand Avenue. The Board believes that such a change would take away much needed parking spaces, complicate the already busy street and not produce the expected outcome.

The antiquated buses being used to service this District must be replaced. Many of the older buses were used for express service. They make it extremely difficult for users to get on and off the bus and they must be replaced with more modern, energy efficient vehicles.

## **Parks Department**

The Department of Parks and Recreation acquired the Marina of Sheepshead Bay many years ago. During these years the Parks Department has done little to revitalize the Sheepshead Bay Waterfront. New innovative ideas are needed to bring back the vitality of the Bay.

The Sheepshead Bay Marina, a popular fishing and boating local, has in recent years experienced a severe change in water depth. This reduction in depth poses many navigational issues. Dredging of this waterway is imperative to maintain this historical, landmarked area and the only way possible to maintain the natural character of the Bay. The dredging would also ensure the safety of our boaters.

Ranking as third lowest in green space throughout the City, Community Board 15 needs to develop Brigham Street Park, located at Brigham Street and Emmons Avenue. This barren land could be an oasis for the many seniors who live in the Nursing Homes surrounding the property. The nearest green space is Plumb Beach located off the Belt Parkway. To access Plumb Beach from Emmons Avenue, it is a far walk and does not offer a park setting.

Funding must be allocated for the existing parks through the community to preserve the limited amount of green space in the District. Parks such as, Millet Playground, Kelly Park, Little Kelly Park and Bill Brown Park are in need of major renovation. Years of neglect have left our Parks old and tired.

The Department of Parks and Recreation is in need of additional personnel to shorten the tree pruning cycle, to make repairs necessitated by uprooted trees, to adequately handle repairs to benches and other equipment in parks and playgrounds and maintain the parks across our District on a daily basis.

On several open ball fields in the District, the replacement of existing grass by artificial turf would make it ideal for both baseball and soccer games, alleviating the problem of soccer players uprooting grass on ball fields. Also, the artificial turf would not require expensive maintenance.

An integral part of Manhattan Beach is the Art-Deco Manhattan Beach Bathhouse, which is in disrepair and unused. This building is reminiscent of times gone by. The rehabilitation should be a priority of the Parks Department. With the sky-rocketing cost of construction today this building could be renovated at a fraction of the cost of erecting a new building.

## **Police Department**

### **61st POLICE PRECINCT**

The statistics within the seven major crime areas have declined steadily over the last several years with the 61st Precinct leading the City in crime reduction. With major crime at an all time low, Quality of Life issues have become a priority in this District. Noise complaints, double parking, blocked driveways, loitering and commercial vehicles parking on residential streets have become important issues to the area residents. With the increase of the Quality of Life complaints from area residents, the need for sympathetic and competent Community Affairs Officers is necessary.

In order for the 61st Precinct to carry out their responsibilities effectively, our Police Officers need the proper equipment and vehicles. The 61st Precinct must be provided with all terrain vehicles (ATV's) to aid in patrolling our beaches and parks. Due to the large area of the Precinct, additional sector cars and unmarked cars should be designated for patrol.

The Precinct Station House is in need of major renovation. The building's interior is not suited to accommodate the day to day operations of a large Metropolitan Police Station.

Community Board 15, with many beaches and waterfront recreation areas, should be assigned additional Officers during the summer months.

The 61st Precinct is home to the largest Auxiliary Force in the City. Funding is needed for the equipment needed by these brave volunteers.

There must be stronger enforcement as the number of bikes in the District is increasing everyday. Pedestrians are harrassed by inconsiderate and illegal bicycle practices for which there is no enforcement. Principal among these are, bicycles on the sidewalks, riding across the Ocean Avenue Footbridge, bicycles crossing intersections against the light and bicycles traveling against the traffic either in the lane or on a one way street.

### **TRAFFIC ENFORCEMENT**

In addition to patrols by 61st Precinct Officers, Community Board 15 should have a detail of Traffic Enforcement Agents assigned to the District to patrol the commercial strips, the major throughway Avenues and in the summer months the "No Parking" zone of Manhattan Beach. Strict enforcement would help alleviate traffic back-ups on major cross streets. Also, with a proliferation of forged parking permits, Traffic Agents must be educated to recognize these forgeries.

## **Sanitation**

With over 3 million dollars allocated for the construction of a trailer complex including rehabilitation of berm and landscaping at 2501 Knapp Street, it is the belief of Community Board 15 that this will become the permanent location of the District 15 Sanitation Garage. Although working out of trailers the Department of Sanitation is doing an extraordinary job with limited resources.

With the increase in the number of homes and businesses in the District, we expect sufficient funding to be made available to maintain the personnel and equipment needed to service our area.

Enforcement should be maintained and additional enforcement is needed for illegal dumping areas, areas where residential waste is being placed on commercial avenues and for areas where K9 waste is not removed properly. Several locations in the District have high incidence of all of the above mentioned illegal activities. These locations should be red-flagged and patrolled to violate these illegal activities.

Community Board 15 supports legislation that would severely fine anyone found guilty of placing fliers on motor vehicles, residential gates, hung on street poles, thrown into yards or placed on steps, etc. The neighborhood is inundated with unsolicited flyers which end up on our sidewalks and streets.

Many fruit stores in the District use the sidewalk for cleaning and packaging produce. The workers stack boxes of produce along the sidewalk and proceed to unpack and stock the stands. The sidewalks become un-passable and garbage is strewn everywhere. This situation makes movement impossible for a mother pushing a stroller or a person in a wheelchair. The problem is compounded when the fruit store owners dominate the parking in the area with their produce trucks idling 24 hours a day.

### **Taxi & Limo**

For years, the “For Hire” vehicles in the District have created many problems. During the day, they monopolize most of the on street parking whether legal or illegal. They utilize metered parking for hours at a time, resulting in a loss of revenue for the City. They block hydrants, bus stops and intersections. Along Sheepshead Bay Road, these vehicles cause traffic back-ups on a daily basis. In residential areas these “for hire” cars congregate at all hours talking loudly, cleaning their cars and leaving their garbage behind and have been known to urinate publicly.

The Taxi & Limo Commission must put stricter regulations and follow up on preliminary applications. It has been our experience that the off street parking listed on an application is never utilized. The base stations have cars double parked outside their establishment 24 hours a day/ 7 days a week. There must be stronger enforcement and quicker rescinding of Base Licenses after several violations are issued.

### **Transportation**

With a marked increase in population in Community Board 15 comes additional vehicular traffic. The additional traffic moving through our streets has caused traffic back-ups on major Avenues and parking problems throughout the entire District.

Several intersections in our community are in need of traffic turning signals. A recent study performed by DOT called the Coney Island Gravesend Sustainable Transportation Project proposed several solutions to our traffic problems. The solutions presented were rejected unanimously by the community. The Board believes that the installation of turning signals at Kings Highway and Coney Island Avenue & Guider Avenue and Coney Island Avenue would be the first step in alleviating some of this congestion as well as safety issues.

Additional traffic signals are warranted on East 9th Street and Avenue U, Gerritsen Avenue and Gotham Avenue and Gerritsen Avenue and Channel Avenue. The change of the flashing yellow signal on Ocean Avenue and Oriental Boulevard to a traditional signal light would resolve the confusion witnessed at this anomole.

Also, Community Board 15 believes that with all the additional moving traffic DOT should not consider the addition of any bike lanes in the District.

Community Board 15 believes the process of repairing street light outages, missing signs and pothole repairs should be streamlined. The length of time needed for these minor repairs causes frustration to the area residents.

Many of the major streets in this community are in dire need of reconstruction. The Courts in the Old Section of Gerritsen Beach are in major disrepair and should be addressed to alleviate the ponding and flooding created during minor rain storms.

A priority of DOT should also be to find parking solution alternatives to ease the conjection in this District.



Community Board 15 has been part of the “Adopt A Highway” program for the past 4 years to help beautify and maintain areas in which DOT does not have the man-power.

With the reconstruction of the Seven Bridges on the Belt Parkway moving forward, DOT must ensure that residents of the Community have easy access to the Belt Parkway and do not face hours of grueling traffic snarls due to this reconstruction project.

### **Youth and Community Development**

With the current state of the economy and children coming from homes where both parents work, it is essential for funding to be supplied to maintain after school programs in this area.

### **Conclusion**

Community Board 15 is a thriving and diverse community. With the joint effort of residents and City Agencies working hand in hand the quality of life in this District can be heightened. It is the goal of Community Board 15 to make our Community a safe haven where life runs smoothly.



*Theresa Scavo*

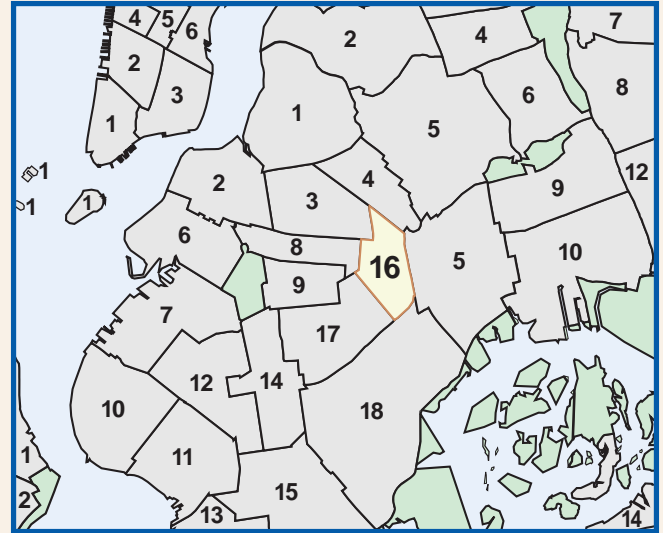
Theresa Scavo  
Chairperson

*Pearl Burg*

Pearl Burg  
District Manager

\* Photography credit courtesy of Butch Moran.

# BROOKLYN COMMUNITY DISTRICT 16



TOTAL POPULATION	1980	1990	2000
Number	73,802	84,923	85,343
% Change	—	15.1	0.5

VITAL STATISTICS	2000	2008
Births: Number	1,550	1,508
Rate per 1000	18.2	17.7
Deaths: Number	610	619
Rate per 1000	7.1	7.3
Infant Mortality: Number	20	17
Rate per 1000	12.9	11.3

INCOME SUPPORT	2000	2010
Cash Assistance (TANF)	17,322	11,954
Supplemental Security Income	7,044	7,885
Medicaid Only	8,186	24,490
<b>Total Persons Assisted</b>	<b>32,552</b>	<b>44,329</b>
<b>Percent of Population</b>	<b>38.1</b>	<b>51.9</b>

	Lots	Lot Area	
		Sq. Ft.(000)	%
1- 2 Family Residential	3,748	7,803.6	22.9
Multi-Family Residential	2,425	12,620.4	37.0
Mixed Resid. / Commercial	498	1,587.9	4.7
Commercial / Office	330	1,495.5	4.4
Industrial	137	1,592.8	4.7
Transportation / Utility	121	1,055.0	3.1
Institutions	197	3,159.0	9.3
Open Space / Recreation	48	1,687.5	4.9
Parking Facilities	165	759.4	2.2
Vacant Land	598	2,070.1	6.1
Miscellaneous	56	303.8	0.9
<b>Total</b>	<b>8,323</b>	<b>34,134.9</b>	<b>100.0</b>

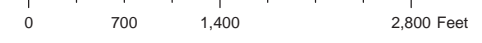
TOTAL LAND AREA		
	Acres:	1,188.5
	Square Miles:	1.9



# Brooklyn Community District 16



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**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 16	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	84,923	100.0	85,343	100.0	420	0.5
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	760	0.9	589	0.7	(171)	-22.5
Black/African American Nonhispanic	68,747	81.0	66,712	78.2	(2,035)	-3.0
Asian or Pacific Islander Nonhispanic	352	0.4	542	0.6	190	54.0
American Indian and Alaska Native Nonhispanic	234	0.3	228	0.3	(6)	-2.6
Some Other Race Nonhispanic	182	0.2	191	0.2	9	4.9
Nonhispanic of Two or More Races	-	-	1,701	2.0	-	-
Hispanic Origin	14,648	17.2	15,380	18.0	732	5.0
Population Under 18 Years	29,951	100.0	30,939	100.0	988	3.3
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	162	0.5	151	0.5	(11)	-6.8
Black/African American Nonhispanic	23,971	80.0	24,059	77.8	88	0.4
Asian or Pacific Islander Nonhispanic	92	0.3	138	0.4	46	50.0
American Indian and Alaska Native Nonhispanic	75	0.3	70	0.2	(5)	-6.7
Some Other Race Nonhispanic	67	0.2	75	0.2	8	11.9
Nonhispanic of Two or More Races	-	-	473	1.5	-	-
Hispanic Origin	5,584	18.6	5,973	19.3	389	7.0
Population 18 Years and Over	54,972	100.0	54,404	100.0	(568)	-1.0
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	598	1.1	438	0.8	(160)	-26.8
Black/African American Nonhispanic	44,776	81.5	42,653	78.4	(2,123)	-4.7
Asian or Pacific Islander Nonhispanic	260	0.5	404	0.7	144	55.4
American Indian and Alaska Native Nonhispanic	159	0.3	158	0.3	(1)	-0.6
Some Other Race Nonhispanic	115	0.2	116	0.2	1	0.9
Nonhispanic of Two or More Races	-	-	1,228	2.3	-	-
Hispanic Origin	9,064	16.5	9,407	17.3	343	3.8
Total Population	84,923	100.0	85,343	100.0	420	0.5
Under 18 Years	29,951	35.3	30,939	36.3	988	3.3
18 Years and Over	54,972	64.7	54,404	63.7	(568)	-1.0
Total Housing Units	28,485	-	30,780	-	2,295	8.1

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 16</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>85,343</b>	<b>100.0</b>
White Nonhispanic	589	0.7
Black Nonhispanic	66,712	78.2
Asian and Pacific Islander Nonhispanic	542	0.6
Other Nonhispanic	419	0.5
Two or More Races Nonhispanic	1,701	2.0
Hispanic Origin	15,380	18.0
Female	48,199	56.5
Male	37,144	43.5
Under 5 years	7,884	9.2
5 to 9 years	9,086	10.6
10 to 14 years	8,892	10.4
15 to 19 years	7,981	9.4
20 to 24 years	6,468	7.6
25 to 44 years	23,543	27.6
45 to 64 years	14,983	17.6
65 years and over	6,506	7.6
18 years and over	54,404	63.7
In households	82,807	97.0
In family households	73,368	86.0
Householder	20,157	23.6
Spouse	6,192	7.3
Own child under 18 years	23,606	27.7
Other relatives	20,598	24.1
Nonrelatives	2,815	3.3
In nonfamily households	9,439	11.1
Householder	8,148	9.5
Householder 65 years and over living alone	2,541	3.0
Nonrelatives	1,291	1.5
In group quarters	2,536	3.0
<b>Total Households</b>	<b>28,305</b>	<b>100.0</b>
Family households	20,157	71.2
Married-couple family	6,192	21.9
With related children under 18 years	3,718	13.1
Female householder, no husband present	12,266	43.3
With related children under 18 years	9,598	33.9
Male householder, no wife present	1,699	6.0
With related children under 18 years	955	3.4
Nonfamily households	8,148	28.8
Households with one or more persons 65 years and over	5,546	19.6
Persons Per Family	3.50	-
Persons Per Household	2.93	-
<b>Total Housing Units</b>	<b>30,780</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>28,305</b>	<b>100.0</b>
Renter occupied	23,851	84.3
Owner occupied	4,454	15.7
By Household Size:		
1 person household	7,214	25.5
2 person household	6,358	22.5
3 person household	5,497	19.4
4 person household	4,285	15.1
5 persons and over	4,951	17.5
By Age of Householder:		
15 to 24 years	1,354	4.8
25 to 44 years	12,536	44.3
45 to 64 years	9,627	34.0
65 years and over	4,788	16.9

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)

Brooklyn Community District 16 (PUMA 04007)

Selected Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04007 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>44,742</b>	<b>1,129</b>	<b>44,742</b>	<b>(X)</b>
Occupied housing units	38,938	984	87.0%	1.7
Homeowner vacancy rate	4.3	2	(X)	(X)
Rental vacancy rate	6.7	1.4	(X)	(X)
<b>UNITS IN STRUCTURE</b>				
UNITS IN STRUCTURE	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>44,742</b>	<b>1,129</b>	<b>44,742</b>	<b>(X)</b>
1-unit, detached	1,124	325	2.5%	0.7
1-unit, attached	3,978	434	8.9%	0.9
2 units	6,518	678	14.6%	1.5
3 or 4 units	8,374	679	18.7%	1.5
5 to 9 units	4,407	527	9.8%	1.2
10 to 19 units	3,000	474	6.7%	1.1
20 or more units	17,304	1,011	38.7%	1.8
Mobile home	0	158	0.0%	0.1
Boat, RV, van, etc.	37	61	0.1%	0.1
<b>YEAR STRUCTURE BUILT</b>				
YEAR STRUCTURE BUILT	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>44,742</b>	<b>1,129</b>	<b>44,742</b>	<b>(X)</b>
Built 2005 or later	747	250	1.7%	0.6
Built 2000 to 2004	1,832	310	4.1%	0.7
Built 1990 to 1999	3,214	418	7.2%	0.9
Built 1980 to 1989	3,893	464	8.7%	1
Built 1970 to 1979	4,252	558	9.5%	1.2
Built 1960 to 1969	5,967	666	13.3%	1.5
Built 1950 to 1959	6,555	785	14.7%	1.6
Built 1940 to 1949	3,805	515	8.5%	1.1
Built 1939 or earlier	14,477	910	32.4%	1.9
<b>HOUSING TENURE</b>				
HOUSING TENURE	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>38,938</b>	<b>984</b>	<b>38,938</b>	<b>(X)</b>
Owner-occupied	8,102	573	20.8%	1.3
Renter-occupied	30,836	915	79.2%	1.3
<b>VEHICLES AVAILABLE</b>				
VEHICLES AVAILABLE	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>38,938</b>	<b>984</b>	<b>38,938</b>	<b>(X)</b>
No vehicles available	25,792	958	66.2%	1.9
1 vehicle available	10,082	770	25.9%	1.8
2 vehicles available	2,651	404	6.8%	1
3 or more vehicles available	413	176	1.1%	0.4
<b>OCCUPANTS PER ROOM</b>				
OCCUPANTS PER ROOM	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>38,938</b>	<b>984</b>	<b>38,938</b>	<b>(X)</b>
1.00 or less	35,937	1,097	92.3%	1.3
1.01 to 1.50	2,174	397	5.6%	1
1.51 or more	827	253	2.1%	0.6
Average household size	2.96	0.08	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>				
	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>5,933</b>	<b>623</b>	<b>5,933</b>	<b>(X)</b>
Less than 20.0 percent	1,277	249	21.5%	4.1
20.0 to 24.9 percent	632	257	10.7%	4.2
25.0 to 29.9 percent	468	183	7.9%	2.7
30.0 to 34.9 percent	641	242	10.8%	3.8
35.0 percent or more	2,915	436	49.1%	5.4
Not computed	69	70	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>				
	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>29,177</b>	<b>965</b>	<b>29,177</b>	<b>(X)</b>
Less than 15.0 percent	3,932	593	13.5%	2
15.0 to 19.9 percent	3,018	495	10.3%	1.6
20.0 to 24.9 percent	2,664	478	9.1%	1.5
25.0 to 29.9 percent	3,060	415	10.5%	1.4
30.0 to 34.9 percent	3,097	450	10.6%	1.5
35.0 percent or more	13,406	891	45.9%	2.9
Not computed	1,659	378	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 16, BROOKLYN

BUDGET LINE	TITLE	TOTAL		FY2011 ADOPTED CAP BUDGET	THREE YEAR PROGRAM			REQUIRED TO COMPLETE
		APPROPRIATION AS OF 5/31/10			FY2012	FY2013	FY2014	
HB-1034	BRIDGE REHABILITATION, LIBERTY AVENUE, ETC., BROOKLYN	5,473 (CN)		0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HB-1097	RECON OF PITKIN AVE BRIDGE OVER LIRR BAY RIDGE LINE, BROOKLYN	6,495 (CN)		0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HB-1201	RECONSTRUCTION OF ATLANTIC AVE/LIRR ATLANTIC AVE BRIDGE, BROOKLYN	6,647 (CN)	47 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	44,572 (CN)
HD-151	NEHEMIAH HOUSING CONSTRUCTION	23,517 (CN)		0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HD-158	NEHEMIAH PROGRAM, ASSOC. COSTS, BROOKLYN AND THE BRONX	40,373 (CN)	36 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
HL-DN367	ST. MARY'S HEALTHCARE SYSTEM FOR CHILDREN	CP	1,308 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-KN078	BROWNSVILLE COMMUNITY DEVELOPMENT CORPORATION	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HO-398	MAJOR RECONSTRUCTION OF KINGS COUNTY HOSPITAL CENTER, BROOKLYN	395,736 (CN)	1,387 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-C605	BETSY HEAD PLAYGROUND, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-C885	RECONSTRUCTION OF BROWNSVILLE RECREATION CENTER, BROOKLYN	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-K885	RECONSTRUCTION OF BROWNSVILLE RECREATION CENTER, BROOKLYN	399 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-885	RECONSTRUCTION OF BROWNSVILLE RECREATION CENTER BROOKLYN	10,967 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)



## **THE CITY OF NEW YORK** **COMMUNITY BOARD NO. 16**

444 Thomas S. Boyland Street -Room 103  
Brooklyn, New York 11212

**HAZEL A. YOUNGER**  
Chairperson

**VIOLA D. GREENE-WALKER**  
District Manager

### **Statement Of Community District** **Needs For Fy' 2012**

#### **Overview**

Community District #16 is located in East Brooklyn and encompasses the neighborhoods of Ocean Hill and Brownsville. It is comprised of 1,230.6 acres of land and is bounded on the north by Broadway, on the east by Van Sinderen Avenue, on the south by the Long Island Railroad, and on the west by East 98th Street, East New York Avenue, Ralph Avenue, Atlantic Avenue and Saratoga Avenue.

According to the 2000 census, Ocean Hill-Brownsville is home to 85,343 people of which 78.2% are Black, 18% are of Hispanic origin, and 3.8% are of another descent. Our population continues to increase with the ongoing construction of housing units.

Our residential properties are comprised of one-to three-family homes, 4-story multiple dwelling walkups, Section 8 housing, Mitchell-Lamas, cooperatives, condominiums, New York City Housing Authority buildings, single and family shelters, and SRO housing.

On the commercial strips of Broadway, Fulton Street, Saratoga Avenue, Pitkin Avenue, Rockaway Avenue, Belmont Avenue, Livonia Avenue, and Mother Gaston Boulevard, you will find personal service shops, small retail clothing, appliance and furniture stores, fast food eateries, supermarkets and bodegas.

Our needs for Fiscal Year 2012 are similar to those of previous years. We continue to need more permanent and affordable housing, safe community facilities, improved infrastructure and transportation, sanitation services, more commercial and industrial revitalization, quality health care, and support services.

#### **HOUSING**

Permanent and affordable housing continues to be a high priority for our community to meet the needs of senior citizens, families, and single adults with minimum wage jobs. We also need affordable housing for young adults whose income is below or above certain income thresholds – too much for subsidized housing but not enough for market rate housing.

Because of the downturn in the economy, the price of real estate has fallen, however, housing is still unaffordable for many of our residents. Even with government subsidies, the cost of a new home is unattainable for many of our hardworking families whose incomes have not appreciably increased with the cost of living. Rental housing costs are also skyrocketing, thus making it difficult for families and single adults to maintain permanent housing.

We appeal to the New York City Department of Housing Preservation and Development (HPD) to continue with plans to build affordable and permanent housing on the remaining City-owned vacant lots in Community District #16, and provide subsidies to truly make the units affordable to our residents.

The townhouses, which are part of the New York City Housing Authority's (NYCHA) HOPE VI project, have been completed and are now occupied. We need NYCHA to move forth on plans to demolish the three remaining towers of Prospect Plaza and construct the much needed units of housing with priority given to former tenants who were displaced and are anxiously waiting to return to their homes.

Where there are small irregularly shaped City-owned parcels that are not suitable for housing construction, we urge HPD to dispose of these parcels to adjacent property owners. This will also place the property back on the tax roll.

We are pleased to see new homes being built on privately-owned vacant lots throughout the community. We encourage developers to make them affordable to our residents.

## **COMMUNITY FACILITIES**

We need continued funding for our three Beacon schools which provide a "safe haven" for our children, youth, and adults and offer a range of educational, cultural and recreational programs, social services, and vocational activities.

We need regular maintenance of our New York City Department of Parks and Recreation facilities to prevent their deterioration. The roof of the Brownsville Recreation Center is leaking in several areas, causing structural damage to the building and equipment. We need the roof repaired. In addition, the central air conditioning system at the Brownsville Recreation Center needs to be repaired.

We also need lights on the ballfield of the Brownsville Recreation Center playground to accommodate night games. In addition, because the ballfield abuts a very busy eight lane highway, the fence needs to be extended upward along Linden Boulevard to prevent balls from going into the street and endangering passing motorists.

Our playgrounds and parks provide the only recreation for many of our residents. We need regular maintenance to prevent their deterioration from normal wear and tear of daily use. Several of our facilities are in dire need of rehabilitation:

- The Betsy Head Park ballfield needs to be reconstructed with synthetic turf. The running track also needs to be resurfaced.
- Howard Playground basketball courts are uneven in several areas and need resurfacing.
- Ocean Hill Playground needs new backboards for the basketball courts.
- The weather worn monument at Zion Triangle needs refurbishing.
- Floyd Patterson Field needs to be reconstructed to include a comfort station and installation of synthetic turf for multi-purpose uses such as baseball, football, and soccer.
- Houston Playground needs refurbishing.

Playground Assistants are needed during the summer months to provide structured activities in our parks.

We urge the Department of Education to continue with plans to rehabilitate our school buildings and provide a safe environment for our children and teachers.

Our day care centers also need capital improvements to make them safe for our children. Additional day care services are needed to meet the growing needs of working parents.



**We need job training centers and vocational schools to equip our young adults with skills to enhance their employability.**

**Many of our gifted youngsters and adults are unable to display their creative talents while others lack exposure to the artistic resources of our community. We encourage the development of a comprehensive cultural and performing arts center where our residents can display their talents, learn about cultural diversities, and foster better community relations in our neighborhood and City.**

**The importance of providing adequate and well-equipped educational facilities and programs cannot be over emphasized, especially in our attempt to attract middle-income families with children. The educational facilities, coupled with quality programming, are important determinants for those families contemplating residence in a community.**

### **PARK AND STREET TREES**

**Many of our trees in parks and on the sidewalks need pruning on a more frequent basis to prevent the limbs from blocking street lights and hanging low in the path of pedestrians. Limbs are frequently breaking off which presents a hazard to pedestrians and motorist. The addition of new trees through the Million Tree initiative are welcomed, however, resources must be allocated to maintain them and the existing stock.**

### **INFRASTRUCTURE AND TRANSPORTATION**

**We continue to need regular maintenance of catch basins. During heavy rainfall, flooding and ponding conditions are common at a number of heavily trafficked locations throughout the district.**

**We are also seeing more sewer back ups, especially on streets where new housing has been built. It appears that the sewer capacity is inadequate to accommodate our growing population.**

**Potholes and depressions continue to imperil traffic. The Departments of Transportation and Environmental Protection need to jointly inspect locations that frequently depress and eventually cave-in to identify the origin of the roadway condition and repair them in a timely fashion.**

**With the new housing construction, the volume of traffic is increasing. It is imperative that the Department of Transportation conduct a districtwide survey to determine locations for new traffic lights and All-way stop signs.**

**Some of our streets are dimly lit and create an atmosphere conducive to criminal activities. The intensity of our street lights need upgrading, especially underneath the elevated train lines along Broadway and Livonia Avenue, and along bus routes.**

**Truck traffic is increasing throughout the district. Residential blocks, instead of designated truck routes, are being used by 18-wheelers which are destroying our streets and creating congestion.**

**There are no accessible subway stations for handicapped persons in the District. The Sutter Avenue, Livonia Avenue, and New Lots Avenue stations on the "L" line, and the Sutter Avenue-Rutland Road, Saratoga Avenue, Rockaway Avenue, and Junius Street stations on the "IRT" line are elevated structures and are not accessible to the physically challenged. We are requesting that they be made handicap accessible.**

**We call upon the Metropolitan Transit Authority to appropriate needed funds to construct a connecting passageway between the "L" line and the "IRT" line at Junius Street and Livonia Avenue to enable commuters to freely transfer between the stations.**

The Broadway Junction station, which has connections to 3 train lines and 5 bus lines, needs to be made handicap accessible. The station has a series of steps that prevent the physically challenged from using the facility. We are encouraged by the study being conducted to ascertain methods to reduce the congestion of vehicles and pedestrians along Van Sinderen Avenue between Broadway and Fulton Street. We appeal to the agencies to follow through on their findings.

The East New York Station of the Long Island Railroad is in need of updating. Cameras are in place on the platforms and should also be placed in the tunnel connecting the stairwells leading to the service roads of Atlantic Avenue. The ramp conversion on the eastern end of the westbound platform should be made permanent to provide access to wheelchair-bound passengers. Train schedule information should also be placed on platform level for those who are unable to descend the stairs to the ticket booth.

### **SANITATION AND PEST CONTROL SERVICES**

New housing construction is bringing new families to the community. We need more Sanitation personnel to pick up garbage and clean our streets.

Community District #16 continues to remain at the bottom for recycling. We need ongoing community outreach to educate our residents about the benefits of recycling.

Illegal dumping in vacant lots and on sidewalks in front of vacant buildings and lots continue to obstruct pedestrian traffic and create a nesting place for rodents. We need regular Sanitation Police patrol of chronic dumping locations to apprehend violators. We also need manpower and equipment to keep these areas clean.

Because of limited onsite storage, garbage from several of our schools and New York City Housing Authority buildings that do not have containerization service is placed on sidewalks daily. We need daily pick up of this garbage which is unsightly and attracts rodents.

**We also need more bulk collections to prevent the dumping of household debris on sidewalks in front of vacant buildings and in vacant lots.**

**Large rats are attracted by garbage on our streets and in vacant lots. Excavations for housing units are also unearthing them. We need Pest Control to bait these areas.**

### **COMMERCIAL AND INDUSTRIAL REVITALIZATION**

**Belmont Avenue, a once thriving four-block commercial strip between Rockaway Avenue and Mother Gaston Boulevard, has a number of vacant stores. We appeal to the owners of the these properties to market them at a reasonable rate to encourage entrepreneurs to come and provide goods and services to our community.**

**There are several undeveloped properties along the commercial strips of:**

- Rockaway Avenue between East New York Avenue and Newport Street.
- Broadway between Saratoga Avenue and Eastern Parkway.
- Livonia Avenue between Mother Gaston Boulevard and Junius Street.
- Atlantic Avenue between Howard Avenue and Eastern Parkway.
- Fulton Street between Saratoga Avenue and Van Sinderen Avenue.
- Saratoga Avenue between Atlantic Avenue and Eastern Parkway.
- Mother Gaston Boulevard between Pitkin and Sutter Avenues.

We appeal to the New York City Department of Housing Preservation and Development and the New York City Economic Development Corporation to market City-owned parcels and work with private owners who are in need of financial assistance to develop their properties.

As our residential population increases, so does our need for banking services, quality supermarkets, meat markets, bakeries, dry cleaners, pharmacies, hardware stores, family restaurants, and clothing stores. We appeal to businesses to come into our community and request that tax incentives be given to developers to encourage their investment.

We encourage the NYC Economic Development Corporation to continue marketing vacant parcels in the East New York In-Place Industrial Park to bring new businesses and employment opportunities to our community.

## **PUBLIC SAFETY**

Gun violence involving young adults is an increasing problem in our community. Unreported crimes and injuries from street justice continue to negatively impact on our district. We need continued police presence on our streets, in the subways, and in our New York City Housing Authority buildings to combat illegal activities.

We have witnessed the positive effects that an impact zone has had in reducing crimes in our community. We encourage its continuation and expansion.

After hours and social clubs in basements on residential blocks continue to be a problem in the community as they generate loud noise and large crowds. These establishments need to be identified and property owners made to comply with noise, fire and building codes.

We are also seeing an increase in the number of illegal boarding houses, many of which have hazardous conditions and house a vulnerable population of single adults with mental illness and other disabilities. Many of these occupants are formerly homeless who come out of the City's shelter system and prison facilities. They are least likely to complain about their living conditions for fear of losing this housing.

We need a coordinated effort involving the New York City Department of Homeless Services, the New York City Department of Buildings, the New York City Fire Department, the New York City Department of Health and Mental Hygiene, and the New York State Department of Health to close down these illegal boarding houses which are endangering the lives of those who live in the buildings as well as adjacent property owners and their tenants.

## **SUPPORT SERVICES**

Many people have lost their homes and ended up in shelters due to loss of a job or a medical emergency.

We need homeless prevention programs to assist those at risk of homelessness from losing affordable housing by linking them to needed resources such as job training, childcare, and substance abuse programs. Community-based social service agencies that can give these families the long-term support they need must receive sufficient funds to outreach to this population.

Many of our elderly and infirm adults who live alone need escort services to accompany them on shopping trips and medical appointments. They also need assistance with personal care, housekeeping, and financial management as they strive to live independently in their own homes.

We need continued funding of senior citizen centers which provide daily meals and socialization for many seniors who do not have the family support and would be left isolated in their homes.

## HEALTH CARE SERVICES

Many of our residents are uninsured and underinsured. We need health insurance companies to continue their outreach in the community to enroll individuals and families in health plans.

We seek assistance for adults who are experiencing financial hardship due to escalating costs of prescription medication. Our senior citizens, in particular, are finding it most difficult to pay out-of-pocket costs for prescriptions.

A healthy diet is paramount to the well-being of an individual. We need nutrition education outreach in the community to identify and assist persons who are not eating properly and are at-risk of becoming obese and developing circulatory and respiratory conditions. Asthma and diabetes are on the rise in our community and we need services to combat these health challenges.

Teenage pregnancy continues to be a major concern to us. We need programs to outreach to our adolescents and educate them about the consequences of engaging in premarital sex. We also need resources to identify and assist those in need of prenatal care. Infant mortality is one of the leading causes of death in our community.

There is also a need to expand obstetric, pediatric, geriatric, mental health, HIV and AIDS services.

## SUMMARY

As our population increases, we must meet the community's needs for police and fire protection, garbage collection and street cleaning, parks and playgrounds, day care centers and public schools, employment opportunities and other resources for a healthy community. Therefore, we call upon the City Administration to work with us and provide those services that we so desperately need.

We also encourage the private sector to come and do business in our community where there is a need for quality goods and services and employment opportunities.

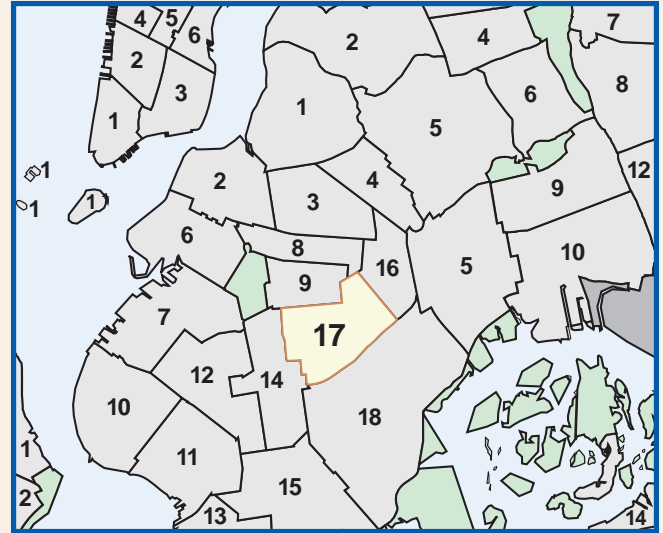
Respectfully submitted,

*Viola D. Greene-Walker*

VIOLA D. GREENE-WALKER

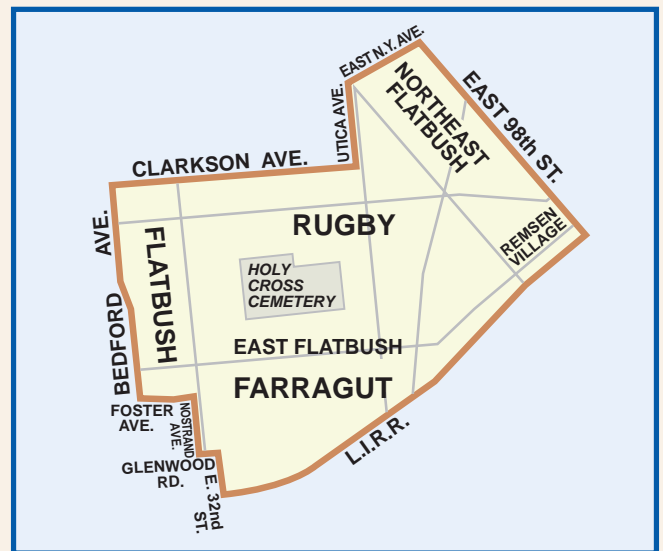
District Manager

# BROOKLYN COMMUNITY DISTRICT 17



TOTAL POPULATION	1980	1990	2000
Number	154,596	161,261	165,753
% Change	—	4.3	2.8

VITAL STATISTICS	2000	2008
Births: Number	2,650	2,301
Rate per 1000	16.0	13.9
Deaths: Number	839	798
Rate per 1000	5.1	4.8
Infant Mortality: Number	27	16
Rate per 1000	10.2	7.0



INCOME SUPPORT	2000	2010
Cash Assistance (TANF)	10,116	8,048
Supplemental Security Income	6,279	6,111
Medicaid Only	12,755	42,725
<b>Total Persons Assisted</b>	<b>29,150</b>	<b>56,884</b>
<b>Percent of Population</b>	<b>17.6</b>	<b>34.3</b>

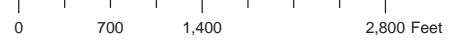
	Lots	Lot Area	
		Sq. Ft.(000)	%
1- 2 Family Residential	11,951	27,434.9	44.7
Multi-Family Residential	3,879	14,830.5	24.2
Mixed Resid. / Commercial	1,049	2,968.2	4.8
Commercial / Office	320	2,192.3	3.6
Industrial	207	2,360.6	3.8
Transportation / Utility	122	1,693.7	2.8
Institutions	245	4,317.4	7.0
Open Space / Recreation	14	3,483.8	5.7
Parking Facilities	187	1,041.7	1.7
Vacant Land	251	762.5	1.2
Miscellaneous	54	322.9	0.5
<b>Total</b>	<b>18,279</b>	<b>61,408.4</b>	<b>100.0</b>

TOTAL LAND AREA		
	Acres:	2,153.3
	Square Miles:	3.4

# Brooklyn Community District 17



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**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 17	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	161,261	100.0	165,753	100.0	4,492	2.8
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	5,666	3.5	2,577	1.6	(3,089)	-54.5
Black/African American Nonhispanic	141,893	88.0	146,506	88.4	4,613	3.3
Asian or Pacific Islander Nonhispanic	1,780	1.1	1,709	1.0	(71)	-4.0
American Indian and Alaska Native Nonhispanic	532	0.3	304	0.2	(228)	-42.9
Some Other Race Nonhispanic	301	0.2	779	0.5	478	158.8
Nonhispanic of Two or More Races	-	-	4,614	2.8	-	-
Hispanic Origin	11,089	6.9	9,264	5.6	(1,825)	-16.5
Population Under 18 Years	45,054	100.0	44,792	100.0	(262)	-0.6
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	490	1.1	289	0.6	(201)	-41.0
Black/African American Nonhispanic	40,979	91.0	40,344	90.1	(635)	-1.5
Asian or Pacific Islander Nonhispanic	373	0.8	331	0.7	(42)	-11.3
American Indian and Alaska Native Nonhispanic	156	0.3	100	0.2	(56)	-35.9
Some Other Race Nonhispanic	97	0.2	215	0.5	118	121.6
Nonhispanic of Two or More Races	-	-	1,069	2.4	-	-
Hispanic Origin	2,959	6.6	2,444	5.5	(515)	-17.4
Population 18 Years and Over	116,207	100.0	120,961	100.0	4,754	4.1
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	5,176	4.5	2,288	1.9	(2,888)	-55.8
Black/African American Nonhispanic	100,914	86.8	106,162	87.8	5,248	5.2
Asian or Pacific Islander Nonhispanic	1,407	1.2	1,378	1.1	(29)	-2.1
American Indian and Alaska Native Nonhispanic	376	0.3	204	0.2	(172)	-45.7
Some Other Race Nonhispanic	204	0.2	564	0.5	360	176.5
Nonhispanic of Two or More Races	-	-	3,545	2.9	-	-
Hispanic Origin	8,130	7.0	6,820	5.6	(1,310)	-16.1
Total Population	161,261	100.0	165,753	100.0	4,492	2.8
Under 18 Years	45,054	27.9	44,792	27.0	(262)	-0.6
18 Years and Over	116,207	72.1	120,961	73.0	4,754	4.1
Total Housing Units	53,607	-	59,045	-	5,438	10.1

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 17</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>165,753</b>	<b>100.0</b>
White Nonhispanic	2,577	1.6
Black Nonhispanic	146,506	88.4
Asian and Pacific Islander Nonhispanic	1,709	1.0
Other Nonhispanic	1,083	0.7
Two or More Races Nonhispanic	4,614	2.8
Hispanic Origin	9,264	5.6
Female	92,611	55.9
Male	73,142	44.1
Under 5 years	11,732	7.1
5 to 9 years	12,749	7.7
10 to 14 years	12,446	7.5
15 to 19 years	12,842	7.7
20 to 24 years	12,701	7.7
25 to 44 years	49,949	30.1
45 to 64 years	38,302	23.1
65 years and over	15,032	9.1
18 years and over	120,961	73.0
In households	164,138	99.0
In family households	145,799	88.0
Householder	40,985	24.7
Spouse	18,156	11.0
Own child under 18 years	35,245	21.3
Other relatives	45,463	27.4
Nonrelatives	5,950	3.6
In nonfamily households	18,339	11.1
Householder	15,105	9.1
Householder 65 years and over living alone	3,000	1.8
Nonrelatives	3,234	2.0
In group quarters	1,615	1.0
<b>Total Households</b>	<b>56,090</b>	<b>100.0</b>
Family households	40,985	73.1
Married-couple family	18,156	32.4
With related children under 18 years	9,847	17.6
Female householder, no husband present	18,838	33.6
With related children under 18 years	12,767	22.8
Male householder, no wife present	3,991	7.1
With related children under 18 years	2,098	3.7
Nonfamily households	15,105	26.9
Households with one or more persons 65 years and over	11,829	21.1
Persons Per Family	3.41	-
Persons Per Household	2.93	-
<b>Total Housing Units</b>	<b>59,045</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>56,090</b>	<b>100.0</b>
Renter occupied	39,620	70.6
Owner occupied	16,470	29.4
By Household Size:		
1 person household	12,670	22.6
2 person household	14,137	25.2
3 person household	11,435	20.4
4 person household	8,574	15.3
5 persons and over	9,274	16.5
By Age of Householder:		
15 to 24 years	2,293	4.1
25 to 44 years	22,626	40.3
45 to 64 years	22,696	40.5
65 years and over	8,475	15.1

Source: U.S. Census Bureau, 2000 Census SF1

Population Division - NYC Department of City Planning (Dec 2001)



Brooklyn Community District 17 (PUMA 04010)

Selected Housing Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04010 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>50,983</b>	<b>1,318</b>	<b>50,983</b>	<b>(X)</b>
Occupied housing units	46,710	1,307	91.6%	1.2
Homeowner vacancy rate	1	0.8	(X)	(X)
Rental vacancy rate	4.9	1.3	(X)	(X)
UNITS IN STRUCTURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>50,983</b>	<b>1,318</b>	<b>50,983</b>	<b>(X)</b>
1-unit, detached	3,807	446	7.5%	0.9
1-unit, attached	7,914	657	15.5%	1.2
2 units	10,195	813	20.0%	1.5
3 or 4 units	9,318	818	18.3%	1.5
5 to 9 units	3,048	484	6.0%	0.9
10 to 19 units	2,414	470	4.7%	0.9
20 or more units	14,211	847	27.9%	1.5
Mobile home	31	36	0.1%	0.1
Boat, RV, van, etc.	45	73	0.1%	0.1
YEAR STRUCTURE BUILT				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>50,983</b>	<b>1,318</b>	<b>50,983</b>	<b>(X)</b>
Built 2005 or later	98	75	0.2%	0.1
Built 2000 to 2004	466	200	0.9%	0.4
Built 1990 to 1999	518	218	1.0%	0.4
Built 1980 to 1989	1,070	334	2.1%	0.6
Built 1970 to 1979	2,492	403	4.9%	0.8
Built 1960 to 1969	4,479	653	8.8%	1.3
Built 1950 to 1959	11,178	828	21.9%	1.6
Built 1940 to 1949	10,139	799	19.9%	1.5
Built 1939 or earlier	20,543	1,270	40.3%	2.1
HOUSING TENURE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>46,710</b>	<b>1,307</b>	<b>46,710</b>	<b>(X)</b>
Owner-occupied	15,694	801	33.6%	1.8
Renter-occupied	31,016	1,386	66.4%	1.8
VEHICLES AVAILABLE				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>46,710</b>	<b>1,307</b>	<b>46,710</b>	<b>(X)</b>
No vehicles available	24,026	1,341	51.4%	2.2
1 vehicle available	16,903	1,027	36.2%	2
2 vehicles available	4,717	523	10.1%	1.2
3 or more vehicles available	1,064	225	2.3%	0.5
OCCUPANTS PER ROOM				
	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Occupied housing units</b>	<b>46,710</b>	<b>1,307</b>	<b>46,710</b>	<b>(X)</b>
1.00 or less	42,775	1,467	91.6%	1.3
1.01 to 1.50	2,893	469	6.2%	1
1.51 or more	1,042	355	2.2%	0.8
Average household size	3.03	0.08	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>11,713</b>	<b>732</b>	<b>11,713</b>	<b>(X)</b>
Less than 20.0 percent	2,151	458	18.4%	3.6
20.0 to 24.9 percent	1,298	280	11.1%	2.4
25.0 to 29.9 percent	1,075	260	9.2%	2.2
30.0 to 34.9 percent	1,053	308	9.0%	2.5
35.0 percent or more	6,136	637	52.4%	4.3
Not computed	66	80	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>29,486</b>	<b>1,350</b>	<b>29,486</b>	<b>(X)</b>
Less than 15.0 percent	3,416	609	11.6%	1.9
15.0 to 19.9 percent	3,276	472	11.1%	1.5
20.0 to 24.9 percent	3,132	547	10.6%	1.8
25.0 to 29.9 percent	3,064	459	10.4%	1.6
30.0 to 34.9 percent	2,939	506	10.0%	1.6
35.0 percent or more	13,659	1,002	46.3%	2.6
Not computed	1,530	382	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 17, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10	FY2011 ADOPTED CAP BUDGET	FY2012	THREE YEAR PROGRAM FY2013	FY2014	REQUIRED TO COMPLETE
AG-DN203	JEWISH ASSN FOR SERVICES FOR THE AGED (JASA) EAST FLATBUSH SENIOR CTR	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
CS-KN154	FLATBUSH HAITIAN CENTER, INC	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HB-535	RECONST & STRUCT REHAB BDGE AVE H & 40TH ST, BROOKLYN	4,188 (CN) 5,884 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)
HB-1208	RECON FOSTER AVE, BMT SUBWAY ,BROOKLYN.	2,104 (CN)	69 (CN)	0 (CN)	0 (CN)	0 (CN)	13,762 (CN)
HL-DN030	ARTHUR ASHE INSTITUTE FOR URBAN HEALTH	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HO-398	MAJOR RECONSTRUCTION OF KINGS COUNTY HOSPITAL CENTER, BROOKLYN	395,736 (CN)	1,387 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
P-764	REHABILITATION OF WYCKOFF HOUSE SITE.	775 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)	0 (CN)
PW-DN085	CARIBBEAN AMERICAN CHAMBER OF COMMERCE AND INDUSTRY INC. (CACCI)	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN085	CARIBBEAN AMERICAN CHAMBER OF COMMERCE AND INDUSTRY INC. (CACCI)	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-N085	CARIBBEAN AMERICAN CHAMBER OF COMMERCE AND INDUSTRY INC. (CACCI)	CP	0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP

FOR ADDITIONAL INFORMATION ON EACH PROJECT, REFER TO PART 1 OF THE ADOPTED CAPITAL BUDGET



# Community Board 17

39 Remsen Avenue, Brooklyn, NY 11212-1536  
(718) 467-3536 FAX (718) 467-4113

## Statement Of Community District Needs 2012

### Executive Officers:

**Terry Hinds**  
Chairperson

**Ms. Sherif Fraser**  
District Manager

### INTRODUCTION

Community District 17 hereby submits the following Statement of Community District Needs in accordance with §2800-d (10) of the Charter of the City of New York for Fiscal Year 2012. The contents of the statement result from local citizen complaints and testimony given at public hearings, as well as long-standing and, yet unmet needs and priorities.

Community District 17 is comprised of the following neighborhoods: East Flatbush, Northeast East Flatbush, Rugby, Farragut/Hyde Park, Remsen Village, Distmas Village and the Erasmus area. The geographic district encompasses East New York Avenue from East 98 Street to Utica Avenue, south on Utica Avenue to Clarkson Avenue, West on Clarkson Avenue to Bedford Avenue, South on Bedford Avenue, to the Long Island Railroad/Glenwood Road East along the Long Island Railroad to East 98 Street, then North on East 98 Street to East New York Avenue.

Roughly 70% of Community District 17 consists of one, two and three family homes, about 20% are multiple dwelling walk-ups, 3.6% is used commercially, 1% or less for industrial uses, and very little is vacant land. The industrial area is located adjacent to the Bay Ridge line of the Long Island Railroad but threatens to spill over onto abutting property. The commercial strips consist primarily of small shops, fruits and vegetable stores, medical offices, few large dry goods stores, used car dealerships, one senior day care center, private day care and pre-school centers, restaurants and auto repair shops.

According to the 1990 – 2000 census count, our population had risen by about 15,000. However, we strongly believe that we have many undocumented residents who, if counted, would probably double the estimated increases. The black –non-Hispanic and Hispanic population continues to grow, the census count showed that approximately one-third of our population was under 18 years of age. There has been an increase in our Asian and Caucasian population. Additionally, members of the orthodox Jewish Community continue their rapid acquisition of real property of multiple dwelling strategically in CB 17 and CB 15 to the East and the construction of large apartment buildings for their ethnic and religious constituents.

During the past year, CB17 have had an unprecedented increase in the construction of multiple dwelling houses throughout the community, which have not contributed to any reduction in home prices except the reduction caused by the current economic recession. Additionally, the new construction and the ongoing conversion of rental property to condominium and coops, have resulted in ongoing displacement of those who cannot afford to purchase or pay higher rents.

Community District 17 needs additional resources and services from all city agencies, individually and collectively, to satisfy the needs of its constituents as all other communities within New York City and New York State, e.g. education, youth, senior services, including senior housing, recreational programs and facilities.

## **BROOKLYN PUBLIC LIBRARY**

We support the Brooklyn Public Library's need for increased funding to provide the much needed services, supplies and equipments for our Branch libraries so that the needs of our students and adult population can be met. **All of the Branch Libraries in Community Board 17 must be considered for Capital improvement to avoid further deterioration of the physical structures.**

Capital requirement to complete the renovation at the Rugby Branch for furnishing and equipment cannot be postponed. Adequate arrangement to serve the public during the renovation period must be a top priority. The number of computers at our Branch office must be dramatically increased to avoid long wait time.

## **FIRE DEPARTMENT**

The Community is concerned that more than a DECADE have elapsed and the dangerous floors at Engine Company 310 located at 5105 Snyder Avenue, Brooklyn, has not been repaired. Additionally, the kitchen and electrical upgrade remains a priority.

The repaving of the rear yard at Engine 248 is badly in need of repairs. The City and the Fire Department should make these request a top priority to avoid a crisis at the locations.

**The Board is overly concerned about the on-going neglect of and wanton avoidance of addressing these issues and once again reiterates the importance of prioritizing this project.**

We have received many allegations of homes occupied illegally, often in rooms with flimsy dividers, crowded conditions with overloaded electrical wiring that creates fire hazards. In 1998 we requested a pilot program to permit the NYC Fire Department to inspect multiple dwellings as they inspect places of business for violations. This may be done in conjunction with the Buildings Department which usually cannot gain entry without a warrant and have to discontinue multiple dwelling inspections for many, many years.

Once again we reaffirm our support for the Fire Prevention Inspection Program, Fire Prevention Inspection Team and the Juvenile Fire Setter Intervention program.

Off-Street parking for Engine Company 248 is a Priority. It is our hope that the responsible person will follow through with NYC Office of Management and Budget to acquire the space at 2913, 2917 and 2919 Snyder Avenue for Off-street Parking for both service agencies, FDNY and NYPD. Community Board #17 has done the due diligence..

## **HOUSING PRESERVATION AND DEVELOPMENT**

We are requesting that the New York City Housing Preservation and Development re-institute and prioritize the inspection of apartments and multiple dwelling buildings.

Community Board #17 recommends funding for non-for-profit organizations within the confines of District 17, that are engaged in Foreclosure Prevention and Financial Literacy and Mortgage Modification within the current calendar year and beyond.

We have asked for a feasibility study and after years of gentle persuasion demanded an urban renewal program and development of land near the LIRR. There is currently a salvage yard directly behind a new school and an early childhood learning center. This yard, and an abandoned car lot with car parts and

other debris creates an unhealthy surrounding and are harmful to the health of our children. Please include this request as an emergency item in the fiscal year 2012 Budget.

Community Board #17 supports Flatbush East Community Development Corporation, Neighborhood Housing Services of East Flatbush Inc. and Erasmus Neighborhood Federation in their request for funding a Youth Arts, Culture and Literacy center under the Neighborhood Preservation Consultant Contract. We hope they will be designated recipients. This community needs all the help it can receive to improve and maintain its housing stock. Also, there is a need to work more closely with the community to facilitate community needs/goals.

We believe that Neighborhood Housing Services of East Flatbush must be funded for Foreclosure Prevention through HPD's Neighborhood Preservation Consultant Contract. Also, such contracts should be awarded to organizations with the most experience and record of actual accomplishments that are engaged in the communities where there needs are.

We are requesting Funding of \$150,000 more annually to support Neighborhood Housing Services of East Flatbush Foreclosure Prevention Programs. They are one of the most experienced and efficient service providers with Twenty-eight (28) years of such service to the community.

We also support additional funds for Code Enforcement, the Narcotics Control Unit where applicable, and to assist renters who face eviction due to foreclosures.

The community is in desperate need of C2 Housing for our aging population. Central Brooklyn has a very large population of persons 65 years and older one of the largest population concentration in the State of New York. The lack of affordable housing for our senior population and the community at large presents a very serious problem. CB#17 asks that NYC provide funding for Housing Vouchers to prevent homelessness and foreclosure. It makes sense to use funds for housing to those who needs a home than development bonds and tax abatement for developers.

## **OFFICE OF BUSINESS SERVICES**

Nothing has been done in Community District 17's industrial commercial areas, primarily along the Long Island Railroad and the commercial strips. Community District 17 has great potential for a flourishing industrial park-like development. We also ask for agency outreach to Community District 17's businesses. It is becoming impossible for proprietors to keep their businesses due to high real property taxes, high water and electric bill, unreasonable fees and surcharges. CB#17 small businesses need immediate assistance.

## **DEPARTMENT OF BUILDINGS**

There has been an increase in the amount of commercial activities taking place in residential properties, such as, restaurants, bakeries, car repair shops operating out of private garages and retail store. Efforts must be made by this agency to enforce all buildings and zoning codes. Building code violations make tenants and neighbors justifiably angry and concerned for their safety and quality of life.

The Department of Buildings in the past Twenty years or more has not met its responsibility of inspecting multiple dwelling buildings and new construction at all phases. It is incumbent upon this agency, that, given the unabated increase of the illegal renovations/apartments throughout the city, that the Buildings Department re-institutes inspection of multiple dwelling houses. The wanton lack of inspection and code enforcement has indeed created a clear and present danger in our community and other communities during the last decade resulting in displacement of residents and insurmountable personal losses.

The Department of Buildings and New York City Government must recognize that self-inspection of new construction and violation removal is not a workable solution to the agency's responsibilities of "Building

Inspections.” In the past five years, New York City has experienced more than its fair share of collapsed buildings, new in-progress construction and falling debris. This agency must re-institute massive bi-annual inspections of multiple dwellings and commercial properties and the timely inspections due to complaints. Additionally, some non-offending renovations should be Grand Fathered in as done in DUMBO years ago.

We are requesting that the Buildings Department inspect all commercial enterprises operating with variances for violations and all new construction from excavation to first occupancy. Flagrant violations of building codes must never be fined and grand-fathered as is the rule currently.

## **DEPARTMENT OF ENVIRONMENTAL PROTECTION**

Problems related to water meter billing continue to plague District 17. Many residents who had meters installed have received very high water bills, which are subsequently found to be in error. It is often difficult for them to have these bills rectified. They are understandably confused. The self-metered and installation cost reimbursed by this agency is unfair and punitive to homeowners. Homeowners have paid for meters over a decade through special rate increases for this purpose. Additionally, DEP must modify its procedures for informing customers of inoperable meters and Remote Meter Readers and the process must be simplified to facilitate repairs. DEP must ensure that their customer service employees have the proper information to give to customers who calls for specific problems and services.

There is a long delay in answering complaints about clogged catch basins. This indicates a need for more frequent preventive maintenance. We implore this agency to act responsibly and address these unhealthy conditions.

Our District is saturated with auto repair shops which discharge large amounts of volatile organic solvents and volatile organic compounds into the air which contributes to respiratory diseases. DEP must do a study and provide Community Board #17 with a corrective action plan to address these dangerous and increasing health issues. These health issues have been ignored over the past years and needs to be expeditiously addressed. **We are insisting on a written response regarding this issue.**

## **HUMAN RESOURCES ADMINISTRATION**

**All programs funded by HRA are sorely needed in Community District 17 and funding should be continuously increased and expanded where needed.**

## **DEPARTMENT OF SANITATION**

The Sanitation Department and staff does an excellent job of collections and street sweeping. However, daily complaints regarding dumping on streets, remain constant. Monthly reports of the cleanliness of our streets and sidewalks continue to show some areas with low cleanliness rating. These areas need to be monitored and improved. The Sanitation Department has the ability to effect positive changes. Also, enforcement efforts needed to be quadrupled to address blocked sidewalks by businesses. Sanitation should coalesce with the Department of Consumer Affairs to improve cleanliness compliance by businesses and to also address sidewalk clutter.

While it is important to remove the dump-out promptly, we believe it would be more cost effective to prevent this illegal activity by posting police and installing surveillance cameras to apprehend the perpetrators and confiscate the vehicles used for illegal dumping.

Illegal postering continues to be a problem. During Fiscal Years 2005, through 2010, this activity has increased more than 100%. Illegal postering is being done with impunity. In addition to the large posters,

construction advertisements are often nailed to trees and poles. Smaller signs are glued to poles, street signs, walls and all available areas, even painted on sidewalk creating an eyesore. The Sanitation Inspectors who perform daily inspections, Sanitation Enforcement and the citywide poster team must make a concerted and consistent effort to reverse this trend.

Five day collection at public and private schools must remain a high priority, especially at those schools with a breakfast program and several lunch hours. Collections must be made around schools that put out garbage on Friday past the regular pickup. Also, the Sanitation department must clean-up all debris spilled when pick-up are made especially at public school locations on the weekend.

On weeks when there are holidays, a regular two-day a week pickup becomes a one day scheduled pick-up. This diminution of service is even worse for recyclable materials and the problems of vermin and rodent infestation multiplies.

## **DEPARTMENT OF PARKS AND RECREATION**

Community District 17 appreciates the Department of Park's Greening Project. During the past ten years, Community District 17 has had limited success with tree pruning. Therefore, we are requesting that our schedules for pruning and planting be prioritized due to the years of deliberate neglect. Our waiting list for tree planting and pruning has increased. Tree pruning and planting must be given top priority for Calendar Year 2011 and beyond.

The greening of our community is very important because of the high rates of respiratory diseases. Community District 17 has made multiple requests to the Parks Department and the Parks Commissioner for Tennis Court permits for off-hours usage by our community youths at no charge. Community District 17 has the fewest parks and/or recreational areas in New York City. The issuance of these free permits will cost the Parks Department zero dollars. However, they will provide an hour of meaningful recreational time for our community youths. Please arrange for easy access to these permits through our local Community Board 17. Department of Parks and Forestry must make it easier to report dangerous trees that need immediate attention.

The Parks Department and the New York City 311 Service Center must address the difficulty in getting serious complaints for dangerous trees to be pruned and removed. It is virtually impossible to lodge a complaint and get a response to these issues expedited.

The Mayor's initiative to plant one million trees mandates that a Budget Specific for tree pruning be set up. It is necessary to have adequate guaranteed funding for the tree pruning now and thereafter.

## **DEPARTMENT FOR THE AGING**

Community Board #17 would like to once again applaud Department For the Aging for approving a Senior Center in our community. The center has been in operation since July 1, 2007, and the seniors are extremely grateful and ecstatic to return to their community. **However, there is dire need for a Seniors' Bus and a driver to accommodate the seniors experiencing difficulties utilizing public transportation.** Ms. Commissioner, please use your good office and make this possible for our seniors.

Our population continues to age like the rest of the country; the frail and elderly are growing more numerous. They need the services provided by the programs funded by the Department for the Aging more than ever. There is a desperate need for C2 housing to meet the needs of our community's aging population namely: assisted living, independent living and dependent living.

There remains a great need for additional senior centers throughout Community District 17 to meet this



**growing population. It is to be noted that there were four senior centers in this district and currently there is only one.** Additional funding is needed to continue the current programs and to expand where current and additional senior services can be provided. Sincere efforts must be made to promote greater outreach to the shut-ins who depend on the Meals on Wheels program. We are requesting that the Commissioner address these concerns of our seniors.

## **DEPARTMENT OF TRANSPORTATION**

The Department of Transportation must erect **“Local Traffic Only” signs throughout Community District 17 in areas that are illegally utilized by commercial vehicles, as there are too many pass through commercial traffic in District 17.** There is a need for additional enforcement to curtail the abuse of large trucks using local residential streets as Interstate highways and parking garages. These large oversized tractor trailers, because of their gross weight including freight, do considerable damage to our residential streets and homes.

We continue to be troubled by the congested and dangerous traffic conditions along our streets, namely Church Avenue/Bedford Avenue to East 98th Street; Nostrand Avenue/Empire Boulevard to Flatbush Avenue; Rogers Avenue/Glenwood Road to Empire Boulevard; Utica Avenue from Empire Boulevard to Glenwood; entering from both the southern and western side of Linden Boulevard from Kings Highway to Flatbush Avenue; Remsen Avenue from East New York Avenue to Foster Avenue. Most of our major intersections are choked with traffic. A comprehensive traffic study is imperative to alleviate this terribly dangerous traffic situation. These conditions also contribute to asthma and other respiratory health problems due to huge amounts of auto exhaust caused by stalled traffic.

We admire DOT’s “schooling” signs throughout the community. However, Community District 17 again requests the erection of the appropriate signage throughout the community and especially around our schools, both public and private. In some commercial areas of the district, the new sweeping signage does not reflect the customary commercial hours. All non-confirming signs must be replaced as soon as possible.

## **Community Board 17 needs a written update on the status of the reconstruction project in District 17.**

We have requested construction of curb cuts throughout Community District 17. We need curb cuts throughout our district to meet the needs of our young children, seniors, the disabled and physically challenged. This is a top priority and one that will bring the city into compliance with the American with Disabilities Act passed by Congress. There is a chronic problem with double parked vehicles on the major thoroughfares throughout Community District 17.

## **DEPARTMENT OF YOUTH AND COMMUNITY DEVELOPMENT**

There is no more important priority for the future of our city than services for our youth. The need for youth services must be provided to the youth of Community District 17, whose needs are the same as those in every community throughout the city, yet Community district 17’s requests have been neglected and blatantly ignored for decades.

The children in our district, some from one-parent families, most from families where both parents are wage-earners, and many for whom English is a second language, all need after school and serious meaningful year round youth and after school programs.

We are in dire need of Youth Centers and publicly funded recreational facilities. The City of New York and DYCD must double its funding and efforts to provide for more Adult Job Training, Youth Education,

after school tutoring and Youth Job Training in Brooklyn District 17. We ask that this agency live up to its mandate to provide youth programming that will satisfy the needs of our youths mental, physical, educational and social needs and aid in raising the standards of our poorest constituents to above the Federal poverty level.

We hope that funding will be reinstated for Youth Delinquency Diversion Programs, Summer Youth Recreation Programs, and after school and evening programs in Community District 17.

The Beacon Program, at three of our schools, is most welcome. We would like to see these programs continued and expanded. We need additional funding to support and expand the Music Outreach Program in our community schools.

Employment program for our youth is an indispensable necessity for Adults and Youths in our community not only during the summer but all year and in perpetuity.

## **DEPARTMENT OF EDUCATION**

In Community District 17, there are a number of schools that needs immediate intervention to rescue the 15,000 plus students who are in the 8<sup>th</sup> Grade and cannot read and do math at a third grade level. A deadline of two years is quite adequate to turn these schools around.

Community Board #17 constituents are very disappointed by the difficulty and lack of access to those who are responsible for the education of our children and therefore advocates for some local community control and involvement in the governance of our local schools.

Our school buildings, though old, are cherished by all. The replacement of missing floor tiles, broken window panes, leaking roofs and other minor repairs should never be classified as Capital improvements to be placed on the Department of Education's ten year plan. It cost very little to make these minor repairs versus what it usually costs to renovate or close down school buildings and then lease and renovate private property. We are requesting that our needs be given serious consideration and be expeditiously addressed.

The Board is extremely concern about the educational needs of our children and would appreciate the opportunity of being notified in advance of any future school closing and modification and/or configuration. We are also requesting that the Board's office be apprise of all future planning for new schools and to be involved in the pre-proposal process.

We are encouraged to learn that the Department of Education now has new accountability tools that will enable parents, teachers, principals elected officials and Community Board members access to the progress report and quality review of our schools. We are asking the Department to be open and responsive to outside request for information.

## **NEW YORK POLICE DEPARTMENT**

**Community Board 17 is deeply concerned** that the 67<sup>th</sup> Precinct despite reporting **an increase in shootings and felonies**, received less officers from the Academy. **Community Board #17 commends the Commissioner for the Impact Zone initiative** in the 67<sup>th</sup> Precinct and hope this initiative continues. Additional officers and increase visibility deters criminal activities. We implore the Police Commissioner, the Mayor and all elected officials to do more to keep firearms out of our community.

There is a direct relationship between the absence of police officers patrolling our community and crime in the community. The 67<sup>th</sup> Police Precinct needs to respond to (radio run) calls to 911 plus calls to 311.

We believe it is impossible for the 67<sup>th</sup> Precinct to respond to all the calls made by the community with the resources available. Deployment of officers after training must adequately address the safety needs in our District especially on the Merchant Strips where day time crime have increased. **The 67<sup>th</sup> Precinct is also in desperate need of additional detectives to help solve crimes in the community, marked and unmarked cars and three wheeled scooters.**

We applaud the 67<sup>th</sup> Precinct for its community involvement. Our community demands the re-implementation and expansion of a “Safe Corridor for Seniors Programs.” This program is financed by a specific tax levy and has been discontinued for no good or apparent reason(s).

Based on numerous complaints from residents, we are requesting that the police department step up enforcement efforts to address truck traffic on residential streets and overnight parking.

**The 67<sup>th</sup> Precinct Off-Street parking is a Priority.** It is our hope that NYPD will follow through with NYC Office of Management and Budget to acquire the space at 2913, 2917 and 2919 Snyder Avenue for Off-street Parking. Community Board #17 have done the due diligence and the NYPD have reassured us that the Department have signed off on the proposal and forwarded same to Office of Management and Budget.

## **NEW YORK CITY TRANSIT**

Every effort must be made by this agency, to provide adequate transportation for our community residents. We reiterate the need for a rush hour bus route for Remsen Village which is serviced mainly by dollar/commuter vans and the B46 and B 17 Buses. Additionally, more local buses must be added to the B 46 and B17 bus route during rush hours.

The Board urges the MTA to revisit the study of the Franklin Avenue Subway Station to address the numerous complaints regarding the **infrequency** of trains going towards Flatbush Avenue versus the frequency of trains going towards Utica Avenue Subway Station from Franklin Avenue.

The Transit Authority must extend the daily hours of use of all buses and subway passes for all high school students. Additionally, Community Board #17 is requesting a fair consideration for an additional bus to service the students at PS/IS 109 located at 1001 East 45 Street. We are requesting that the students receive the same treatment as the children at IS 278.

The New York City Transit Authority in the past chose to single out one group of students for special consideration while ignoring the needs of the majority of students for the special services desperately needed by all New York City students. This policy must be changed.

## **RE- ZONING**

Based on the numerous complaints Community Board 17 have received regarding overdevelopment in certain areas of the District, the Board has embarked on a re-zoning project in an effort to preserve the character of the neighborhood. We are currently awaiting the review by the New York City Department of City Planning.

*Terry Hinds*

Terry Hinds

Chairperson

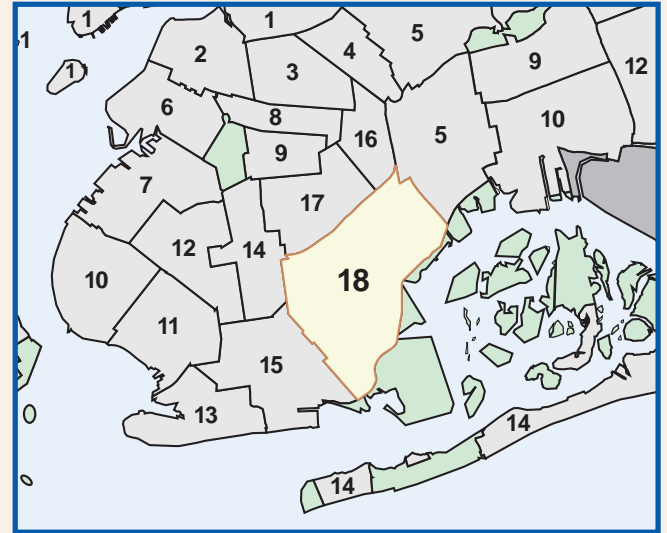
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Sherif Fraser

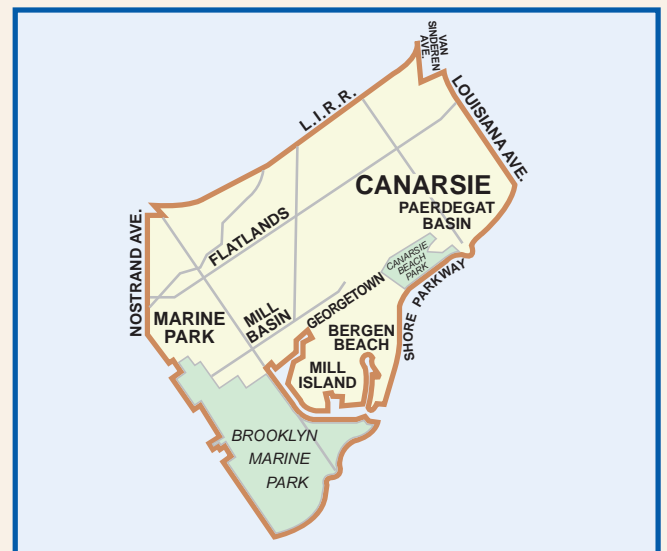
District Manager

# BROOKLYN COMMUNITY DISTRICT 18

<b>TOTAL POPULATION</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Number	169,093	162,428	194,653
% Change	—	-3.9	19.8



<b>VITAL STATISTICS</b>	<b>2000</b>	<b>2008</b>
Births: Number	2,587	2,592
Rate per 1000	13.3	13.3
Deaths: Number	1,266	1,167
Rate per 1000	6.5	6.0
Infant Mortality: Number	23	18
Rate per 1000	8.9	6.9



<b>INCOME SUPPORT</b>	<b>2000</b>	<b>2010</b>
Cash Assistance (TANF)	6,225	4,717
Supplemental Security Income	6,149	6,293
Medicaid Only	8,902	38,774
<b>Total Persons Assisted</b>	<b>21,276</b>	<b>49,784</b>
<b>Percent of Population</b>	<b>10.9</b>	<b>25.6</b>

<b>LAND USE, 2010</b>			
	<b>Lots</b>	<b>Lot Area</b>	
		<b>Sq. Ft.(000)</b>	<b>%</b>
1- 2 Family Residential	30,312	77,132.2	37.7
Multi-Family Residential	2,404	13,471.7	6.6
Mixed Resid. / Commercial	756	2,347.8	1.2
Commercial / Office	643	7,758.7	3.8
Industrial	149	5,605.7	2.7
Transportation / Utility	196	4,150.3	2.0
Institutions	195	5,933.7	2.9
Open Space / Recreation	93	79,067.8	38.7
Parking Facilities	188	1,574.4	0.8
Vacant Land	635	6,324.3	3.1
Miscellaneous	99	985.4	0.5
<b>Total</b>	<b>35,670</b>	<b>204,351.9</b>	<b>100.0</b>

<b>TOTAL LAND AREA</b>	
Acres:	5,748.0
Square Miles:	9.0

Brooklyn Community District 18 (Part 1)



# Brooklyn Community District 18 (Part 2)



**Table PL P-103: Total Population by Mutually Exclusive Race and Hispanic Origin  
and Total Housing Units  
New York City Community Districts, 1990 and 2000**

Brooklyn Community District 18	1990		2000		Change 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Total Population	162,428	100.0	194,653	100.0	32,225	19.8
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	112,921	69.5	67,303	34.6	(45,618)	-40.4
Black/African American Nonhispanic	31,649	19.5	98,714	50.7	67,065	211.9
Asian or Pacific Islander Nonhispanic	5,705	3.5	7,203	3.7	1,498	26.3
American Indian and Alaska Native Nonhispanic	224	0.1	254	0.1	30	13.4
Some Other Race Nonhispanic	250	0.2	824	0.4	574	229.6
Nonhispanic of Two or More Races	-	-	4,469	2.3	-	-
Hispanic Origin	11,679	7.2	15,886	8.2	4,207	36.0
Population Under 18 Years	35,550	100.0	52,476	100.0	16,926	47.6
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	20,928	58.9	12,936	24.7	(7,992)	-38.2
Black/African American Nonhispanic	9,692	27.3	30,962	59.0	21,270	219.5
Asian or Pacific Islander Nonhispanic	1,415	4.0	1,847	3.5	432	30.5
American Indian and Alaska Native Nonhispanic	65	0.2	91	0.2	26	40.0
Some Other Race Nonhispanic	113	0.3	266	0.5	153	135.4
Nonhispanic of Two or More Races	-	-	1,328	2.5	-	-
Hispanic Origin	3,337	9.4	5,046	9.6	1,709	51.2
Population 18 Years and Over	126,878	100.0	142,177	100.0	15,299	12.1
Nonhispanic of Single Race:	-	-	-	-	-	-
White Nonhispanic	91,993	72.5	54,367	38.2	(37,626)	-40.9
Black/African American Nonhispanic	21,957	17.3	67,752	47.7	45,795	208.6
Asian or Pacific Islander Nonhispanic	4,290	3.4	5,356	3.8	1,066	24.8
American Indian and Alaska Native Nonhispanic	159	0.1	163	0.1	4	2.5
Some Other Race Nonhispanic	137	0.1	558	0.4	421	307.3
Nonhispanic of Two or More Races	-	-	3,141	2.2	-	-
Hispanic Origin	8,342	6.6	10,840	7.6	2,498	29.9
Total Population	162,428	100.0	194,653	100.0	32,225	19.8
Under 18 Years	35,550	21.9	52,476	27.0	16,926	47.6
18 Years and Over	126,878	78.1	142,177	73.0	15,299	12.1
Total Housing Units	60,931	-	69,036	-	8,105	13.3

Race categories are from the 2000 Census and are not strictly comparable with categories used in 1990.

Source: U.S. Census Bureau, 2000 Census PL File and SF1 and 1990 Census STF1  
Population Division - NYC Department of City Planning (Oct 2001)

**Demographic Profile - New York City Community Districts  
2000 Census SF1**

<b>Brooklyn Community District 18</b>	<b>Number</b>	<b>Percent</b>
<b>Total Population</b>	<b>194,653</b>	<b>100.0</b>
White Nonhispanic	67,303	34.6
Black Nonhispanic	98,714	50.7
Asian and Pacific Islander Nonhispanic	7,203	3.7
Other Nonhispanic	1,078	0.6
Two or More Races Nonhispanic	4,469	2.3
Hispanic Origin	15,886	8.2
Female	105,731	54.3
Male	88,922	45.7
Under 5 years	13,488	6.9
5 to 9 years	14,990	7.7
10 to 14 years	15,218	7.8
15 to 19 years	13,956	7.2
20 to 24 years	12,691	6.5
25 to 44 years	58,360	30.0
45 to 64 years	44,156	22.7
65 years and over	21,794	11.2
18 years and over	142,177	73.0
In households	192,734	99.0
In family households	174,058	89.4
Householder	49,982	25.7
Spouse	31,321	16.1
Own child under 18 years	45,329	23.3
Other relatives	42,761	22.0
Nonrelatives	4,665	2.4
In nonfamily households	18,676	9.6
Householder	16,016	8.2
Householder 65 years and over living alone	5,066	2.6
Nonrelatives	2,660	1.4
In group quarters	1,919	1.0
<b>Total Households</b>	<b>65,998</b>	<b>100.0</b>
Family households	49,982	75.7
Married-couple family	31,321	47.5
With related children under 18 years	16,835	25.5
Female householder, no husband present	15,068	22.8
With related children under 18 years	9,640	14.6
Male householder, no wife present	3,593	5.4
With related children under 18 years	1,668	2.5
Nonfamily households	16,016	24.3
Households with one or more persons 65 years and over	16,185	24.5
Persons Per Family	3.39	-
Persons Per Household	2.92	-
<b>Total Housing Units</b>	<b>69,036</b>	<b>-</b>
<b>Occupied Housing Units</b>	<b>65,998</b>	<b>100.0</b>
Renter occupied	29,776	45.1
Owner occupied	36,222	54.9
By Household Size:		
1 person household	13,903	21.1
2 person household	17,386	26.3
3 person household	13,111	19.9
4 person household	11,067	16.8
5 persons and over	10,531	16.0
By Age of Householder:		
15 to 24 years	1,748	2.6
25 to 44 years	26,908	40.8
45 to 64 years	24,798	37.6
65 years and over	12,544	19.0



Brooklyn Community District 18 (PUMA 04009)

Selected Housing Characteristics: 2006-2008

U.S. Census Bureau, 2006-2008 American Community Survey 3-Year Estimates

Geographic Area: PUMA 04009 Brooklyn, New York

Selected Housing Characteristics				
HOUSING OCCUPANCY	Estimate	Margin of Error (+/-)	Percent	Margin of Error (+/-)
<b>Total housing units</b>	<b>69,426</b>	<b>1,640</b>	<b>69,426</b>	<b>(X)</b>
Occupied housing units	64,694	1,651	93.2%	1
Homeowner vacancy rate	0.9	0.4	(X)	(X)
Rental vacancy rate	4.6	1.2	(X)	(X)
<b>UNITS IN STRUCTURE</b>				
<b>Total housing units</b>	<b>69,426</b>	<b>1,640</b>	<b>69,426</b>	<b>(X)</b>
1-unit, detached	10,204	756	14.7%	1
1-unit, attached	15,599	955	22.5%	1.4
2 units	25,553	1,214	36.8%	1.5
3 or 4 units	7,215	747	10.4%	1
5 to 9 units	1,046	263	1.5%	0.4
10 to 19 units	1,153	245	1.7%	0.3
20 or more units	8,522	592	12.3%	0.8
Mobile home	134	143	0.2%	0.2
Boat, RV, van, etc.	0	158	0.0%	0.1
<b>YEAR STRUCTURE BUILT</b>				
<b>Total housing units</b>	<b>69,426</b>	<b>1,640</b>	<b>69,426</b>	<b>(X)</b>
Built 2005 or later	360	189	0.5%	0.3
Built 2000 to 2004	999	301	1.4%	0.4
Built 1990 to 1999	1,075	320	1.5%	0.5
Built 1980 to 1989	1,922	388	2.8%	0.6
Built 1970 to 1979	4,578	523	6.6%	0.7
Built 1960 to 1969	14,046	892	20.2%	1.2
Built 1950 to 1959	18,125	1,027	26.1%	1.4
Built 1940 to 1949	10,204	988	14.7%	1.4
Built 1939 or earlier	18,117	991	26.1%	1.3
<b>HOUSING TENURE</b>				
<b>Occupied housing units</b>	<b>64,694</b>	<b>1,651</b>	<b>64,694</b>	<b>(X)</b>
Owner-occupied	39,925	1,267	61.7%	1.6
Renter-occupied	24,769	1,367	38.3%	1.6
<b>VEHICLES AVAILABLE</b>				
<b>Occupied housing units</b>	<b>64,694</b>	<b>1,651</b>	<b>64,694</b>	<b>(X)</b>
No vehicles available	18,459	1,191	28.5%	1.6
1 vehicle available	28,876	1,336	44.6%	1.7
2 vehicles available	13,731	999	21.2%	1.5
3 or more vehicles available	3,628	517	5.6%	0.8
<b>OCCUPANTS PER ROOM</b>				
<b>Occupied housing units</b>	<b>64,694</b>	<b>1,651</b>	<b>64,694</b>	<b>(X)</b>
1.00 or less	61,337	1,565	94.8%	0.9
1.01 to 1.50	2,445	446	3.8%	0.7
1.51 or more	912	314	1.4%	0.5
Average household size	3.14	0.06	(X)	(X)

<b>SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)</b>	<b>29,928</b>	<b>1,158</b>	<b>29,928</b>	<b>(X)</b>
Less than 20.0 percent	5,348	688	17.9%	2.1
20.0 to 24.9 percent	3,245	532	10.8%	1.7
25.0 to 29.9 percent	3,378	457	11.3%	1.5
30.0 to 34.9 percent	2,367	414	7.9%	1.4
35.0 percent or more	15,590	907	52.1%	2.5
Not computed	164	115	(X)	(X)
<b>GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)</b>	<b>Estimate</b>	<b>Margin of Error (+/-)</b>	<b>Percent</b>	<b>Margin of Error (+/-)</b>
<b>Occupied units paying rent (excluding units where GRAPI cannot be computed)</b>	<b>23,027</b>	<b>1,337</b>	<b>23,027</b>	<b>(X)</b>
Less than 15.0 percent	2,942	442	12.8%	1.9
15.0 to 19.9 percent	2,778	457	12.1%	1.9
20.0 to 24.9 percent	3,502	577	15.2%	2.3
25.0 to 29.9 percent	2,900	427	12.6%	1.9
30.0 to 34.9 percent	1,933	358	8.4%	1.5
35.0 percent or more	8,972	1,043	39.0%	3.4
Not computed	1,742	427	(X)	(X)

Source: U.S. Census Bureau, 2006-2008 American Community Survey

Note: An '(X)' means the estimate is not applicable or not available.

The American Community Survey (ACS) is a Census Bureau survey that provides estimates for New York City, the five boroughs, and the 55 Public Use Microdata Areas (PUMAs) that approximate New York City's 59 Community Districts. Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. To learn more about the American Community Survey in NYC see [ACS](#).

For important information about ACS and using multi-year estimates go to: <http://www.nyc.gov/html/dcp/html/census/popacs.shtml>.

GEOGRAPHIC REPORT FOR THE FISCAL YEAR 2011 ADOPTED CAPITAL BUDGET  
(\$ IN THOUSANDS)

COMMUNITY BOARD DISTRICT 18, BROOKLYN

BUDGET LINE	TITLE	TOTAL APPROPRIATION AS OF 5/31/10		FY2011 ADOPTED CAP BUDGET		THREE YEAR PROGRAM		REQUIRED TO COMPLETE
						FY2013	FY2014	
AG-DN215	JEWISH COMMUNITY COUNCIL OF CANARSIE	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HB-535	RECONST & STRUCT REHAB BDGE AVE H & 40TH ST, BROOKLYN	4,188 (CN) 5,884 (S)		0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)
HB-643	RECONSTRUCTION OF BRIDGE, GERRITSEN INLET-BSHP BKLYN	33,365 (CN) 525 (F) 133 (S)		1,872 (CN) 0 (F) 0 (S)	30,745 (CN) 87,476 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)
HB-1023	BRIDGE REHABILITATION, MILL BASIN BRIDGE, ETC., BROOKLYN	67,453 (CN) 15,000 (F) 15,000 (S)		1,642 (CN) 0 (F) 0 (S)	45,077 (CN) 157,946 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	1,967 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)
HB-1024	BRIDGE REHABILITATION, BELT PARKWAY OVER PAERDEGAT BASIN, BROOKLYN	191,498 (CN) 159,020 (F) 10,125 (S)		283 (CN) 127,139 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)
HB-1072	RECONSTRUCTION BELT SHORE PARKWAY/FRESH CREEK BIN 2-23150-9, BROOKLYN	109,797 (CN) 93,456 (F) 6,000 (S)		296 (CN) 66,773 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)
HB-1091	RECONSTRUCTION OF THE BELT PARKWAY BRIDGE OVER ROCKAWAY PKWY, BROOKLYN	84,468 (CN) 49,800 (F) 10,000 (S)		257 (CN) 40,252 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)
HL-DN050	BETH ISRAEL MEDICALCENTER- KINGS HIGHWAY DIVISION	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HL-DN156	FLATLANDS VOLUNTEER AMBULANCE	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
HW-614	RECONSTRUCTION OF BERGEN AVE & STS IN VIC OF AVE T & E71, BKLYN	30,206 (CN)		0 (CN)	0 (CN)	0 (CN)	9,208 (CN)	0 (CN)
HW-636	RECONSTRUCTION, AVENUE J FROM DAHILL RD. TO FLATLANDS AVENUE, BROOKLYN	3,147 (CN) 8,097 (F) 491 (P)		0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)	0 (CN) 0 (F) 0 (P)
HW-855	RECONSTRUCT EAST 108TH STREET FROM SEAVIEW TO FLATLANDS AVE., BROOKLYN	1,760 (CN)		0 (CN)	0 (CN)	0 (CN)	5,576 (CN)	0 (CN)
P-C077	RECONSTRUCTION OF MARINE PARK, BROOKLYN	6,800 (CN) 1,193 (S)		0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)
P-K077	RECONSTRUCTION OF MARINE PARK, BROOKLYN	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
P-77	REHABILITATION OF PARK BUILDING, MARINE PARK	CP		0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	0 (CN) 0 (S)	CP
P-1130	CONSTRUCT AND RECONSTRUCT SHORE PKWY BIKE PATHS, BROOKLYN	CP		2 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	0 (CN) 0 (F) 0 (S)	CP
PW-DN211	JEWISH COMMUNITY CENTER OF CANARSIE	CP		0 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-DN584	HEBREW EDUCATIONAL SOCIETY	CP		300 (CN)	0 (CN)	0 (CN)	0 (CN)	CP
PW-KN584	HEBREW EDUCATIONAL SOCIETY	CP		1,150 (CN)	0 (CN)	0 (CN)	0 (CN)	CP

FOR ADDITIONAL INFORMATION ON EACH PROJECT, REFER TO PART 1 OF THE ADOPTED CAPITAL BUDGET



MICHAEL R. BLOOMBERG  
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MARTY MARKOWITZ  
Borough President  
SAUL NEEDLE  
Chairperson  
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## Statement Of Needs And Priorities Fiscal Year 2012

Within the boundaries of Community Board #18 are many communities that comprise the “southern tier” of Brooklyn which can be classified as multi-ethnic, middle income neighborhoods with a solid tax base.

Throughout our communities there exists a network of volunteer civic, parent, religious, and service organizations working in an harmonious atmosphere of partnership with our elected officials to enhance the quality of life for all of our residents. It is that spirit that makes the neighborhoods of Community Board #18 perhaps some of the finest places in which to live and raise a family.

The communities that comprise Community Board #18 are truly representative of the city as a whole and must be maintained in order to attract and keep families, business, and industry in the city. Only through a comprehensive program of improvement and long-range planning can we attempt to fulfill these planning objectives. Every effort must be made by the city to grant our Capital and Expense Budget requests and recognize the priorities that we have attached to these funding recommendations. Unfortunately, at the present “bare-bones” funding level, we can barely maintain the basic and essential facilities and services.

We urge the **Mayor’s Community Affairs Unit (CAU)**, the **Office of Citywide Event Coordination and Management (CECM)**, and the **Department of Information Technology and Telecommunications (DOITT)** to continue the strong working relationship between their centralized staff and our Community Board to assist in the resolution of problems and issues. We commend their expansion of internet access and support. Computer support services are even more crucial since the use of the internet has become the means for conducting government business.

Data report listings posted on NYC.gov was an important step toward sharing **311 Citizen Service Center** complaint collection data. However, we still need to be informed about specific complaint collection data encompassing location, tracking, and the resolution process. Interaction and sharing of information between the Community Board and city agencies enhance service delivery and coordinate efforts to improve the quality of life for our residents.

## **Gateway National Park/Jamaica Bay and Its Tributaries**

**Jamaica Bay** is one of the largest and most productive coastal ecosystems in the northeastern United States, and includes the largest tidal wetland complex in the New York metropolitan area that serves as flood protection and shoreline erosion control for the homes and businesses of the bordering neighborhoods. More than 500,000 people live within the Jamaica Bay watershed. Jamaica Bay bordering on Brooklyn, Queens, and Nassau County includes 26,645 acres consisting of open water, meadowland, marshes, dunes, and forests. Its inlets are under the jurisdiction of the National Park Service, Gateway National Recreational Area. Sixty one percent (61%) of Gateway is water. By the year 2017, without remediation, the sea level is expected to increase by six feet as a result of global climate changes.

Gateway National Recreation Area, one of our nation's 391 national parks, plays host to more than 80 species of fish and 400 species of birds and butterflies (nearly 20% of North America's bird species) which live in or visit during seasonal migrations. The bay is a critical stopover area along the Atlantic Flyway migration route and is one of the best bird-watching locations in the western hemisphere. The National Audubon Society and the American Bird Conservancy designated Jamaica Bay as an Important Bird Area.

It is well documented by various scientific investigations that the tidal marshes that occur in Jamaica Bay are disappearing at an unprecedented rate. From 1924 to 2009 more than 50% of the bay's marshes disappeared. The Bay is being overloaded with nitrogen from NYC's DEP waste treatment plants, discharging 30,000-35,000 tons a day of nitrogen into the bay -- destroying aquatic life and the marshes at the rate of 35-40 acres of marshlands a year. At this rate, without remediation, this important community resource will cease to exist in our lifetime. Although marsh plants require nitrogen to thrive, too much can kill them.

The future of this ecosystem, including wildlife, local homes, and infrastructure is of deep interest to conservation groups and environmentalists as well as community organizations and residents. It is our combined goal to bring Jamaica Bay water quality to levels that meet and, hopefully, exceed Federal standards for recreational use and ultimately preserve this lush, natural resource.

Currently, the U.S. Army Corps of Engineers in partnership with the N.Y.C. Department of Parks and Recreation and the NYS Department of Environmental Conservation began work in December 2009 on an \$8 million Gerritsen Creek/Marine Park Ecosystem Restoration Project. The project plan is to rebuild approximately 32 acres of marshlands; approximately 20 acres of coastal grassland; more than 240,000 cubic yards of beach; removal of invasive species of plants and transplanting more than 750,000 native marsh plants. The vegetation acts as filters for the area's water, improving water quality and lessening the negative impact caused by run-off and other contaminants. The marshlands restoration will provide the public a place for recreation and access to wildlife. The creation of observation points along the restored nature trails, with signage posted along the paths, will provide education for the visitors about the area's variety of species and plant life and the tension that occurs when ecological and human environments intersect.

**Floyd Bennett Field** became part of the Gateway National Recreation Area in 1972 when the park was established. It is an historic treasure -- the first municipal airfield and an aerial hub for fighter planes during World War II, where the sounds of the departing aircraft of Wiley Post, Amelia Earhart and Douglas "wrong-way" Corrigan stand as a testament to times past. Views from the control tower at Floyd Bennett Field gave clear vision to the criss-crossing runways of New York's first municipal airport. Now...the legendary runway is a barren pothole-ridden road. The field is dotted with abandoned buildings and structures, ruinous hangars, and dilapidated roads. The field's coast is a polluted cemetery for destroyed boats and debris.

Floyd Bennett Field currently houses an NYPD training facility, and a Marine Corps Reserve Battalion. Occupying four (4) of the eight (8) airport hangars is a “mega” community-based sports and entertainment complex known as “Aviator Sports & Recreation” complete with a football field, ice rinks and a climbing wall.

The historical integrity of some of the hangars has been compromised by this conversion, and in contradiction to the protection in place by their inclusion on the National Register and under their management by the National Park Service. Promoting commercialization and excessive delegating of public responsibility to private concessionaires jeopardizes this natural treasure.

Thronges of visitors travel to the park to attend large outdoor concerts and major events as well as to utilize the numerous facilities at the sports and entertainment complex. By virtue of its Federal Jurisdiction, the National Park Service is immunized from impact studies concerning pedestrian/vehicular traffic and city infrastructure. Consequently, negligible attention has been given to accommodate the visitors or to alleviate local traffic congestion and further destruction of the surroundings.

In April 2010 United States Senator Charles Schumer and Congressman Anthony Weiner announced the formation of a “Blue Ribbon Panel Task Force” for Gateway to establish a shared vision for the future of the country’s third most-visited national recreation area. The goal of this Panel is to identify ways to improve the recreational, ecological, and educational aspects of the park, as well as examine access to the park in context of its urban setting and its relationship to regional transportation needs. Nowhere else in the world is there the potential that exists at Gateway, and specific guidance will be provided to the National Park Service as to how this vision can be applied.

The Board continues to urge the Department of the Interior to restore Floyd Bennett Field and its water access to its original prominence. The restoration of the boat docks at Floyd Bennett Field and at Canarsie Pier would allow for the use of the on-again, off-again use of water taxis at peak times to facilitate the movement of participants of large outdoor events as well as visitors to the Park, the islands off the coast of Canarsie, and the sports entertainment complex. It would enable connection with other parts of the borough and city aboard the New York Water Taxis and their “Hop-on, Hop-off” service which is already prepared to provide stops in Red Hook, Fulton Ferry Landing in DUMBO, and Governors Island a National Historic District where the public can enjoy summer programming and concerts or take a car-free bike ride.

**Paerdegat Basin**, on the Northwestern edge of Jamaica Bay, is one of the largest remaining coastal ecosystems in the New York City area. Portions of the Gateway National Recreation Area are on both banks at its mouth and dot the landscape. The area surrounding the head of Paerdegat Basin supports New York City infrastructure. The Department of Transportation (DOT) operates a maintenance and storage facility at the northwest corner, and DEP operates a maintenance and storage facility at the northwest corner, and a Pumping Station at the headwater terminus.

The tributary watershed to Paerdegat Basin includes 6,825 acres spanning portions of the Canarsie, Brownsville, Crown Heights, Flatbush, East Flatbush, Marine Park, and Flatlands neighborhoods of Brooklyn. The Bay is the depository of the city’s treated wastewater -- approximately 300 million gallons a day.

More than a decade ago, in 1997, as part of the Paerdegat Basin Water Quality Facility Plan, the ULURP application included the conversion of approximately 177 acres of Paerdegat Basin shoreline and submerged land to parkland. As a result of that action, DEP designed and presented a proposed Paerdegat Basin Natural Area Park and Ecology Park. The project has been developed and coordinated with the Department of Parks and Recreation and is now under construction.

The Natural Area Park is a restoration of a coastal grassland community over much of the project site. Public access is restricted as its goal is to promote habitat restoration and ecological improvement. The Ecology Park, a 5-acre section of the project, will highlight many of the plant community types that exist or once existed in New York City. The Ecology Park will be equipped with a trail and viewing platforms for public access and will be used as an educational resource to promote awareness of the various environments found throughout the city.

DEP is also committed, as part of the Paerdegat Basin Water Quality Facility Plan ULURP application, to upgrade the Pumping Station at the base of the shoreline and build a thirty-million gallon underground Combined Sewer Overflow (CSO) Retention Facility, coupled with a twenty-million gallon “in-line” retention, to hold and treat the overflow until the Knapp Street Sewage Treatment Plant could properly process the sewage. The project, due for completion this September, includes DEP maintenance and personnel facilities and a “new home” for Community Board #18 with a separate, state-of-the-art, building equipped with offices and a conference center.

The **New York State Department of Environmental Conservation** (NYS DEC) has included Jamaica Bay on its Section 303(d) impaired water list since 1998 because of violations of water quality standards relating to pathogens, nitrogen, and oxygen demand. In November 2009 a project costing more than \$11 million, approximately \$4 million of Federal Stimulus Money, began a project to restore 35 acres of disappearing marsh lands and coastal wetlands in Jamaica Bay by reducing the amount of nitrogen and reducing the impacts from contaminated sediment in the water to prevent further loss of wetlands and protect a host of endangered and threatened species.

The future of this ecosystem, including wildlife, local homes, and infrastructure is of deep interest to conservation groups and environmentalists as well as community organizations and residents. It is our combined goal to bring Jamaica Bay water quality to levels that meet and, hopefully, exceed Federal standards for recreational use and ultimately preserve this lush, natural resource.

This Administration and its successors need to continue to act upon a plan to protect the city’s waterfront from the effects of sea level rise and storm surges. We applaud the City Council’s Waterfront Planning Legislation, approved on October 7, 2008, which requires the Department of City Planning to file a waterfront plan with the Mayor, the Council, the Public Advocate, the Borough Presidents, and the Community Boards by December 31, 2010, and to repeat the filing not less than every ten (10) years thereafter. The purpose of the plan is to take into account the changing needs of the waterfront. The plan will include an assessment of waterfront resources, a statement of planning policy, and proposals for implementing such policy. This Legislation will ensure that New York City never turns its back on the waterfront and will allow the city to assess the different ways our entire city waterfront can be used for leisure, employment, and industry.

### **Administration Planning for the Future**

Each year, the Mayor proposes further “attacks” on the Community Boards by reducing our meager budgets...only to be restored by the City Council during Budget negotiations. The Boards continually struggle to fulfill their Charter mandated obligations under its paltry budget allotment. The Mayor would be better served if he left the operating budgets intact and cut the tens (10’s) of millions of taxpayer dollars spent each year on unnecessary and often duplicated studies contracted to outside sources. – **Concepts are no substitute for action!**

The Board urges increased funding to allow Community Boards to function -- to hire planners and consultants to provide the essential tools to the community to address pressing and necessary zoning expertise and resources for effective neighborhood planning. The concept of community-based planning was the reason Community Boards were created when Mayor Wagner took his "Community Planning Council" concept city-wide in 1963. The boards were envisioned as town halls for community based planning, equipped with a full-time professional urban planner. More than four (4) decades later, despite the tireless efforts of their members and staff, Community Boards and community-based organizations have few real opportunities to engage in proactive planning and even fewer opportunities to ensure that development suits neighborhood needs. Funding, training, and resources must be provided to assure active and meaningful participation.

We urge the **Department of City Planning (DCP)** to develop a new text amendment that would strengthen rules and zoning regulations for the placement of communication towers and poles, especially in residential neighborhoods and on city-owned housing projects and commercial properties. The Federal Telecommunications Law of 1996 does not restrict the placement of cellular transmission devices based on health concerns since no hazard has been established. The Board of Standard Appeals Special Permits for non-accessory towers in residential districts, ZR 73-30, only looks at the effect of the utility on the "privacy, quiet, light, and air of the neighborhood." With the proliferation of cell phone antennas and towers, we must use zoning laws to regulate the location, size, design, and operating characteristics of the proposed use to be compatible with adjacent uses, residents, buildings or structures. The Federal Appeals Court (Sprint Telephony PCS v. San Diego, 2008) upheld the right of the municipality to regulate towers and poles as long as they do not actually prohibit wireless service or create significant service coverage gaps. New Zoning Regulations would insure the least intrusive placement of communication towers and poles that are sensitive to the nature and character of the community.

On June 30, 2009 the City Council approved the DCP ULURP Application for lower density and contextual zoning map changes for the Canarsie neighborhood. Community Board #18 unanimously supported the ULURP Application.

It is the sense of this Board that all of the communities within our Board be rezoned to create a rational zoning plan that reflects natural residential, commercial, and manufacturing boundaries. The current land use is largely an artifact of historical urbanization. Future land use must be controlled by zoning, public policy, and land use regulations intended to promote activities appropriate to preserve the neighborhood character and infrastructure for those who live and work there.

Comprehensive planning is essential for zoning for the future. Out-of-scale development is a city-wide concern. The objectives of our housing priorities are to support continued development of vacant land suitable for housing with designs that are consistent with the residential nature and character of the communities. Zoning must be made to protect the infrastructure and the extraordinary neighborhoods of our city.

The Zoning Resolution must be reformed to restrict community facilities from imposing non-conforming structures in residential districts. The non-restrictive Zoning Regulations for "community facilities" date back to 1961 and are no longer sensitive to current conditions. They must be revised to reflect today's needs. Communities with low population and low density must not be redeveloped in the image of Manhattan's high-rise, mixed-use zoning.

A partner in the planning process is the **Board of Standard and Appeals (BSA)**. BSA's original mission was to provide a relief valve for property owners in those **rare** circumstances where existing zoning regulations



prohibited them from reasonably developing their property. BSA is frequently misused to circumvent the existing zoning text. They repeatedly demonstrate their indifference to the views of the community and its concerns respecting the character of its unique neighborhoods by granting zoning variances in favor of development, construction, and other related industries. BSA should base their decisions on the responses to the following: ...does the unique condition of the property prevent reasonable development? ...would unique property conditions prevent an owner from obtaining a reasonable financial return? ...does the variance, if granted, alter the essential character of the neighborhood? ...is the situation a self-imposed hardship? (buying the property knowing the restrictions and then claiming hardship) ...is the variance requested the minimum necessary to afford relief?

For the protection of generations to come -- we must continue to fight to maintain and preserve our natural resources and the unique character of the diverse neighborhoods of our city. We must continue to examine and revise, when necessary, current zoning laws.

Community Board 18's housing stock basically consists of well-maintained owner-occupied one and two family homes with scattered co-op and large-scale condominium development. Additionally, there are several high-rise buildings and three (3) **New York City Housing Authority (NYCHA)** Projects, Bayview, Breukelen, and Glenwood, within our boundaries -- all of which have been upgraded using **Housing and Urban Development (HUD)** allocations. NYCHA received over \$423 million in Federal Stimulus Funding in June 2009 for construction, modernization, and other related infrastructure upgrade.

We are concerned about efforts to create "Retail Subdistricts" throughout the city. Our communities do not need the added heavy commercial burden on our streets and in our neighborhoods. Additionally, the tenuous economic condition of our local "strip" shopping centers, as well as our network of "Mom & Pop" stores, could not endure the "heavy-handed" competition of large discount "mega" stores. We continue to work with merchant groups to develop strategies for commercial revitalization programs. "Strip" shopping is vital to the economic stability of our communities, and special attention must be paid to their well-being.

The Community Board questions the Application by the **NYC Economic Development Corporation (EDC)** and the **Department of Small Business** for the Change in the City Map for the "Mill Basin Projects (Kristal Auto Mall and Toys "R" Us)." The property, totaling 5.5 buildable acres, fronts on the east side of Flatbush Avenue to the Mill Basin bulkhead line, and south by the Belt Parkway Right-of- Way, north of the interchange of Flatbush Avenue with the Belt Parkway. We question the process that was followed by EDC and the Department of Small Business Services to market this property as two (2) parcels - totaling 5.5 acres. There is, as they are well aware, a third (3rd) parcel, totaling approximately twelve (12) buildable acres, for sale next to this tract of land adjacent to the Four Sparrow Marsh land. Why isn't that parcel being considered at this time? **We respectfully urge the Department of Business Services and EDC to advance this project when all parcels are combined....and allow for one ULURP Application.**

We question Vornado's future plans for Toys "R" Us and/or the property. A toxic relationship exists between Vornado Realty Trust and the community. Its management and unkempt condition of Kings Plaza Shopping Center's perimeter, coupled with their nefarious attempts to circumvent existing zoning to allow for the development of the Lowe's Home Improvement Complex in their former adjacent parking lot, raise serious questions as to their credibility as it relates to any further negotiations with our community.

The Community Board strongly opposes the proposal which includes the "demapping" of the mapped portion of Flatbush Avenue, from the Belt Parkway to Avenue U, from the subject property, to provide sufficient property for the construction of the "Kristal Auto Mall" parcel which is projected to be built

in front of Toys “R” Us. This strategy will narrow city-owned Flatbush Avenue and eliminate the future contemplated widening of Flatbush Avenue to create a bus lane. **How will we plan to accommodate the current and anticipated massive increase in traffic and bus ridership upon completion of this complex?**

### **Department of Transportation**

Transportation needs, particularly total reconstruction, contract resurfacing, and scheduled repair of the roadways within the Board area, present an ever increasing need. Canarsie and surrounding communities were built on landfill that rapidly deteriorate and require an aggressive street and sewer reconstructive program. The Community Board urges the Department of Transportation to advance our Board’s meager Capital Project requests.

As our communities age, it becomes increasingly essential that the Capital Budget needs of the area be met if we are to maintain public structures and facilities at acceptable levels. Emphasis must be placed on long-term infrastructure rebuilding as well as short-range improvements.

The desperately needed “Reconstruction of the Seven (7) Bridges on the Belt Parkway” commenced with minimal impact in November 2009 with the first of three contracts. Fresh Creek Bridge, Paerdegat Basin Bridge, two (2) separate bridges eastbound and westbound, and the Rockaway Parkway Bridge. The second contract - Mill Basin Draw Bridge, a fixed structure with 60-foot clearance over Mean High Water obviating the need for opening and closing the bridge, will begin the end of 2010. The three (3) remaining bridges within Community Board 15 -- the Gerritsen, Bay Ridge, and Nostrand Avenue Bridges will begin in September 2012. The entire project will be completed by August 2014. The landscaping contract will then follow and is scheduled for completion during 2016.

Transportation issues persist to rank high on the problem list for our Community Board. Pedestrian, cyclist, and motor vehicle occupant safety at many of the intersections and streets within our Board area are the source of major concern.

As a component of the Mayor’s PlaNYC, NYCDOT recently created a Division of Bicycle and Pedestrian Programs. Without consultation, they recently completed an unprecedented three-year plan to expand the city’s on-street bicycle network by 200 miles and included in their plan is an extensive design for the streets within our board area, in general, and in Canarsie, in particular.

Although bicycle lanes clearly offer both an environmental and practical benefit in areas served by adequate mass transit alternatives and a more bike-friendly population. Bike lanes will only create hazardous conditions in our board area and jeopardize pedestrians, cyclists, and motor vehicle occupants.

We urge the Mayor and NYCDOT to recognize the highly unusual transportation challenges inherent to our community as well as the unique needs of the population we serve. Unlike most other areas of the City, Community Board #18 is simply not accessible to the New York City subway system. Residents must take at least one bus to reach the nearest subway station. Our neighborhoods are largely residential with a major shopping mall, Kings Plaza, and small shopping areas/strips interspersed throughout, so there are no direct truck routes. This means that we constantly have a large number of buses and commercial truck traffic on our residential streets, already taking a lane away from other vehicles. The addition of bike lanes would impede traffic even further and post a hazard to everyone who uses that roadway, pedestrians and bicyclists included. Additionally, our board’s population, historically and currently, includes one of the largest constituencies of senior citizens in the City. With or without designated lanes, it is safe to expect that this population is not going to jump on the bike-riding bandwagon. We, therefore, join with our local elected officials, community civic associations, and area residents in opposing the proposed expansion of

on-street bicycle lanes to include streets within our communities.

Kings Plaza Shopping Center, built on city-owned land and leased to Vornado Realty Trust, is the cause of constant consternation. Numerous costly and time consuming studies have been performed by outside consultants, the Departments of Transportation and City Planning, as well as the Borough President's Office, in an effort to improve pedestrian, vehicular, and bus circulation problems at the intersections and along Flatbush Avenue and Avenue U. The studies continue to identify the same problems and continue to propose a myriad number of improvements including changes in bus stop locations and operations, directional signage, street configuration with the widening of Avenue U and Flatbush Avenue, and the installation of pedestrian safety fencing along Avenue U and on the center traffic island on Flatbush Avenue, between Avenues U and V. Our Community Board also included in our Capital Budget Priorities and Requests a request for the construction of an elevated pedestrian overpass at this intersection. -- **To date...nothing of consequence has been done**, except for the movement of bus lanes on Flatbush Avenue and Avenue U causing buses to sharply propel across five (5) lanes of traffic on Flatbush Avenue from Kings Plaza to accomplish a left-hand turn onto Avenue U, and the widening of the traffic islands on Flatbush Avenue which have created additional confusion, danger, and further bottleneck the intersection!

The intersections around the Kings Plaza Shopping Center, and the congested junction of the "Home Depot" and "Lowe's Home Improvement" complex on Avenue U adjacent to Kings Plaza, present special challenges and are only a few examples of Board requests to this Agency for pedestrian/vehicular traffic safety **solutions, not more studies**. A coordinated effort must be made to implement the suggestions of the costly studies already completed and not initiate new studies -- **concepts are no substitute for action!**

All the studies performed...All the dollars spent...All the changes suggested...All the promises made...All the time and money wasted -- **To date...nothing of consequence has been done**. The problem is self-evident -- the solutions have been proposed -- implement the recommendations. Remember, -- **concepts are no substitute for action!**

### **Emergency Services - Fire**

We are optimistic that funds will be increased to establish an even greater emergency service presence for the improvement of service delivery to battle fires, reduce crime, and enhance quality of life conditions within our Community Board area.

Fire protection in a residential community, comprising tens of thousands of frame dwellings, is obviously of paramount concern. The theory used by the Fire Department for "manning" decisions includes statistics that **do not** include literally thousands of homes and tens of thousands of area residents that have become part of the Board area since that statistical information was compiled decades ago. Consequently, analysis of the Department's decision should be the subject of "up-to-date" review.

### **Police**

We have praiseworthy day-to-day "line" contact with the two area Police Precinct Commanding Officers and Community Affairs Officers; from the 63rd Police Precinct, Commanding Officer, Captain Michael Deddo, and from the 69th Police Precinct, Commanding Officer, Deputy Inspector Miltiadis Marmara. Special praise must be given to our Borough Chief, Joseph Fox, who works closely with the Commanding Officers in making prudent command decisions in police utilization. Active participation at the Community Council level further improves community relations. The Auxiliary Police continue to play a vital role in the day-to-day operations of both Precincts. We commend these vital groups of community volunteers.

Our Community Board is frustrated, however, in our attempts to address the following specific areas of

concern that we and other neighboring Community Boards continue to identify time-and-time-again with little or no positive results. We ask the Police Department to increase their staffing to provide for continual enforcement of the laws to maintain the quality of life for all city residents. Special attention must continue to be given by law enforcement agencies to aggressively address the following violations:

- The rampant illegal street parking of commercial vehicles, delivery trucks, 18 wheelers, car carrier trailers, the well-defined “4-Sale” cars, and the autos/SUV’s, with and without license plates, left all day at metered parking and on the sidewalk in front of the various Auto Malls on Utica Avenue, Ralph Avenue, and Kings Highway.
- Double parking continues to plague our neighborhoods, in general, and at the “Kings Plaza” shopping area, schools and places of worship, in particular.
- The proliferation of illegal “dollar” vans particularly at and around the Kings Plaza Shopping Center, on Flatbush Avenue, Remsen Avenue, Ralph Avenue, Utica Avenue, and Flatlands Avenue, and all the routes leading to the Kings Plaza Shopping Center and the Gateway Shopping Complex in East New York.

The Administration must establish stronger enforcement with severe penalties for operation of licensed, unlicensed, and “renegade” vans illegally operating in our communities. Rather than develop a strategy to shift the illegal parking and van problems from block-to-block we must adhere to a strong commitment of interminable rigorous enforcement of these “quality of life” violations. We look forward to working together to bring these obnoxious blights on our communities under control.

The need for a new 63rd Precinct Stationhouse continues to be an absolute necessity. Although the Department allocates funds for rehabilitation of the antiquated Stationhouse to meet staffing needs and patrol requirements, the poor conditions and problems still exist. Funding must be set aside for relocation. Modern, adequately sized police precincts are essential to good policing. We urge the NYPD to aggressively explore the acquisition of city-owned properties.

### **Transportation & The Metropolitan Transit Authority**

Fares continue to rise, service continues to deteriorate, equipment becomes outdated, and no light appears on the horizon! In this time of rising, out-of-control fuel costs we urge the MTA to develop a long-term strategy for meeting the public transportation needs of our area and for all city residents.

We remain frustrated in our efforts to provide adequate public transportation to other parts of the Borough due to the lack of speed, curtailed, changed, and/or eliminated service on the surface bus lines. The speed and traffic flow can be easily improved by strict enforcement of regulations prohibiting the use of illegal vans on bus routes and adjacent streets.

We continue to ask for attention to, and relief from, the constant parking, double and triple parking of idling buses outside the Flatbush Bus Depot, 4901-23 Avenue O, on Fillmore Avenue, Utica Avenue, and along Flatbush Avenue. The buses regularly block the street and the Flatbush Avenue entrance/exit to the adjacent Floridian Diner and Burger King. They create hazardous pedestrian, vehicular, and environmental conditions. The TA’s lack of vigilance and action underscores their unwillingness to work with the community, city and state agencies, and our elected officials. Our thanks to NYS DEC for their dedication, commitment, and tireless efforts in responding to this offense.

## **Department of Parks and Recreation**

The maintenance and upkeep of our parks and playgrounds continues to remain a major area of concern due to insufficient staffing and funding. Many of the parks and playgrounds in our District are in various stages of design, scope and reconstruction. The Board fully supports the continued funding of these projects. Several of our smaller parks and playgrounds require reconstruction or “in-house” spruce-up. We urge that these projects as well as increased staffing be addressed through the Capital and Expense Budget.

The Greenstreets Program provided us with an opportunity to beautify our barren neighborhood triangles and traffic islands. We wholeheartedly support and commend the continuation of this program. We encourage strategies for additional conservation and beautification programs to include sorely needed maintenance provisions. Special attention should be paid to the traffic islands along Kings Highway -- they are in desperate need of reconstruction and inclusion in the Greenstreets Program.

Parks’ Department equipment and personnel are always in short supply. We urge that our requests, as well as the Departmental requests, be given a high priority in budget negotiations for adequate maintenance and operation of our parks. The park areas of Community Board #18 provide recreational and cultural outlets for all ages, and are truly a valued natural resource that must be protected and maintained. Marine Park comprising 798 acres, and Seaview Park comprising 540 acres, are regional facilities that serve a large population outside our local neighborhoods. We anxiously await completion of the construction for the Marine Park Community/Senior Center. This facility will provide sorely needed recreational activities for our vital seniors and active youth population.

Department budget cuts have historically negatively impacted the Forestry Division of the Department of Parks & Recreation and continue to cause great consternation for the residents of our community. The large geographic area of our Community Board and its residential neighborhoods are the “home” to the largest street tree population in the Borough. Consequently, we must cope with a Parks’ Division that falls behind in its protracted pruning and dead tree/stump removal schedules. We are hopeful that additional funds will be allocated to this desperately needed service.

## **Department of Sanitation**

Sanitation Commissioner, John Doherty, brought a life-time of experience to the job. We urge the Administration to listen closely to his advise and suggestions, and implement many of the management proposals he has advanced. Most particularly, give him the manpower necessary to do the job.

The supervisory staff of BK18, Assistant Borough Superintendent Gary Falconer, Superintendent Rosario Morrone, and Supervisor Louis Otarola, have been exemplary in their willingness to work with the Board in developing the maximum potential of their limited manpower and equipment to deliver quality service to a community experiencing ever-increasing population growth.

Increased manpower is needed to maintain the numerous center malls along our roadways. Neglected and unattended they grow into breeding grounds for vermin and illegal dumping creating a community nuisance and safety hazard. Additional Salt Spreaders must also be provided for the maintenance of safe negotiable streets. BK18 is currently equipped with five (5) spreaders, which are not operational at all times, for the maintenance of seven (7) Sections. Barely enough to adequately cover primary street maintenance.

## Department of Buildings

Increased staffing for the Department of Buildings is critical. Code enforcement personnel are a crucial component in enforcing the Zoning Resolutions and Building Codes. Unchecked greed and neglect will lead to gross abuse in many instances, and dangerous code violations in some instances.

## Youth

The Board continues to direct its attention to the needs of our area youth by developing and supporting broad outreach after-school

and evening recreational, cultural, and educational programs within the community. We are currently working with our local elected officials, community and youth organizations, to securing funds for special programs designated to address identified youth problems.

The State Legislature has given the Mayor broad authority in running the retooled Board of Education as the Department of Education. Reading and math scores reflect a distorted picture of the crisis in our local schools. Fancy slogans such as “no child left behind” and “children first” become the advertising campaign of a failed system. Closing schools to reopen new schools is costly and ineffective. We urge the State Legislature and the Mayor to continue to examine the direction that public education is going and recognize the role of the teacher and the need for parental involvement as the first line of defense in providing a sound basic education. That formula puts “children” first rather than “control” first.

## In Conclusion.....

Notwithstanding the drastic budget cuts suffered by the Community Board, we continue to make a major impact in implementing our Charter mandated obligations. We look toward the continued support of our elected officials as key ingredients in restoring these funds so that we may be even more responsive in addressing the needs of our community. The partnership that has developed between government and community is best exemplified by our Statement of Needs and Priorities for Fiscal Year 2012 -- a true product of that joint cooperation.

Respectfully submitted,



Saul Needle  
Chairperson



Dorothy Turano  
District Manager

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