

*The  
City  
of  
New York*



## COMMUNITY BOARD NO. 1

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BROOKLYN BOROUGH PRESIDENT



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DEL TEAGUE  
SECOND VICE-CHAIRPERSON

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RECORDING SECRETARY

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MEMBER-AT-LARGE

DEALICE FULLER  
CHAIRPERSON

GERALD A. ESPOSITO  
DISTRICT MANAGER

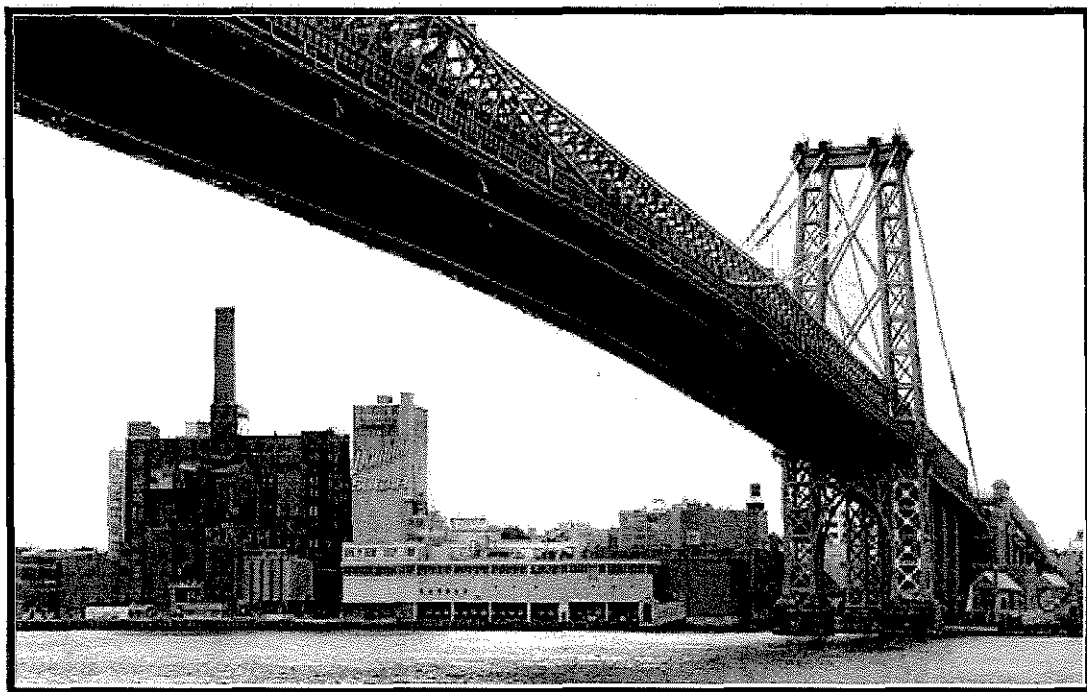
HON. STEPHEN T. LEVIN  
COUNCILMEMBER, 33<sup>rd</sup> CD

HON. ANTONIO REYNOSO  
COUNCILMEMBER, 34<sup>th</sup> CD

September 4, 2014

**Prepared Specifically For  
Brooklyn Borough President Eric L. Adams  
presented to Deputy Borough President Diana Reyna  
by Brooklyn Community No. 1  
Serving Williamsburg & Greenpoint**

**Ms. Dealice Fuller, Chairperson  
Mr. Gerald A. Esposito, District Manager**



**FUNDING**

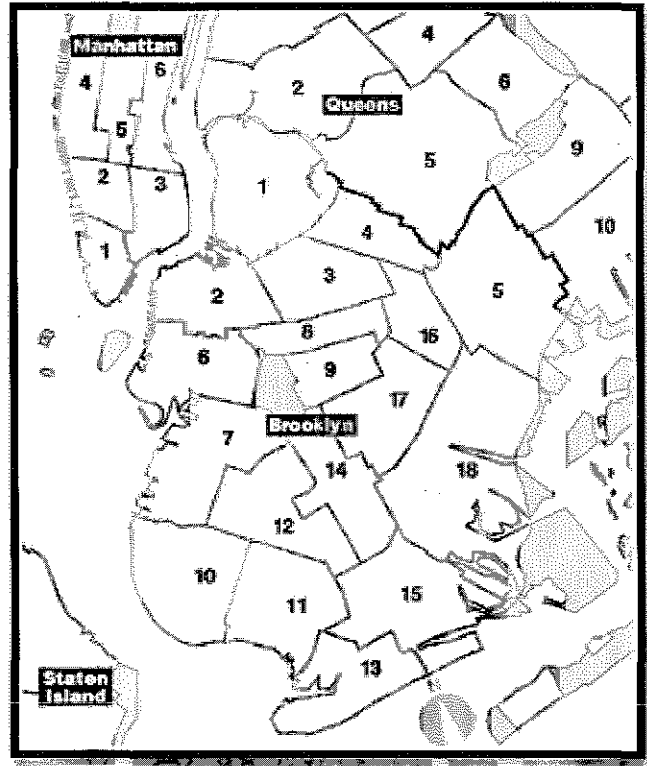
**INCREASE COMMUNITY BOARD BUDGETS**

Community Board No. 1 is always facing yet another round of budget cuts in the budget process. While restorations were made this fiscal year, we remain guarded about projected cuts for upcoming fiscal years.

**Community Boards have not seen an increase in our budget in over 20 years.**

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 would inhibit a Board's daily operations whose insufficient budget covers a small staffing of only three persons (2 full-time and 1 part-time) and miniscule operating (OTPS) cost of \$ 10,476.

Our office carries out a myriad of services. CB #1 is the mini City Hall for our constituents. We handle complaints, provide comments on projects, land use and develop capital/expense budget lines for the district as well as conduct public hearings.



**Complaints for Fiscal Year 2014**

	TALLY 2013					2014						FY TOTAL
	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
DEP											1	1
AIR	1		1		1	1				1		5
NOISE	4	4	3	2	1	3	3	2	4	1	2	29
WATER	1				1				1		1	4
SEWER BREAK									1	1		2
SEWER BACKUP	2			1	1							4
CATCH BASIN	2	1	1	1			1	1		3	2	12
HYDRANT	1		1	2	1	1			1	1	1	9
<b>DOS</b>												
DERELICT AUTO/BIKES	1	1	1	2	1	1	1	2	2	1	3	16
BULK PICKUP	1	1	2	1	2	1		1	2	1		12
REGULAR PICKUP	2	1	1	2	3	5	8	2	3	2	1	30
LOT CLEANING	1					1	1	1			1	5

UNSWEPT STREET LITTER	1	2	1	1	2	1		1	1	2	1	13
SNOW REMOVAL								3				3
ENFORCEMENT	1	2	3	2	1	1	1	1	2	1	1	16
BASKET REQUESTS	1						1	1	1			4
SIGNS												
RECYCLING	2	1	1	1	2	5	5	2	1	1	1	22
HEALTH DEPT							1					1
PEST CONTROL	1								2	2	1	6
LOT CLEANING											2	2
ASSISTANCE	1		2	1				2		1	3	10
DOCUMENTS	1										1	2
<b>HOUSING AUTHORITY</b>												
APPLICATION	1	2	1	2		1	1	1			1	10
SERVICE	1							1				2
ELEVATOR												
OTHER			1		1			1	1	1	1	6
SENIOR HOUSING	2	1	2	1	2	1	1	3	2	2	4	21
<b>FIRE DEPT</b>												
SERVICE	1	1	2	1	2		1	2	2	3	3	18
EQUIPMENT						1		1				2
<b>ANIMAL CONTROL</b>												
<b>HPD</b>												
SEAL-UP	1											1
DEMO	1											1
HEAT/HOT WATER					2	1	1	1		1	2	8
CODE ENFORCE.			1		2	1	1	1			1	7
RELOCATION			1		1							2
RENT CONTROL	1	1	1	1		1		1		1	2	9
OTHER				1	1	1	1	2		2	1	9
<b>BUILDINGS DEPT</b>	10	10	7	10	12	10	10	12	12	6	11	110
<b>REFERRALS</b>												
LEGAL	1	1	1	1		1	1	1	1	1	2	11
STATE	1	2	1	1	1	1		1	2	1	2	13
FEDERAL	1			1	1	1	1			1	1	7
<b>NATIONAL GRID</b>	2	1	1					1	1		1	7
<b>EDUCATION</b>												
SCHOOL REGION	1							1	1		2	5
SCHOOL PS	1	1	1							1		4
JHS	1											1
HS	1				1							2
COLLEGE	2							1	1		1	5
OTHER	1		1	1		1	1	2		1	1	9
<b>HRA</b>	1	1			1	1						4
SOCIAL SERVICES	1	2	1	2			1	1	1		1	10
MEDICAID	1		1		1			1			1	5
PUBLIC ASSISTANCE	2										1	3
FOOD STAMPS	2	1						1		1	2	7

<b>HOMELESS SERVICES</b>												
<b>DCAS</b>												
<b>REAL ESTATE</b>	1					1	2		1			5
<b>PARKS DEPT</b>		1	2		1	1	1	3	2		3	14
<b>TREE REQUESTS</b>	2	1	1	2		1		1	1	1	1	11
<b>TREE REMOVAL</b>	1	3	2	1						3	1	11
<b>PRUNING</b>		2		1							2	5
<b>SPRAYING</b>												
<b>POOLS</b>												
<b>GREENSTREET</b>	1	1			1	1		1			1	6
<b>POLICE DEPT.</b>									1	1		2
<b>PROTECTION</b>	8	5	4	4	2	6	6	3	2	2	1	43
<b>DRUGS</b>	1			1								2
<b>PARKING</b>	11	8	6	8	9	10	9	7	8	10	5	91
<b>CRIME</b>	2	2		1	1	2	2	2	1	2	2	17
<b>MTA</b>	1	1	1	1			1	1		1	1	8
<b>DOT</b>		3					4	5		7	1	20
<b>HIGHWAYS</b>	4	1	1	2	1	2	1	1		2	3	18
<b>POT HOLES</b>	3	3	2					3	12	20	4	47
<b>PLATES</b>												
<b>SIDEWALK</b>	1	2						1	1	1	2	8
<b>CAVE-IN</b>	2	1	1						1	2	2	9
<b>METERS</b>	1		1						1	1		4
<b>SIGNS</b>		1	2	1	1	1	1	4	2	1	1	15
<b>TRAFFIC LIGHTS</b>		2		1				2	2	1		8
<b>TRENCH WORK (&amp; DEP)</b>										1	2	3
<b>STREET LIGHT</b>	1	1	2	3	1	2	2	2	1	2	1	18
<b>HIQA</b>									2		3	5
<b>CON EDISON</b>	1	1	2			1	2	2	2	1		12
<b>INFO REQUESTS</b>	693	327	253	298	301	297	301	301	295	301	297	3664
<b>DDC</b>	1											1
<b>DCA</b>		1			1	1	1	1	1	2	1	9
<b>LICENSE</b>	3	2			1	1		2	1	1		11
<b>ARCADE/RIIDES</b>												
<b>VERIZON/CABLE</b>			1					1	2	1	1	6
<b>OTHER</b>				1			1					2
<b>TOTAL</b>	799	406	321	363	365	372	377	398	384	360	398	4582

We have 14 established committees that comprehensively tackle matters of concern and service delivery. Our staff also supports the board members in preparing reports, minutes, and scheduling of meetings. Matters from the public are handled as well, these often range from simple point of information inquiries, "freedom of information (FOIL)", to major investigations requiring constant follow up!

In addition, we have other operating tasks that are for specifically needed to administer the CB #1's internal operations. These include recordkeeping, timekeeping, budget preparation, monitoring & payment of expenditures, voucher preparation, inventory and auditing.

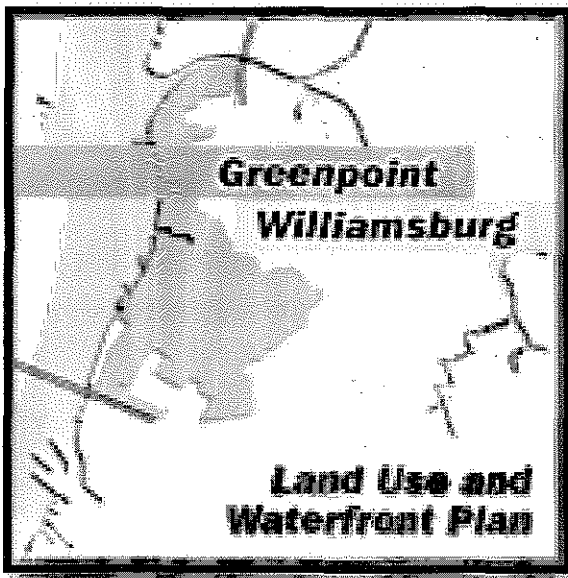
## SUSTAINABILITY OF COMMUNITY BOARDS

Community Board #1 provides a vital function for the Greenpoint/Williamsburg community and we stand as a valuable asset to the city. 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 years.

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 – the budgets must be held harmless from political climates.

→ Budget Request: Increase funding for Community Boards.

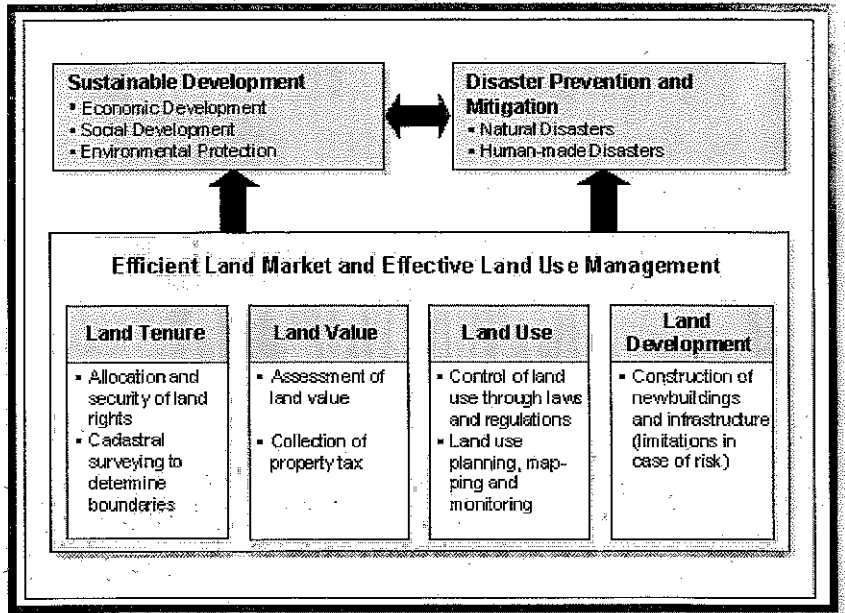
## BIGGER AND BETTER LAND USE ROLES



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



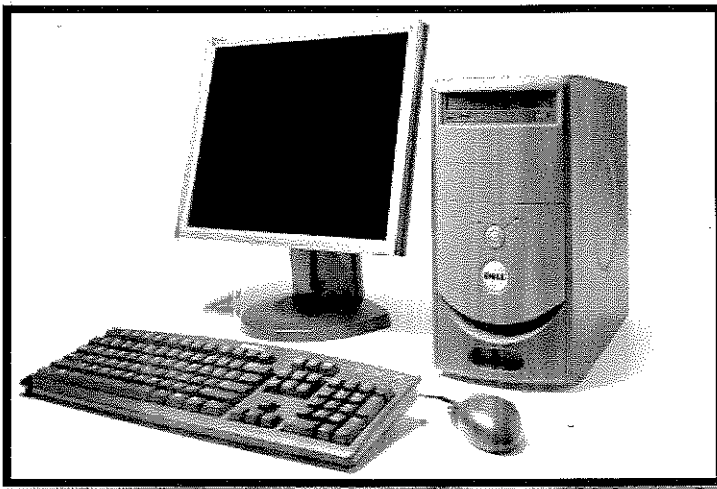
Our diligent work never ceases and our voices must be heard. Community Board No. 1 needs the commission to strengthen our role by giving us more teeth with which to have a better bite. We will continue to partner with the Brooklyn Borough President Honorable Eric L. Adams on these important matters that affect the life, health and welfare of our constituency.



→ Budget Request: Fund a planner for CB #1.

**TECHNOLOGY**

**WEBCASTING REQUIREMENT FOR COMMUNITY BOARDS**

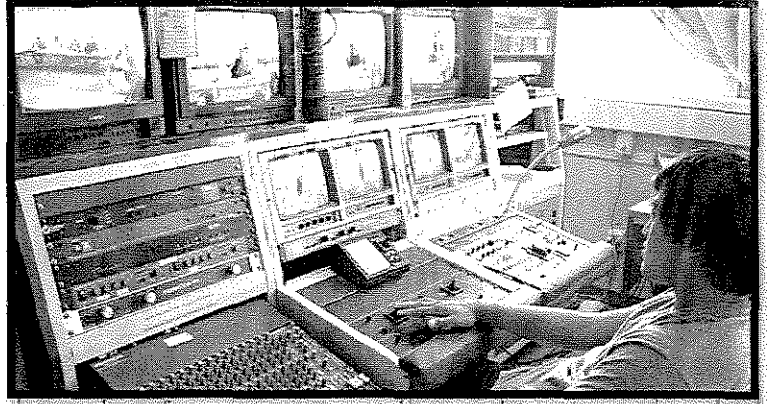


City Council's Int. No. 28, a proposal to amend the City Charter that would require community boards to webcast their full board meetings. Although we have consistently advocated for increased budgets for community boards, Community Board No. 1 still lacks adequate funding. The meager budget provided for our board does not keep pace with inflation and any increased operating costs. The cost for acquiring much needed newer technology, computer software, upgraded hardware as well as internet/web access capabilities is expensive and way beyond our fiscal capability.

Web casting is a high tech area of deployment requiring cameras, software, various hardware, a streaming server, a database server, a web/content management server, a directory management server and a series of "apps", not to forget additional staff to operate the camera. There are also serious costs included in setting up an infrastructure to carry out webcasting. All of this is something that we cannot both fiscally and physically accomplish "in house".

CB #1 has to make do with the limited resources of DoITT (there is one tech person assigned for all of the 59 community boards). Additionally, since community boards lack their own meeting venues (relying on rented or donated space) any recording set ups must be portable. The City should instead develop a team that would perform this service for each of the 59 community boards.

Int. 28 was laid over by the City Council's Committee on Technology.



## **HOUSING ISSUES**

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. The amount of affordable housing expected to be generated from the rezoning of our waterfront and the City's commitment in the "Points of Agreement" to increase the number of affordable units in the district has not materialized in any meaningful way. Our community stakeholders, and those residents who are in need of affordable housing, must receive assistance and not be priced out of the community.

Several developers have 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.

We have demanded 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 severely stagnant funds. 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!

- Affordable housing must be constructed "on site" at the waterfront and not scattered into less desirable pockets of the district.
- An application by HPD to the Department of City Planning for a rezoning in the Broadway Triangle area was approved. The members of Community Board No. 1 voted to support the application with modifications. We continue to support affordable housing and open space for the Broadway Triangle area.
- Community Board No. 1 asks that the City move on the re-development of Greenpoint Hospital as affordable housing. This project has been stalled too long!

- Developers must avoid plans that segregate the apartments (not mixing the affordable ones with the market rate units). They are to integrate the affordable units in their developments and not create "poor doors" for those residents who do not live in market rate units.
- Budget Request: Reinstate funding for the Greenpoint – Williamsburg Tenant Legal Fund (\$2 million), including anti-harassment provisions per the Administration's Points of Agreement regarding the Greenpoint-Williamsburg waterfront rezoning.
- Budget Request: Create a new fund for the Affordable Housing and Infrastructure Fund (\$10 million) created under the Administration's Points of Agreement regarding the Greenpoint-Williamsburg waterfront rezoning.

The long awaited demolition of the DEP's Sludge Tank at Dupont Street is in progress and will make way for much needed expansion of park space and affordable housing. We look forward to the project moving expeditiously.

## **PUBLIC HOUSING**

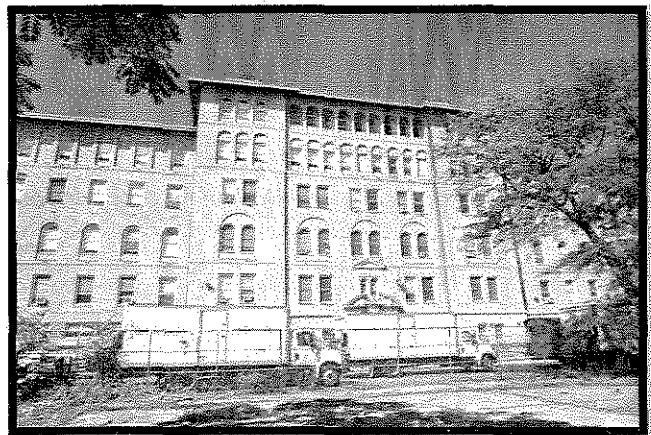
The District contains nine housing developments with 6,656 dwelling units administered by the NYC Housing Authority (NYCHA). These represent an extremely valuable low income housing resource. Additional City Tax Levy revenues must again be allocated to compensate for federal budget cutbacks, and provide for the best possible maintenance of these facilities.

- Budget Request: Expand the refuse collection program for NYCHA and other large housing developments (to include the Board of Education and Senior Citizens facilities).

We are concerned about the Department of Housing Preservation and Development's conducting of "rightsizing", where Section 8 tenants are moved into smaller apartments. Section 8 has served as a key core of affordability in various of our publicly funded developments. It has also offered flexibility to our residents living in private housing as well. Many Section 8 recipients have lived in their apartments for decades. Similar "rightsizing" is occurring in NYCHA developments as well. It is important that this rent subsidy program remain whole and not eroded.

## **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. 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 continue to ask that the City address this need.





## 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 nuisances(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.



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).

→ Budget Request: Continue/expand the building inspector training program; and more inspectors for CD # 1.

## WEEKEND AND AFTER HOURS CONSTRUCTION WORK VARIANCES

Community Board No. 1 takes a strong stance regarding the granting of weekend and after hour work variances by the Department of Buildings. Given the vast diversity of ethnic beliefs in the greater Greenpoint and Williamsburg neighborhoods, and the super saturation of construction activities throughout the entire district, the Board has taken a position that these types of variances should not be granted. In lieu of the perception that the Department of Buildings is not adhering to the wishes of the Board, CB #1 has called upon the Brooklyn Borough President, the Mayor, and the City Council to help us with this endeavor.





### HPD/NYCHA

- 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 funds for home ownership. We remain highly concerned about the drought of Section 8 funding for both NYCHA and HPD agencies, and the loss of the Advantage Program assisting homeless families.



- The Marcy Avenue Armory - this NY State owned site could be easily conveyed to the City for development of a very substantial amount of affordable housing.

- NYCHA should convert the empty (for decades) Williamsburg Houses storefronts into apartments.

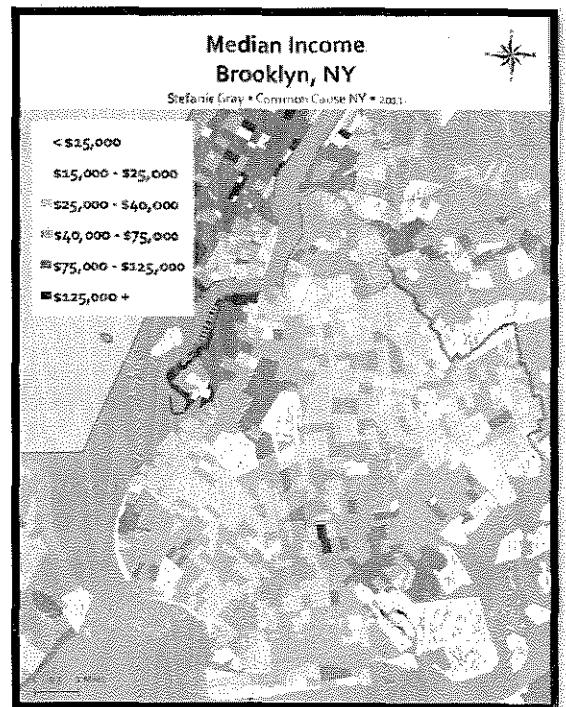


## HPD

- Anti-Harassment and Displacement assistance services need to be restored and continue to be funded in the CB#1 District.
- HPD must re-enact services to residents of the district with a Neighborhood Services field office located within the CB#1's confines.
- 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 re-formulated to reflect our area's AMI for affordability. In addition, those individuals that are in between income levels (\$45,000 - \$60,000 per annum must also be provided for ).

→ Budget Request: Increase allocation for rehabilitation loan programs.

→ Fund construction & rehabilitation of subsidized/affordable housing, including waterfront and upland areas, in the CD 1 area.



## OUR STREETS AND INFRASTRUCTURE



### DEPARTMENT OF TRANSPORTATION AND STREET SAFETY

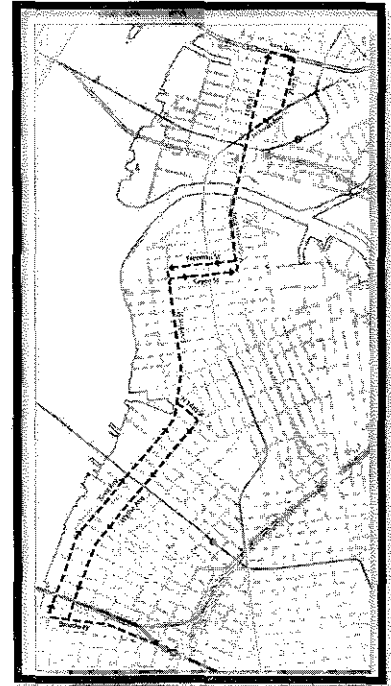
Community Board No. 1 has advocated for improved safety in our streets for both pedestrians and motorists. The Department of Transportation has either not addressed these issues or implemented changes that fail to comprehensively remedy the adverse conditions.

### COMPREHENSIVE BLUEPRINT TRANSPORTATION STUDY

We have sought a comprehensive blueprint transportation study for our district. Such a study would examine the district as a whole and plan for widespread transportation improvements. What has been the City's planning efforts up to now are essentially only small "knee jerk" reactions to issues. Putting a band aid over a singular transportation issue provides no real answers and no resolution to our continued woes. A comprehensive blueprint transportation study will help set goals for a long-range transportation system for CB #1. The blueprint functions as a guide for development of the overall transportation system.

The study evaluates the existing system by identifying key assets and improvement needs. These findings are then incorporated into a needs assessment, which forms the direction the City will take in developing the future transportation system.

This type of plan is multi-modal, addressing all forms of transportation in Williamsburg and Greenpoint, including the street network, non-motorized travel, water travel, and transit. Evaluating all modes uniformly addresses our district's future network needs in a more comprehensive and balanced manner.



## WILLIAMSBURG PLAZA



Williamsburg Plaza has served for decades as a major transportation hub. How we can give input on the bus plaza upgrade plan given the fact that they came to us with renderings without hosting any meetings in the community besides going to our Transportation Committee.

## TRUCK TRAFFIC

There is a major issue of enforcement for truck routes in Community Board No. 1. Trucks can be found not abiding by the routes that have been designated. The roadways are impacted by heavy traffic and are constantly in need of repairs. Truck traffic also impacts the community at large.



For example, huge amount of truck traffic going from Wythe Avenue at North 9th Street up to Berry Street on North 9th Street...it is the only residential block in Williamsburg with fragile, one family row houses that shake and vibrate from the intense truck traffic since the direction of

Kent Avenue was changed. The trucks are non-stop and speed. Families are concerned that children will be hit. Homes vibrate and show signs of faults. Cars have been hit. The Brooklyn DOT's Office has been alerted and no solution has yet been rendered.



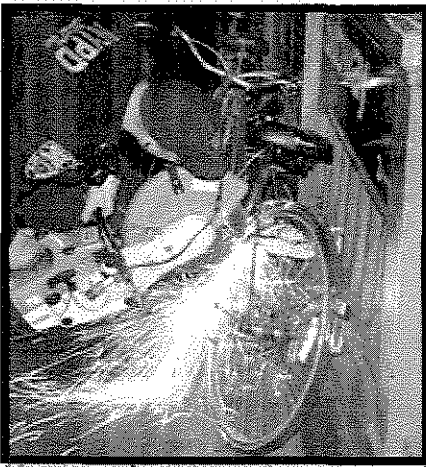
**PROBLEMS WITH SIDEWALK OBSTRUCTIONS**

We have raised Revocable Consent issues related to the garbage can cages and other such encroachment issues on sidewalks (other than Sidewalk Cafes).

There is a question of what particular agency is responsible for things such as sidewalk structures extending onto the sidewalk from stores, the use of wooden crates holding produce or the use of a sidewalk curb area to sell goods (i.e. plants, flowers and ATM's).



We have found that with the proliferation of eating and drinking establishments in the district that many of these businesses are not abiding by the City's rules and regulations for outdoor use.



They are either ignorant of the requirements or flagrantly abuse them. Enforcement is a key issue here. The Department of Sanitation is addressing illegal clothing bins that are in violation of Local Law 31 of 2007. A bill has been introduced by the City Council Speaker to enhance DSNY's enforcement authority.



## TRAFFIC BACK UP AND SAFETY:

- The bus stop, on Lee Avenue and Flushing Avenue, and a bus layover at the same area, create a whole traffic mess - traffic backed up all the way up. This bus stop and layover should be moved. The DOT and MTA visited the site and saw the whole traffic back up.
- Bedford Avenue and Flushing Avenue (mediate traffic back-ups)
- Wallabout street (between Bedford Ave & Lee Avenue). DOT is to look at ways to ease the traffic flow problem.
- Installation of countdown clocks for Greenpoint and Williamsburg (greatly needed at the Meeker Avenue and Humboldt Street intersection).
- Signs reminding bike riders to be watchful of pedestrians. What is DOT and the NYPD doing to address the conflicts between vehicles, cyclists and pedestrians? Community education forums should be conducted by the City, followed by enforcement.
- License bicycles and use the funds to create safety protocols/

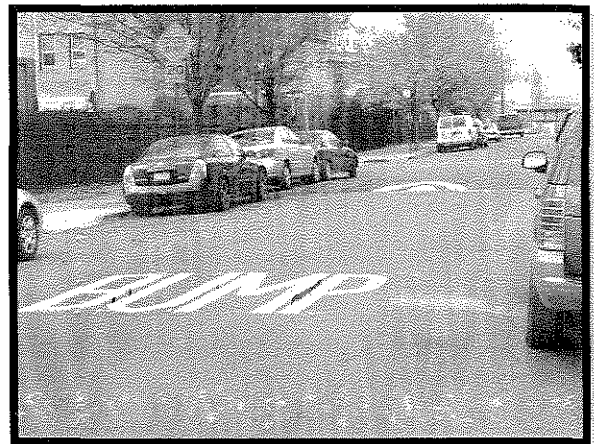


*Many of CB#1's streets are riddled with roadway problems, such as hummocks, resulting from the constant heavy truck traffic. The asphalt becomes rutted and pushed up creating vehicular, pedestrian and cycling hazards. DOT must address this issue ASAP.*

## SPEEDBUMPS

Community Board No. 1 will not endorse the valuation of the Department of Transportation term "speed humps" for the following reasons:

- Each speed hump delays the Police responding to shootings, break ins, or muggings. It has been reported that ambulance or fire trucks have to slow down for about 10 seconds for each bump-- times that by 3 per block, that's 30 seconds slower for one block, which in case of a heart attack or stroke, where the patient needs to be in the hospital by 6 minutes.
- Based on the FDNY's 2004 study of streets containing speed bumps, it was found that on streets where speed bumps existed, response times were delayed for ambulances, fire engines and tower ladder vehicles.



- Not being aware of the speed hump, statistics show that most drivers after slowing down for the hump impatiently speed up much faster than they would without the hump, which makes the block more vulnerable to speeding.
- Street humps cause more noise and pollution, since cars have to slow down and reaccelerate, which causes disturbances and respiratory health hazard for us and our children.
- Residents on blocks, especially those where the hump is piled up in front of their homes, complain about the constant noise that is generated when vehicles hit the hump.
- The posting of the speed hump sign is another form of street sign litter for our greening neighborhood.
- The humps are a detriment, extremely unsafe to unsuspecting bicyclists and motorcyclists.
- They impede snow removal and plowing activities.

In addition, the FDNY in recent years collaborated with the DOT on addressing speed hump concerns. The increase in these barriers caused considerable increases in response time. The initial study proved that these mounds yield an increase in response time. On the streets where speed humps existed, the ambulance took 45-47 seconds (17 to 18 seconds longer), the engine took 68 to 70 seconds (23 to 25 seconds longer), and the tower ladder took 83 to 85 seconds (38 to 40 seconds longer).

DOT routinely seeks our Board to support requests for speed humps. Our response remains steadfast. We continue to oppose any such requests until a proper study is conducted demonstrating the safety of this alleged speeding deterrent. We request that the NYC Department of Transportation conduct a study specifically in our district to evaluate these areas of concern.

### **TRUCK PARKING ENFORCEMENT**

Trucks, usually large tractor trailers, park illegally and double park on the streets. This occurs overnight in the industrial sections and on streets in the mixed-use areas. Many of these areas are adjacent to residential blocks. Residents complain that the trucks are not being moved and often can be found idling (i.e. trucks transporting refrigerated goods).

### **FRANCHISE FOR THE BUSES TO ROCKAWAY**

Unauthorized stops on Meeker Ave. and other locations in Williamsburg by non-DOT sanctioned bus/van services that advertise daily rides to the beach. There was only one service that our board reviewed that was referred by DOT. All of the others are "unauthorized" and are flagrant in their advertisements in ignoring the rules for the beach's use (i.e. promoting purchase of alcohol to bring to the beach, imbibing freely on the bus, haphazard pick up & drop locations, sandwich signs obstructing the sidewalk).



## **TRAFFIC CALMING/PLANNING**

Community Board No. 1 questions how the Brooklyn DOT office is assessing/planning for traffic calming measures in a rapidly changing and growing our district, particularly in areas with planned new and dense residential developments. Our Board wants to play an active role in this planning effort.

- Mediate traffic on Flushing Avenue/Broadway/Bushwick Avenue/Graham Avenue/Grand Street/Metropolitan Avenue.
- The problem of the intersection of Flushing Ave. and Bedford Ave. The main problem is that the traffic that makes a left turn from Bedford Ave. into Flushing backs up. DOT put a traffic light at Skillman and it does not help the problem.
- The intersection of Wythe Avenue and Wallabout Street in the morning is always backed up.
- Request that the small space on the left side between Heyward Street and Wallabout Street should be a "No Standing" so that cars with placards should not park there. so at least the cars coming down Wythe Avenue and want to make a left turn, should be able to do so, even though the traffic is backed up that want to go straight.

## **BUDGET PRIORITY REQUESTS -**

- Trench Restoration/Reconstruction for Withers Street, between Humboldt Street and Woodpoint Road.
- Reconstruct Grand Street from Grand Street Bridge to River Street.
- Reconstruct Metropolitan Avenue from Varick Avenue to Scott Avenue.
- Reconstruct Meserole Street between Bushwick Avenue and Union Avenue.
- Reconstruct Driggs Avenue from Lorimer Street to Division Avenue.
- Reconstruct Montrose Avenue from Union Avenue to Bushwick Avenue.
- Reconstruct and widen Grand Street Bridge (aka the Penny Bridge).
- Reconstruct Scholes Street from Morgan Avenue to Union Avenue.
- Reconstruct Lorimer Street from Broadway to Nassau Avenue.
- Replace sidewalks on Frost Street (NYCHA Development/Cooper Park Houses from Debevoise Avenue to Morgan Avenue).



- Reconstruct Maspeth Avenue, from Vandervoort Avenue to the Newtown Creek.
- Comprehensive Traffic Blue Print Study for Greenpoint-Williamsburg.
- Funds for Positive Street Signage of Truck Routes.
- Fund a Greenpoint/Williamsburg Water Transportation Study, including ground/land based connections.
- Surveillance Cameras for the Surveillance Cameras for the Williamsburg Bridge, Kosciuszko Bridge, Pulaski Bridge, Greenpoint Avenue Bridge, Metropolitan and the Grand Street Bridge (roadways, walkways and bikeways)

### **TURNING BAYS ON MCGUINNESS BLVD.**

Turning bays were installed at various intersections during its reconstruction project. However, no turning signals were ever installed. These signals need to be installed to ensure pedestrian and vehicular safety.

### **UNION AVENUE AND MEEKER AVENUE**

This intersection is very problematic. There are conflicts with people crossing and cars turning, especially off the BQE exit ramp. Signals there are confusing for pedestrians crossing and vehicles are coming from the exit. This intersection must be studied to determine what measures should be immediately taken to ensure pedestrian and vehicular safety.

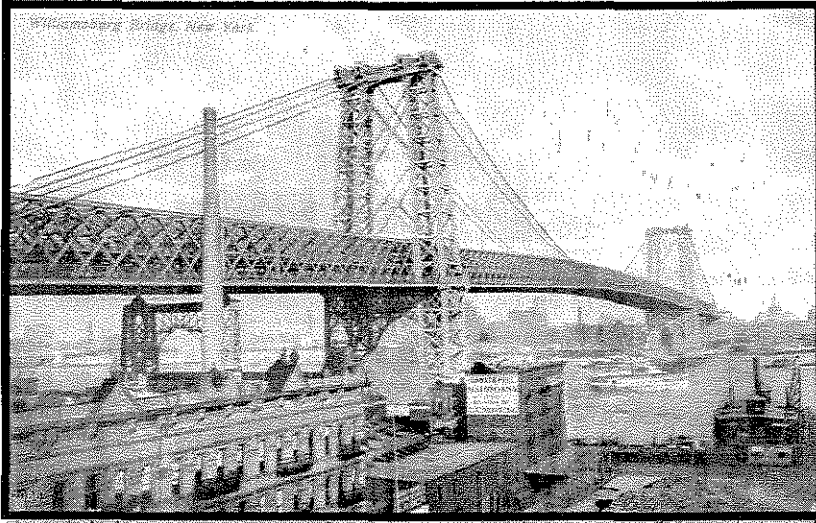
### **ADDITIONAL DOT MATTERS**

- Reconstruct - Maujer Street between Manhattan Avenue and Union Avenue.
- Reconstruct - Union Avenue from Broadway to Meeker Avenue.
- Reconstruct - Morgan Avenue from Meeker Ave to Flushing to include painting of cross walks.
- Reconstruct -Varick Street between Bridgewater and Meeker Avenue.
- Lighting survey under BQE - it is very dark and prone to illegal dumping and potential danger to pedestrians.
- Study of Humboldt/McGuinness/Meeker intersection - Extremely dangerous when vehicles are making left turn onto McGuinness has very high accident stats. Very dangerous for pedestrians and cyclists.
- Study of Meeker Avenue & Kingsland Intersection - Traffic backs up, cars block intersection and traffic is at a standstill. Pedestrians can't cross, vehicles are going up a one way to get through the intersection. A "Don't Block the Box" was requested and DOT said they no longer paint them. Traffic cops were requested and this request was also turned down. The Kosciuszko Bridge

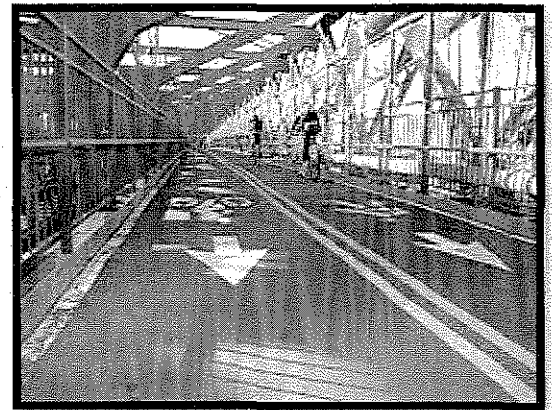
project will increase traffic and this needs to be addressed now.

- Resurfacing of Onderdonk Avenue between Metropolitan Avenue and the Dead End.
- Restriping of all two way streets in the District --- all are faded and unseen.

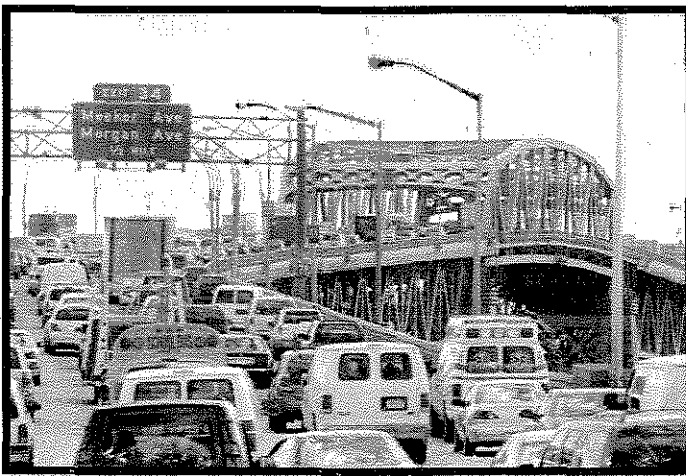
### WILLIAMSBURG BRIDGE



→ Budget Request: Surveillance Cameras for the Williamsburg Bridge, Kosciuszko Bridge, Pulaski Bridge, Greenpoint Avenue Bridge, Metropolitan and the Grand Street Bridge (roadways, walkways and bikeways)



### KOSCIUSZKO BRIDGE



→ Budget Request: Fund an independent consultant for Kosciuszko Bridge project.

## PULASKI BRIDGE



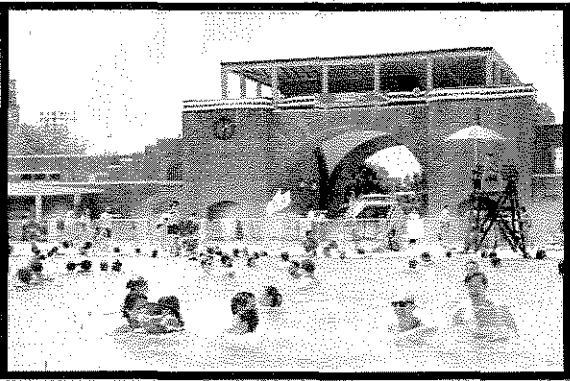
*The Pulaski Bridge is a moveable structure allowing boats to navigate the waters below. It serves to carry vehicular, pedestrian and bicycle traffic over the Newtown Creek into Long Island City, Queens. It is one of the many gateways into and from Brooklyn Community Board No. 1.*

*Major capital funding is needed to keep our bridges and other transportation structures in safe shape and good repair.*

## PARKS

### McCARREN PARK AND POOL

In June 2007, the Mayor allocated \$50 million for construction of a new pool and recreation area with retention of the bathhouses and archway. The Board supported a feasibility design strategy that was presented by the Parks Department to recommend alternate venues to accommodate the many community events enjoyed at the pool site. The pool and recreation center are now open for all to use. We were pleased that the Parks Department issued an RFP for a seasonal ice skating rink concession. A rink was



*McCarren Park Pool – construction of this facility is now complete after having the facility laid dormant and derelict since 1981. The pool is open and funds must continue to be allocated to operate and maintain the facility year round.*

operated this past winter at the pool site and it proved to be a successful endeavor that was enjoyed by many. We look forward to it returning next winter. It is important that

sufficient funding continues to flow steadily to sustain our new facility for generations to come.

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.

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, and all other permitted fields, must allow preferences for its use by bona fide Greenpoint/Williamsburg youth groups.

The action to de-map a portion of Union Avenue that lies adjacent to McCarren Park will provide additional open space for the park. Community Board No. 1 provided support for the action with conditions that the applicants are: (1.) To address concerns about the loss of 34 parking spaces, DPR commits to providing the completed survey (to accommodate all of the parking that will be displaced by this action) prior to the end of CB#1's ULURP clock. (2.) The Parks Department is to commit in writing to involve Community Board No. 1 prior to and during the design for the long term use. (3.) OSA is to commit to in writing to involve Community Board No. 1 prior to and during the design for an interim use. (4.) The existing successful uses (including the dog run, Green Market and Green Dome Garden) are to be preserved. OSA is to provide our board with an update on the project.

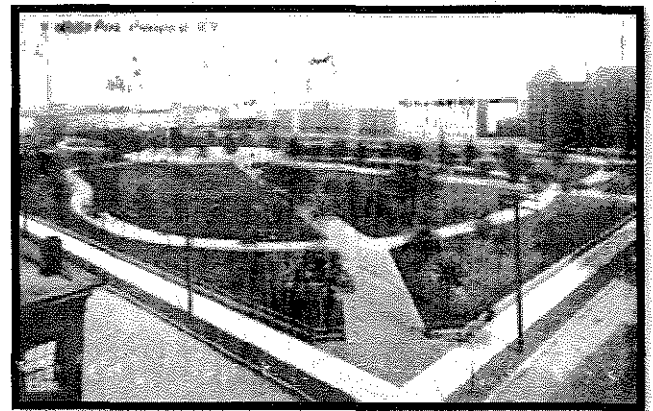
### **METROPOLITAN POOL**

Met Pool now serves Community Board No. 1 in a more effective manner than ever before. The City should further support the venue by assigning additional recreation staff to this facility and extending hours of operation to further meet the needs of the community. Lifeguards at the facility are needed that are reflective of the community's needs.



### **McGOLRICK PARK**

McGolrick Park is in need of major improvements. Funding must be secured for the necessary capital projects for the park's infrastructure and building. This hosts a landmark structure, its central Pavilion Shelter and two important historic sculptures.





These iconic features of the park require varying degrees of maintenance; they should be made a



number one priority by the Parks Department for funding. Attention and funding is needed to preserve its fine and unique character as well as upgrading of its aged infrastructure.

### **SAND PARK**

The Williamsburg Bridge reconstruction project has long been completed and we remain outraged that the rehabilitation of Sand Park (the mapped park playground beneath it at 375 Wythe Avenue, Block 2455, Lot 1) has not happened. 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

### **OTHER PARK PROJECTS AND GENERAL OPEN SPACE COMMENTS**

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, Clason 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. We have requested that lighting be placed in the park to allow practice and matches to continue into later hours. The courts were resurfaced using funds raised. The Parks Department should continue to explore and solicit the community’s preference for the doming of the tennis courts to allow for winter time play. The Parks Department has issued an RFP for “doming” in the tennis courts. Community Board No. 1 supports the issuance of the RFP and urged that the RFP that contains year round lighting of the tennis courts be given special consideration.

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.

We seek the completion of Bushwick Inlet Park, including the condemnations, remediation and build out of the promised 28 acre park. In regards to the 65 Commercial Street site, this is another parcel promised as park space in the 2005 Waterfront Rezoning Points of Agreement. The MTA has agreed to relocate from this site. Funds and planning must be applied to turn this site into park space.

### **EAST RIVER PARK**

A State park was designated for a portion of the former BEDT site (Kent Avenue/North 7<sup>th</sup> Street) and funded by New York State. After much delay, the park is has opened and is to be further developed. The park should remain open with regular hours for the area's residents throughout the year. We look forward to the park being further developed. Solar lighting for the park must have the necessary funds to maintain them.

### **WILLIAMSBURG PARK**

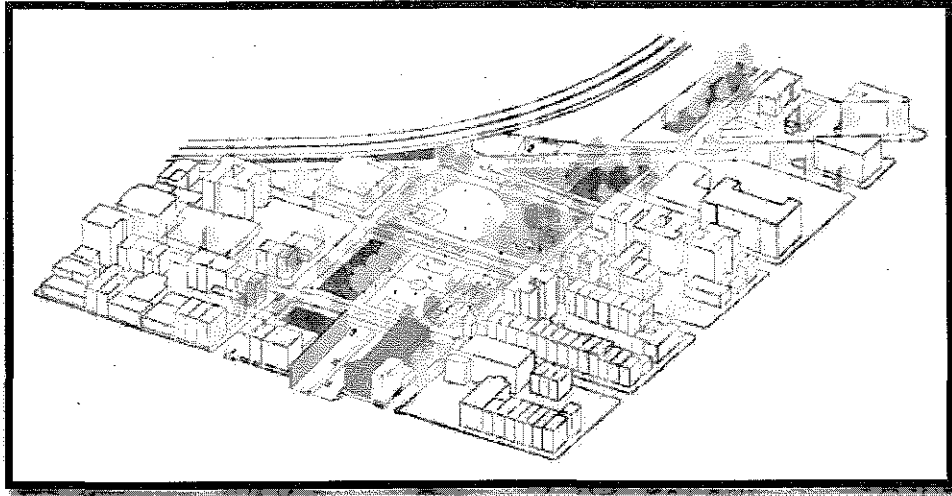
We ask that with the holding of any special events and use of this new park (at the former Department of Sanitation Garage/50 Kent Avenue) as a performance venue that the sound levels be restricted so not to negatively affect the surrounding community.

### **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.

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.

- Budget Request: Support needed improvements for Cooper Park.
- Budget Request: Expand park enforcement patrol project to incorporate McCarren Park (including Park Rangers).
- Budget Request: Lighting for the Tennis Courts at McCarren Park.
- Budget Request: Complete all phases of development for waterfront area/parkland at: (a.) the foot of Greenpoint Avenue – WNYC Transmitter Park (Old WNYC Tower Area); (b.) Division Avenue Ferry Park.



→ Budget Request: Support Project to Provide Additional Park Land By Decking Over the BQE.



*The Greenpoint and Williamsburg district needs more green space and parks staffing, including maintenance of the little precious park land that we have.*

The site of the former gas holders at Vandervoort Avenue (or what was known as the "tanks" ) was a familiar landmark for travelers through the community. This site (once held by Brooklyn Union Gas, and then KeySpan) contained two gigantic holders that were no longer being used. They were in derelict condition and demolished by use of implosion techniques that are rarely allowed in NYC. The property is now owned by NationalGrid. The company should take similar action at this site to convert it into a public park like they have done with an akin site in nearby Elmhurst, Queens.





## TREES

We urge that all efforts to re-green 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.

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. These 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.



Tree maintenance is key to a successful green canopy. It is therefore extremely important that there be an aggressive stump removal and pruning program implemented in Community Board No. 1.

- Budget Request: Increase funding for the Green Street Program for projects in CB #1, including the much needed improvements and replace fencing of park triangles.
- Increase significantly park maintenance funds and increase operations/recreation staffing at specific CD #1 parks and playgrounds (including support equipment).
- Budget Request: Funding for development of parkland per Greenpoint-Williamsburg waterfront rezoning and the Administration's Points of Agreement.

**OTHER IDENTIFIED NEEDS:**

**ECONOMIC DEVELOPMENT**

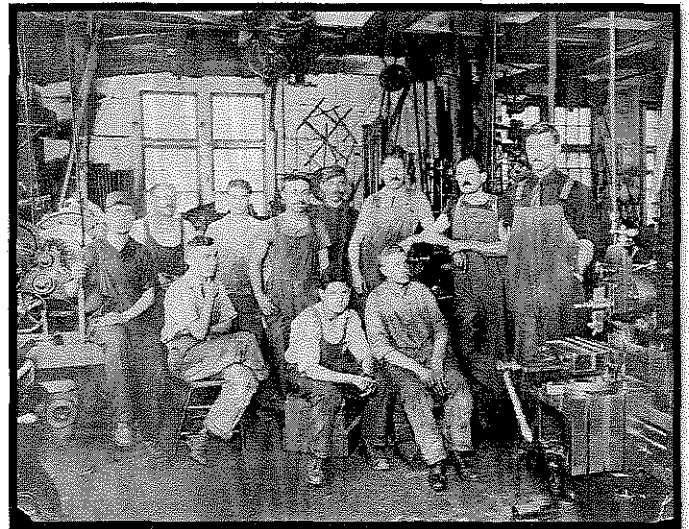
**COMMERCIAL REVITALIZATION AND INDUSTRIAL DEVELOPMENT**

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).

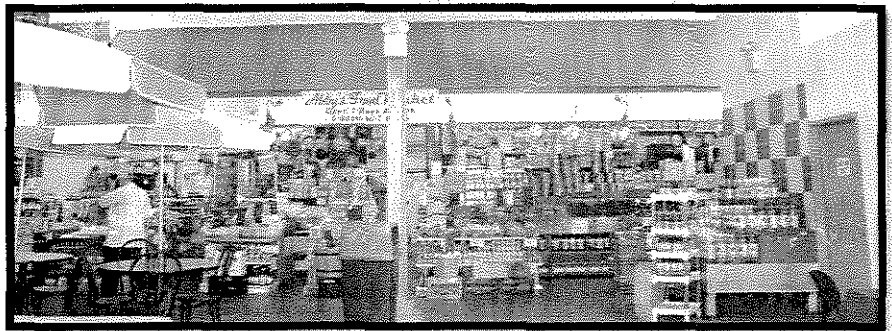
We support the continuation of public funds for nonprofits to develop affordable industrial real estate. This is similar to the way that affordable housing is developed with public funds (i.e. 20% below market rate). More capital support can expand the availability of industrial real estate made affordable in perpetuity.



**MOORE STREET MARKET**

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.





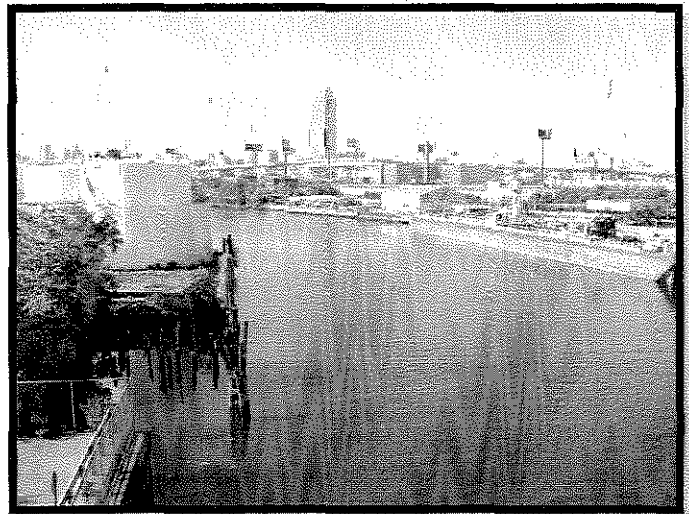
The plaza was designed and a contract for its construction was issued. The Plaza will provide open space for the community and additional vending opportunities at the market for the merchants. A Percent for Art project is planned for the location and will provide a unique design for the plaza.

Community Board No. 1 continues to support the landmarking of this institution so that it would be around for generations to come.

➔ Budget Request: Support the Plaza Project at Moore Street Market

## INDUSTRIAL DEVELOPMENT – NEWTOWN CREEK AREA

We continue to urge monitoring the progress of the Superfund scoping and remediation project to minimize negative impacts on creek side businesses. To date, these impacts have included inability to obtain financing and insurance. All of these businesses were adversely affected by Superstorm Sandy; it is vital that proposed public works projects address storm impact on business operations.

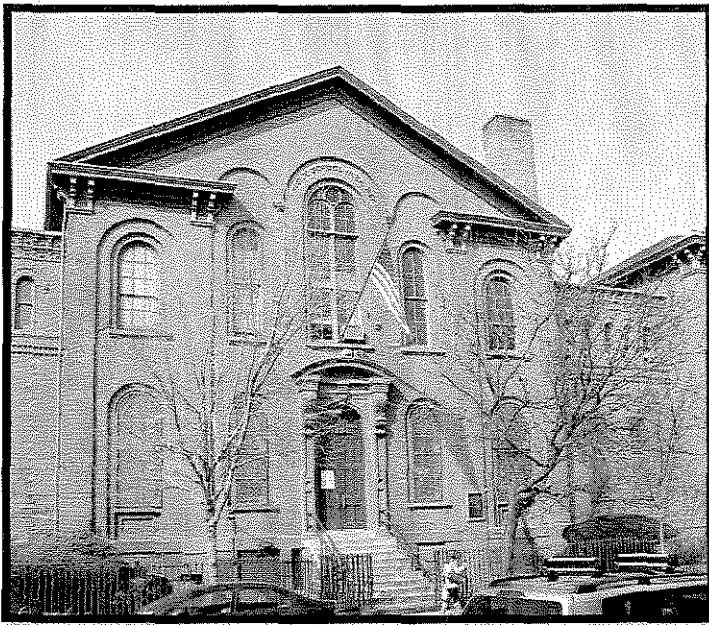


## EDUCATION



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



*Our district contains several school buildings (such as PS 34) that are historically significant and have served the community for decades.*

*However, this also means that these properties require much maintenance to sustain them.*

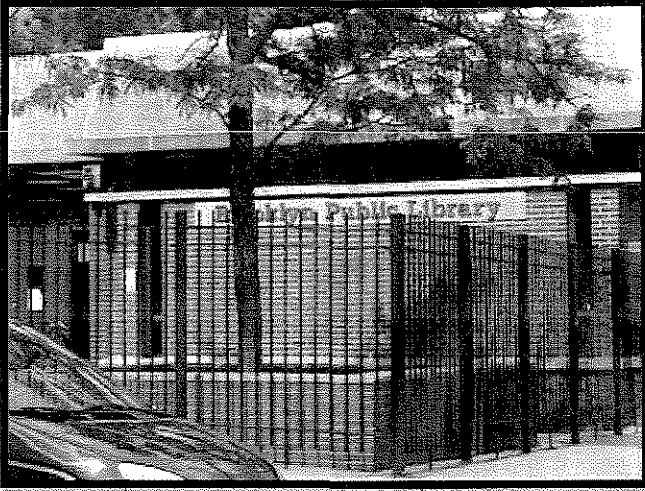
*The allocation of funds for this purpose is greatly needed.*

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.

- Budget Request: Department of Education projects scheduled in SD-14 to start or complete (i.e. renovations to include Automotive Trades HS, 850 Grand Street Campus, Van Arsdale Campus).
- Budget Request: Construct a new schoolyard at PS 18.
- Budget Request: Construction proposed for a new school (P.S./I.S.) at the Dupont Street site.
- Budget Request: Fund new science labs for elementary schools (District 14/Region 8) located within the confines of Community Board No. 1's district.
- Budget Request: Provide safe street crossing (NYPD Crossing Guard Post) at Jackson Street and Kingsland Avenue for children attending various local schools/after school programs (St. Francis Developmental School, PS 132, St. Nicholas/Rosary Academy, IS 49 Campus, Grand Street Campus/Beacon Program, IS 126/Beacon Program, School Settlement House Association).
- Budget Request: Establish additional daycare or head start programs to serve Greenpoint/Williamsburg that are now under-served.
- Budget Request: Fund a new school library for PS 250.

## PUBLIC LIBRARIES

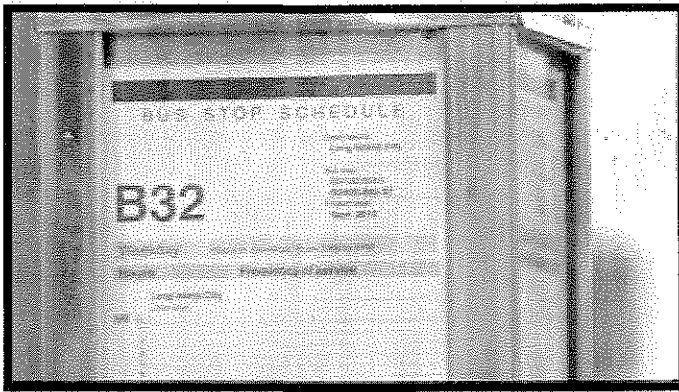
Community Board No. 1 contains four public libraries (Greenpoint, Bushwick, Leonard and Marcy Avenue branches) which provide a variety of services for the community. We support their needs for enhanced equipment, computer linkages, increased book budgets and physical improvements.



→ Budget Request: Expand funding for library operations – Brooklyn Public Library, including branches within CD #1; fund extended days/hours; fund computer catalogue and increase book budget.

→ Budget Request: Replacement of the Greenpoint Branch of the Brooklyn Public Library (at existing footprint, 107 Norman Avenue/corner of Leonard Street).

## MTA (DOT & EDC)



- The newly created bus service along our waterfront (Kent Avenue and Franklin Street) must be evaluated for any needed enhancements. This service is to be fully funded for expansion and ease of transportation to Manhattan.
- Fixing of the "Greenpoint Tubes" for the G train is being done this summer. The G line's underwater tubes were one of the hardest hit lines by Superstorm Sandy. The tubes flooded with water to the height of 15 feet. The MTA's Fix & Fortify efforts will repair the substantial damage caused by the salt water.



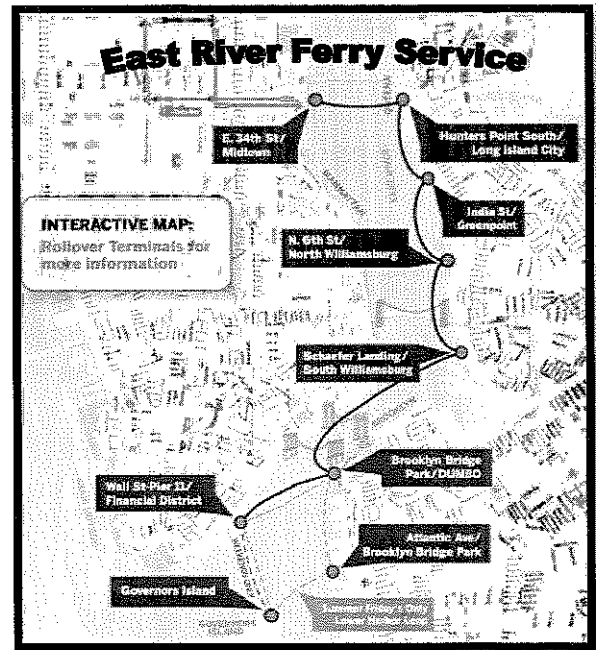
- Need to alleviate overcrowding of the train service – especially the Bedford Avenue “L” Station, and stop the continued cuts in service at the “G” train.



- MTA Needs Assessment of the Greepoint-Williamsburg Area (evaluation of services).
- Other modes of transportation, including larger capacity ferry water service, must be continuously explored. The stop at India Street in Greenpoint needs to be restored.

➔ Budget Request to the MTA: Elevator for “L” line at Bedford Avenue – ADA Access

*The water ferry service was recently expanded in the district. There are concerns about the service since the collapse of the boarding structure for the East River ferry service (at the India Street dock). Additionally, our board has provided its comments about the loading areas, seeking that they receive better lighting and more located closer shelter areas for waiting passengers. There needs to be a way of interfacing with the MTA's MetroCard system when paying fares at the ticketing machines.*



→ Budget Request: Fund a Greenpoint/Williamsburg Water Transportation Study, including ground/land based connections.

→ MTA/NYCTA – Continuation of the Station upgrading program (G, L, J, M lines) to also include surveillance cameras for “L” (Bedford Avenue station) & “G” lines (Metropolitan/Grand/Lorimer Street Station) and a public address system on the “G” – Greenpoint Avenue Station.

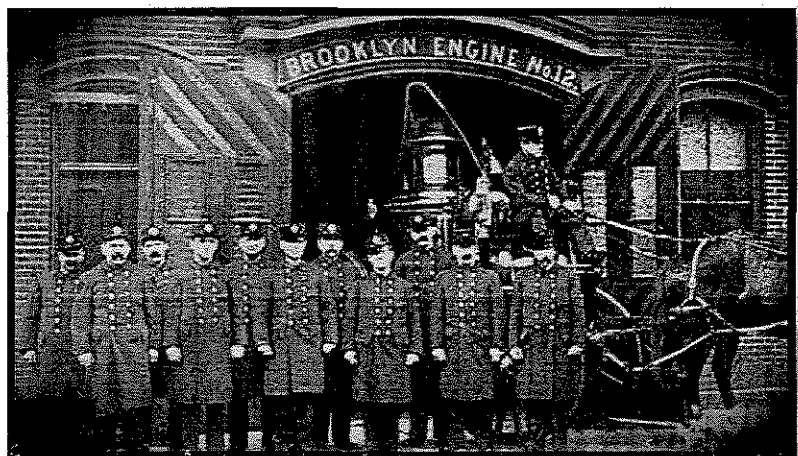
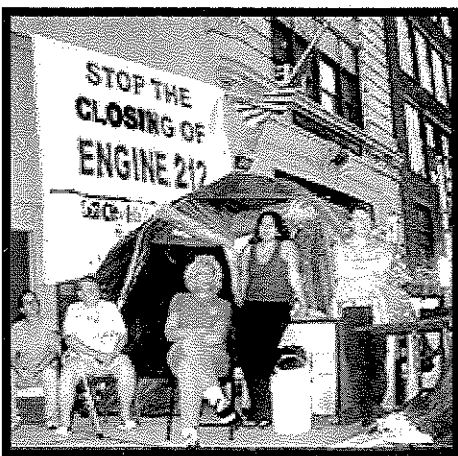
### **FDNY/EMERGENCY MEDICAL SERVICES**

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.

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 “1<sup>st</sup> Responders” when needed. For the period of January – May 2013, our fire companies responded to 3,825 emergencies as “Certified First Responders-Defibrillators” in Community Board No. 1. The ranking for our district is the third highest in Brooklyn with Emergency Medical responses.

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. 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!**



→ Budget Request: Creation of a new firehouse in the Northside area.

→ Fund the operations of a newly created firehouse (FDNY) in the Northside.

## HEALTH & HOSPITALS

Need for a hospital or emergency facility within the confines of Community District #1 area – none exists now!

→ Budget Request: Increase the staffing of outreach programs that handle education, testing and counseling for infectious diseases (TB/AIDS) and drug abuse.

→ Budget Request: (a) Fund a comprehensive air quality study/anti-asthma initiative for Greenpoint and Williamsburg; (b) funding of a comprehensive study of the environmental health hazards and its cumulative effect on CB #1, including DEP waste water treatment plant.

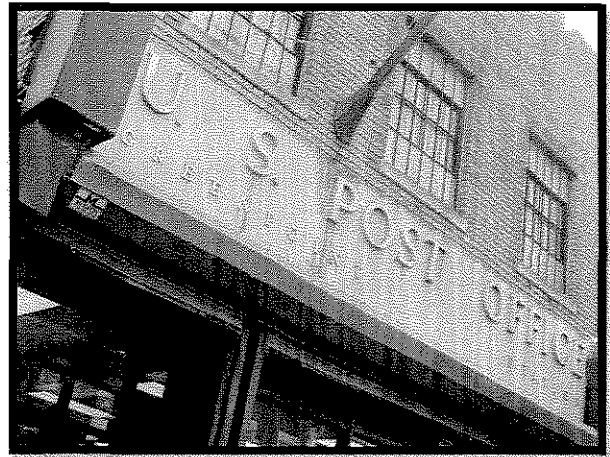
## NYPD



Need for increased space at the 94<sup>th</sup> Precinct and the 90th Precinct.

## POSTAL SERVICES/USPS

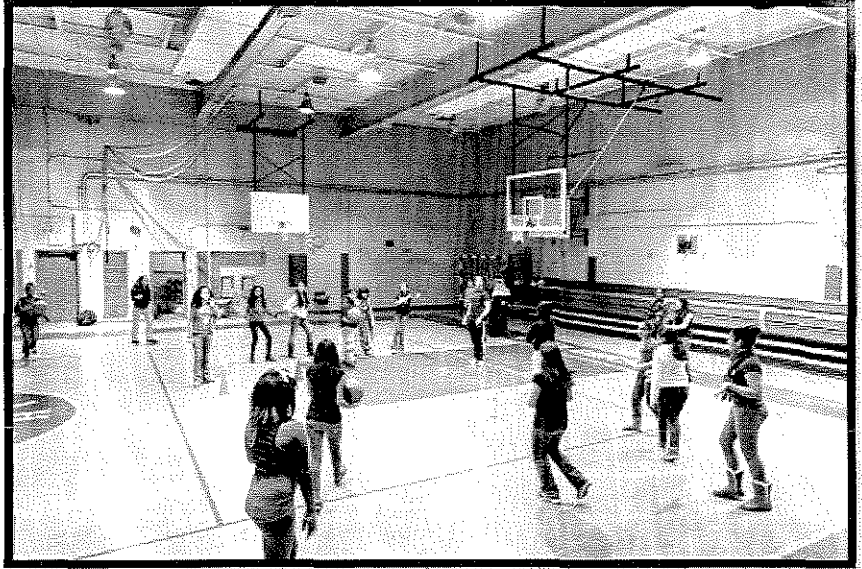
Need for modernized services at the Greenpoint Station, Williamsburg Station, and the Metropolitan Station on (Debevoise Street) – many services are obsolete at these stations. They need lobby furniture and painting.



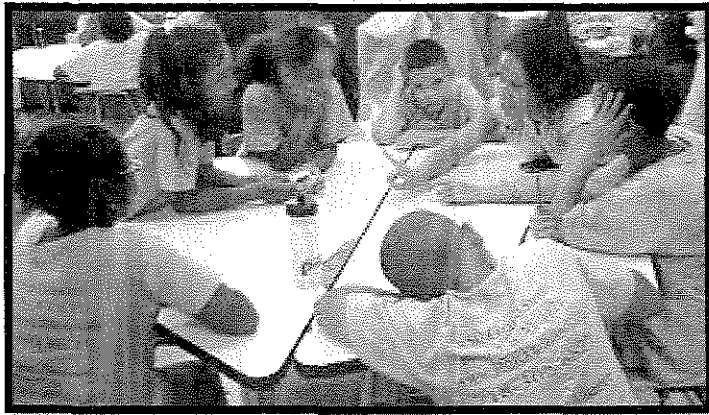


## YOUTH SERVICES

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 & Education Committee.



We are also concerned with the closing of youth centers at our public housing developments. 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.

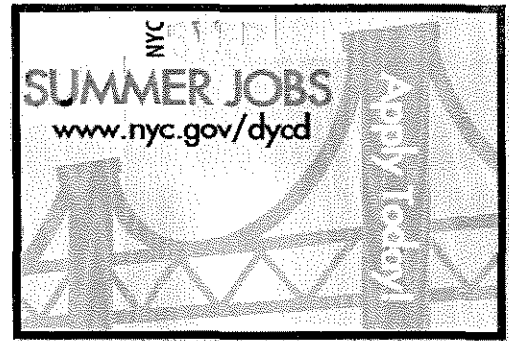


The Beacon program located at 850 Grand Street Campus has offered a valuable resource, but is not enough to service the approximately 51,625 youths of our district. Unless the City and State agree to substantially bolster this modest allocation, and a 100% increase is not-out-of order, its impact upon 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.

➔ Budget Request: Increase significantly the Department of Youth and Community Development Agency's community board fair share, after school, summer and recreation funding for CD #1.

## YOUTH EMPLOYMENT

The Department of Youth and Community Development must increase the number of slots and continue to develop and expand local sponsorship within Community District No. 1 for the City's "Summer Youth Employment Program". It 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

A serious problem involving youth is adolescent pregnancy. 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 1,338 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, heads start program and an increase in meals-on-wheels program is rising in the District, especially in the South Williamsburg area.

We are totally dismayed to learn that the City has chosen to close the two agencies at the 211 Ainslie Street facility: The Small World Day Care Center and the Swinging 60's Senior Citizen Center.



→ Budget Request: Establishment of a senior citizen center to serve southwest area of Williamsburg, central to Division Avenue and Clymer Street (continued funding).

## **SOCIAL SERVICES**

The New York City Department of Human Resources Administration reports that during the prior fiscal year there were over 80,000 persons assisted by the agency in Community Board No. 1. As of the May 2013, the numbers from the agency are 61,327 Medicaid only (with a total of 75,232 persons enrolled); 5,561 Cash Assistance; 57,852 Food Stamp Recipients). It is reported that over 43% of CB #1's population receives assistance. We rank fourth (4<sup>th</sup>) highest in the Borough and rank seventh (7<sup>th</sup>) Citywide in the number of persons receiving Medicaid, and rank second (3<sup>rd</sup>) in the Borough and rank fourth (4<sup>th</sup>) 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 to establish 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.

- ➔ Budget Request: Funding to support subsidies to lower rents for senior citizens, to reduce an increase in homelessness.
- ➔ Increased funding of Homecare Services and the Homebound meals.

## **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.

The DHS's should not encourage the development of private shelters and assessment centers in Greenpoint and Williamsburg. The agency has an open "RFP" process seeking proposals for shelters. Community Board No. 1 maintains that our district has more than its fair share of homeless facilities and the City should set its sights elsewhere.

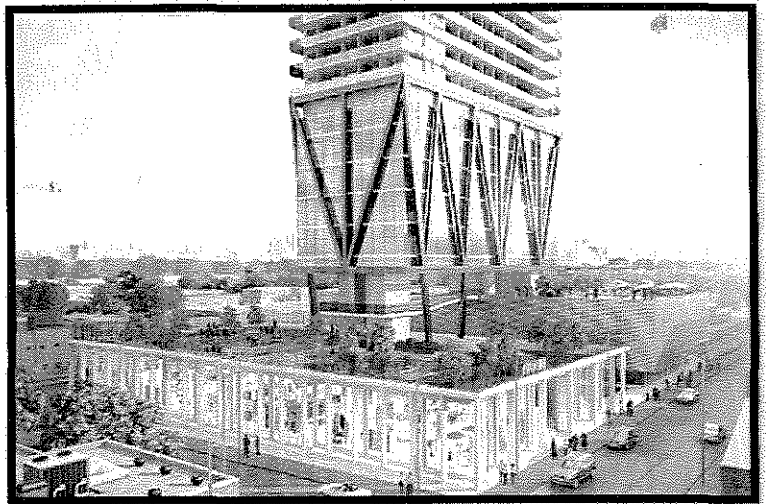
## HOTEL DEVELOPMENT



CB #1 seeks the City to address an issue that is of increasing importance to our community: hotel development. As the landscape of the city changes, more and more hotels are being built in neighborhoods that are historically residential, such as ours. Hotels have an outsized, often disruptive, impact on our communities and we urgently need a process that provides real community input on hotel development.

Recent hotel growth in Brooklyn has been in residential and industrial areas, crowding out local communities, manufacturing spaces, and affordable housing. This hotel growth has led to the gentrification and homogenization of our communities, and it has inflated rents and property taxes. To maintain our vibrant city, every effort should be made to preserve socioeconomic diversity and keep our neighborhoods affordable for the mix of uses (residential, community spaces, artistic) that currently exist.

We need a real voice in the development process and an opportunity to engage developers before they start building. The simplest, most comprehensive approach is to amend the Zoning Resolution so that new hotels may only be developed by special permit. We strongly support a city-wide special permit requirement for hotels. This will empower communities and put residents and our representatives in City Council and in the Borough President's office on more equal footing with hotel developers, who have too often disregarded substantive issues.



## 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 Williamsburg and Greenpoint 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.



The New York State Liquor Authority has thrust upon our community board the burdensome role of review for applications that the state agency receives for licensing premises. The community board is an advisor only and not a license granter here nor does it share in the revenue stream. However, the review role is both costly and time consuming. It requires the intake of notifications (30 day Municipal Notice). These notifications are accepted by CB #1 by USPS certified return

receipt mail. The receipt of this document then triggers the board's review process where:

- 1.) CB #1 announces the application on a meeting notice. Some types of applications, such as new sidewalk cafe applications and cabaret licenses, notice of the meeting is hand distributed by placing notices within the affected area.
- 2.) CB #1 dedicates time and space on its public hearing agenda to hear from the public. Comments are solicited, and if made, become part of the board's records.
- 3.) CB #1 sends out notifications to the applicant, package of materials to be completed, and an invitation for them to attend the review meeting
- 4.) Materials are transmitted to the applicant for the review process (questionnaire, poster)
- 5.) At a review meeting, a presentation is made and the application is discussed, with the committee making a recommendation.
- 6.) The recommendations are presented to the full board in the form of a report.
- 7.) The board then votes on the recommendations and the result is submitted to the NYSLA.

All throughout this monthly process, the staff is dedicating an inordinate amount of time to handle the voluminous amount of applications that come to the board. There is a constant stream of mail coming in, going out, email correspondence and hard copied documents to be file and maintained. For those applicants who are postponed, the process lingers until there is a determination.

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.

CB #1 developed updated protocols and procedures regarding licensing for establishments. We were 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. We remain concerned about outdoor uses and noise complaints (i.e. patios, rooftops, backyard gardens) and urge that the City Council reintroduce legislation that would provide restrictions for such uses.



The table below highlights the number of applications that were presented to CB #1 in the last fiscal year:

Month	Liquor Licenses		Sidewalk Cafes		Cabaret
	New	Renewals	New	Renewals	
June	9	23	2	1	
July/Aug/Sept	62	47	0	0	
Oct	16	24	1	5	
Nov	26	19	0	2	1
Dec	20	17	0	1	
Jan	14	16	1	1	
Feb	24	19	1	0	
March	16	10	1	0	
April	19	19	6	1	
May	19	9	4	5	
June	18	10	0	2	
<b>Total</b>	<b>243</b>	<b>213</b>	<b>16</b>	<b>18</b>	<b>1</b>



We are also concerned about the proposed shortened review period for sidewalk cafes as well as the extended time for sidewalk cafes to open on Sundays. Shortening of the review period will present problems for community boards to complete their process and provide comments. The extended hours for sidewalk cafes to allow an earlier time to operate on Sundays will conflict with the SLA's regulations restricting establishments to not serve alcohol before 12 O'clock (noon).

Key to the public's safety is regular enforcement of the regulations (NYC/NYS) regarding a particular license. Unenclosed sidewalk cafes must conduct their businesses within the confines noted in their permits, as well as adhere to the operating hours.

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.

