

***Statements of Community  
District Needs  
and  
Community Board  
Budget Requests***

Fiscal Year  
2021



Published by:



February 2020

**Brooklyn  
Community District  
18**

## INTRODUCTION

The annual Statements of Community District Needs (CD Needs Statements) and Community Board Budget Requests (Budget Requests) are Charter mandates that form an integral part of the City's budget process. Together, they are intended to support communities in their ongoing consultations with city agencies, elected officials and other key stakeholders and influence more informed decision making on a broad range of local planning and budget priorities. This report also provides a valuable public resource for neighborhood planning and research purposes, and may be used by a variety of audiences seeking information about New York City's diverse communities.

## HOW TO USE THIS REPORT

This report represents the Statement of Community District Needs and Community Board Budget Requests for Fiscal Year (FY) 2021. This report contains the formatted but otherwise unedited content provided by the community board, collected through an online form available to community boards from August to November, 2019.

Community boards may provide substantive supplemental information together with their Statements and Budget Requests. This supporting material can be accessed by clicking on the links provided in the document or by copying and pasting them into a web browser, such as Chrome, Safari or Firefox.

If you have questions about this report or suggestions for changes please contact:

[CDNEEDS\\_DL@planning.nyc.gov](mailto:CDNEEDS_DL@planning.nyc.gov)

This report is broadly structured as follows:

### 1. Overarching Community District Needs

Sections 1 – 4 provide an overview of the community district and the top three pressing issues affecting this district overall as identified by the community board. Any narrative provided by the board supporting their selection of their top three pressing issues is included.

### 2. Policy Area-Specific District Needs

Section 5 is organized by seven distinct policy areas aligned with the service and program areas of city agencies. For each policy area, community boards selected the most important issue for their districts and could provide a supporting narrative. The policy area section also includes any agency-specific needs and a list of relevant budget requests submitted by the community board. If the community board submitted additional information outside of a specific policy area, it may be found in Section 6.

### 3. Community Board Budget Requests

The final section includes the two types of budget requests submitted to the City for the FY21 budget cycle; one list for capital and another for expense budget requests. For each budget request, community boards were able to provide a priority number, explanation, location, and supporters. OMB remains the definitive source on budget requests submitted to city agencies.

## Disclaimer

This report represents the Statements of Community District Needs and Community Board Budget Requests of this Community District for Fiscal Year 2021. This report contains the formatted but otherwise unedited content provided by the community board.

*Budget Requests:* Listed for informational purposes only. OMB remains the definitive source on budget requests and budget request responses.

*Budget Priorities:* Priority numbers apply to expense and capital Budget requests from all policy areas. A complete list of expense and capital budget requests by this Board sorted by priority can be found in Section 7 of this document.

*Supporting Materials:* Some community boards provided substantive supplemental information. This supportive material can be accessed by clicking on the links provided in the document or by copying and pasting the links provided in the Appendix into a browser.

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## 1. COMMUNITY BOARD INFORMATION

Brooklyn Community Board 18

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Address: 1097 Bergen Avenue

Phone: (718) 241-0422

Email: [bkbrd18@optonline.net](mailto:bkbrd18@optonline.net)

Chair: Saul Needle

District Manager: Dorothy Turano

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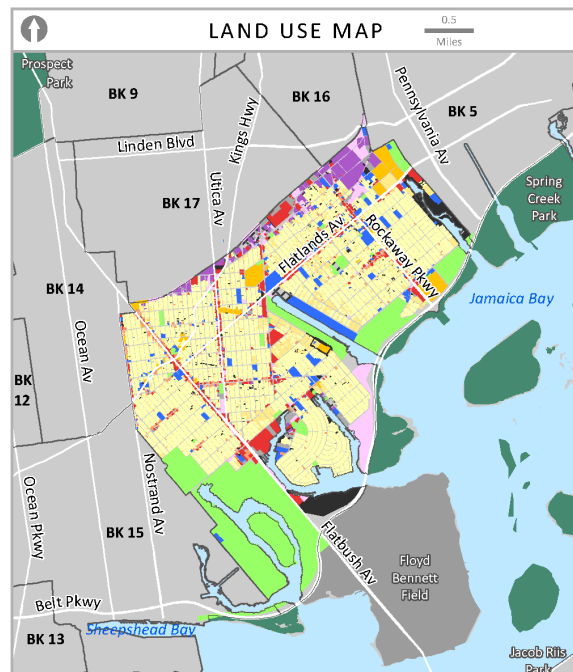
## 2. COMMUNITY DISTRICT PROFILE AND LAND USE MAP

# Brooklyn Community District 18

See BK 18's profile online at  
communityprofiles.planning.nyc.gov

**Neighborhoods<sup>1</sup>:** Bergen Beach, Canarsie, Flatlands, Georgetown, Marine Park, Mill Basin, Mill Island, Paerdegat Basin

POPULATION & DENSITY		
2000 <sup>2</sup>	2010 <sup>3</sup>	2000-2010
194,653	193,543	-1%
2013-2017 Estimate <sup>4</sup>		211,993
Square Miles		8.5
Population Density		22,770/sq mi



Map Source: PLUTO 19v2

### COMMUNITY BOARD PERSPECTIVES

Top 3 pressing issues identified by Brooklyn Community Board 18 in 2019:

1. Parks
2. Infrastructure resiliency
3. Street conditions

To learn more, please read Brooklyn CD 18's Statement of Community District Needs and Community Board Budget Requests for Fiscal Year 2021.

Website:  
Email: bkbrd18@optonline.net

Land Use Category	# Lots	% Lot Area
1 & 2 Family Bldgs	30,334	38%
Multifamily Walk-up	2,381	5%
Multifamily Elevator	38	3%
Mixed Use	856	1%
Commercial	546	4%
Industrial	146	2%
Transportation/Utility	174	3%
Public/Institutional	230	4%
Open Space	49	24%
Parking	196	1%
Vacant	534	14%
Other	96	1%

### A Snapshot of Key Community Indicators

COMMUNITY ASSETS <sup>5</sup>	
Public Schools	35
Public Libraries	6
Hospitals and Clinics	11
Parks	19
Click to visit the NYC Facilities Explorer	

RENT BURDEN <sup>4, 6</sup>	
Brooklyn CD 18	Brooklyn
<b>42%</b>	46%
of households spend 35% or more of their income on rent	NYC
	45%

ACCESS TO PARKS <sup>7</sup>	
Brooklyn CD 18	Citywide Target
<b>77%</b>	85%
of residents live within walking distance of a park or open space	

MEAN COMMUTE TO WORK <sup>4, 8</sup>	
Brooklyn CD 18	Brooklyn
<b>48</b>	42 minutes
minutes	NYC
	41 minutes

LIMITED ENGLISH PROFICIENCY <sup>4</sup>	
Brooklyn CD 18	Brooklyn
<b>13%</b>	23%
of residents 5 years or older have limited English proficiency	NYC
	23%

CRIME RATE <sup>9</sup>	
Brooklyn CD 18	Brooklyn
<b>9.5</b>	11.2
major felonies were reported per 1,000 residents in 2017	NYC
	11.8

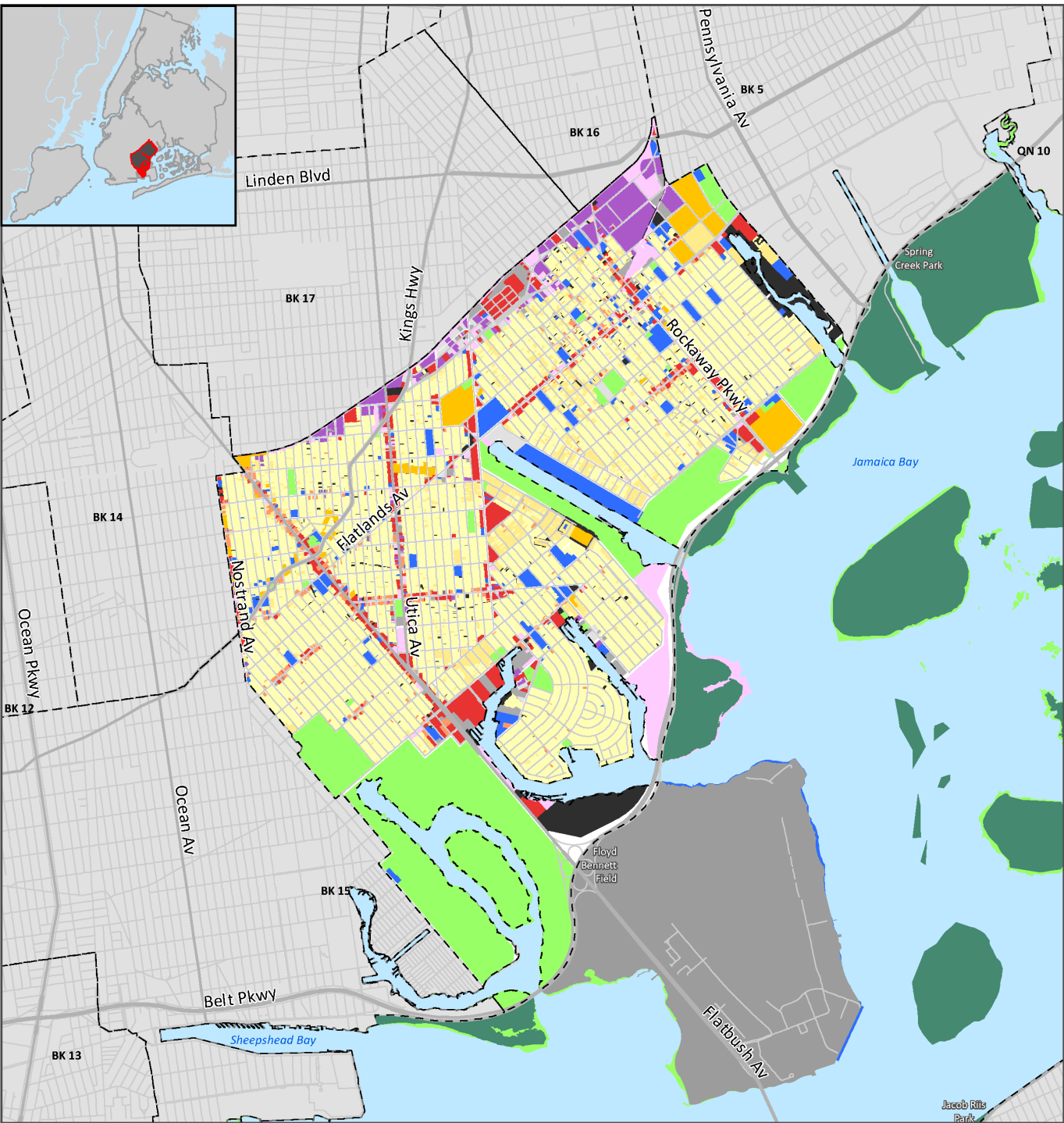
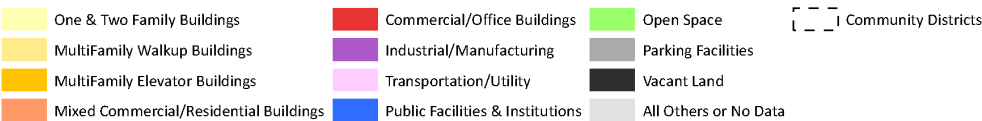
EDUCATIONAL ATTAINMENT <sup>4, 10</sup>	
Brooklyn CD 18	Brooklyn
<b>31%</b>	35%
of residents 25 years or older have earned a bachelor's degree or higher	NYC
	37%

UNEMPLOYMENT <sup>4, 10</sup>	
Brooklyn CD 18	Brooklyn
<b>4.9%</b>	5.1%
of the civilian labor force was unemployed on average from 2013 to 2017	NYC
	4.9%

NYCgov POVERTY MEASURE <sup>11</sup>	
Brooklyn CD 18	Brooklyn
<b>15%</b>	21%
of residents have incomes below the NYCgov poverty threshold. See the federal poverty rate here.	NYC
	20%

<sup>1</sup>Neighborhoods may be in multiple districts. Names and boundaries are not officially designated. <sup>2</sup>2000 US Census; <sup>3</sup>2010 US Census; <sup>4</sup>American Community Survey 2013-2017 5-Year Estimates, calculated for Public Use Microdata Areas (PUMAs). PUMAs are geographic approximations of community districts. <sup>5</sup>NYC Dept of City Planning Facilities Database (2019); <sup>6</sup>Differences of less than 3 percentage points are not statistically meaningful. <sup>7</sup>NYC Dept of Parks and Recreation (DPR) (2019). DPR considers walking distance to be 1/4 mile for parks less than 6 acres, and 1/2 mile for larger parks and pools. <sup>8</sup>Differences of less than 2 minutes are not statistically meaningful. <sup>9</sup>NYPD CompStat, Historic Complaint Data (2018); <sup>10</sup>Differences of less than 2 percentage points are not statistically meaningful. <sup>11</sup>2013-2017 NYCgov Poverty Measure by PUMA. This metric from the Mayor's Office for Economic Opportunity accounts for NYC's high cost of housing, as well as other costs of living and anti-poverty benefits.

# Brooklyn Community District 18 - Land Use





### 3. OVERVIEW OF COMMUNITY DISTRICT

Often referred to as “The Gateway District” - the neighborhoods that comprise Community Board #18 have a rich history from the earliest days of the "Canarsie Indians" to the polyglot communities that exist within our borders today. Covering one of the largest geographical land areas of any Community Board in the City, a “snap shot” look captures the heart and the spirit of Brooklyn ... multi-ethnic, middle class neighborhoods with a solid tax base of single family, multi-family, mid-rise buildings and with a scattering of condominiums and cooperative development. These neighborhoods have been characterized as some of the finest places in New York to live in, raise a family, start a business, or invest in future development.

The hallmark of Community Board #18 is our network of volunteer, civic, parent, religious, and service organizations. This harmonious and constant interchange between neighborhoods, groups, residents and local elected officials has built the very foundation that keeps the fabric of our communities stable while planning for future growth and development.

Within our boundaries, are several high-rise buildings including housing for senior citizens, the homeless, and three (3) N.Y.C. Housing Authority (NYCHA) Projects, Bayview, Breukelen, and Glenwood Houses, which require a “boots-on-the-ground” commitment to rehabilitation, full upgrading and extensive modernization. In light of the recent shocking revelations concerning the safety and lead paint issues in many of the NYCHA Developments, our Community Board is demanding a full and complete basement to roof apartment and common area inspections to determine any and all possible code violations that may exist along with a remediation plan and “tight” time table for implementation.

Floyd Bennett Field, located in our district, became part of Gateway National Recreation Area in 1972. 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 living testament to times past and the important role that Floyd Bennett Field played in the history of aviation. Views from the Control Tower at Floyd Bennett Field gave clear vision to the crisscrossing runways of New York's first Municipal Airport.

Explore Hanger B, built in 1941 by the U.S. Navy and used primarily for seaplanes spans an enormous two (2) acres in size, where airplanes return to life. Every corner of Hangar B is filled with aircraft from literally every era of aviation. The aircraft restoration efforts are the work of the Historic Aircraft Restoration Project (HARP) created and staffed entirely by volunteers and funded by grant money. HARP works hard to meet Smithsonian’s standard for aircraft restoration. You can see any sort of aircraft going as far back as a replica of the Wright Brothers model, WWII aircraft, and a fully restored Grumman JRF-5 “Goose” flying boat, which, back in the 1930’s would have been used to transport wealthy Gold Coast clientele to Wall Street, literally landing in the river. HARP is open to the public on Tuesdays and Thursdays from 9am to 1pm, Saturdays from 9am to 4pm, with ranger guided tours on Sundays from 2pm to 4pm.

The dream of a restored Floyd Bennett Field for recreational use with water-access must not be forgotten. The field's coast is a polluted cemetery for destroyed boats and debris. In short - It is the disgrace of Gateway! The restoration of the boat docks at Floyd Bennett Field and at Canarsie Pier would allow for the use of on-again, off-again water ferries at peak times to facilitate the movement of participants of large outdoor events at Gateway as well as for visitors to the Park and Aviator’s Sports Complex at Floyd Bennett Field. It would also provide a ferry commuter connection with other parts of the borough and city. The current Ferry Service Plan includes neighborhoods in all the boroughs as a link to existing ferry service to Manhattan. The service for South Brooklyn is in Bay Ridge. Mayor de Blasio promised us Ferry Service at Canarsie Pier without any results. Despite community opposition, he chose, instead, to add a ferry stop for the Coney Island area.

As a result of Super Storm “Sandy,” the Canarsie “L” Train Tunnel was flooded with seven (7) million gallons of salt water, which damaged all the electrical and communication equipment, as well as the concrete lining to the tunnel. The massive reconstruction work necessary to repair the Canarsie Tunnel is causing anticipated disruption of “L” Train service between Manhattan and Brooklyn. We will continue to work with the MTA, NYC DOT and City and State agencies to determine service levels needed to accommodate our ridership during the rehabilitation.



As we usher in the 7<sup>th</sup> Anniversary of Super Storm “Sandy,” we remain appalled by the lack of speed and clarity in not developing a strengthened coastal defense resiliency plan for our shoreline as the first line of defense against flooding and sea level rise. The Build-it-Back Program has been an absolute failure! The hopes that all of the shore communities shared after October 29, 2012 have never been realized and have been “washed away” in a sea of bureaucracy, indifference and red tape. Long range storm protection remains one of our top priorities. We must continue to partner with all levels of Government to make this battle to protect our shoreline communities a reality rather than another report lying in a pile of reports in some agency. Future additional funding through the Disaster Relief Appropriations Act of 2013 is necessary to implement short and long range goals for rebuilding and enhancing our infrastructure to accept the potential of another super storm surge. The Army Corps of Engineers must advance their flood protection plans to fortify the seawall side of the peninsula with the erection of seawalls and gates around the waterfront that could open or close in a storm threat to divert or redirect the surge.

We continue to look to the de Blasio Administration for a “boots-on-the-ground” comprehensive program of infrastructure improvement, reconstruction and development. Shocking as it may seem, our shore communities, almost seven (7) years since “Sandy,” find ourselves still re-building and recovering. With immeasurable loss of property, businesses and lives, the approach has to be less than “Band-Aid” therapy for our arterial bleeding.

We are guardingly optimistic that the Capital and Expense Budget will be more “backbone” and less “wishbone.” Our Board looks forward to a vigorous and enlightening Budget Process in the coming fiscal year.

## 4. TOP THREE PRESSING ISSUES OVERALL

### Brooklyn Community Board 18

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The three most pressing issues facing this Community Board are:

#### **Parks**

**PARKS:** Community Board #18 has the distinction of being "home" to the largest acreage of parkland in the City utilized by visitors from all over the city. Marine Park is home to 798 Acres of parkland and Canarsie Park is home to 132.2 Acres of parkland. Portions of both parks have been improved with recreational facilities. Marine Park also houses a nature center and nature trail. With that distinction goes a myriad of problems that must be addressed with limited manpower and equipment. Borough Commissioner, Martin Maher, and Department of Parks and Recreation Personnel, in general, demonstrate a generous spirit of cooperation and assistance in delivering timely, quality service to address the needs of our community. Within our Community Board are numerous small "vest pocket" parks that require regular attention and maintenance. Commissioner Silver calls it a framework for an equitable future. We feel that equity should include the communities that we serve and we look forward to new funds dedicated to upgrading and maintaining our neighborhood parks. We call upon the Administration to supply the Department of Parks and Recreation with the funds and tools necessary to adequately provide maintenance and care of our "under-resourced" parks and large tree population, and to provide quality recreational and cultural outlets for all ages.

#### **Infrastructure resiliency**

**INFRASTRUCTURE RESILIENCY:** On October 29, 2012, in the wake of super-storm "Sandy," the East Coast saw the destruction of whole communities, businesses and infrastructure. Our neighborhoods were no exception and are still recovering. Bergen Beach, Canarsie, Gerritsen Beach/Plumb Beach, Marine Park and Mill Island suffered widespread damage ... double-digit millions in property damage ... untold personal loss ... businesses destroyed and disrupted ... lives lost and families uprooted. The very fabric of our neighborhoods and road conditions were torn apart. Build-it-Back is still attempting to repair damages to homes caused by their original inferior repairs. Sewers and water delivery systems must be upgraded so catch basins and storm sewers can properly drain the roadways during heavy rain storms. Resiliency programs for our waterfront communities are necessary to prevent future flooding disasters for our environment and the quality of life for our communities and residents.

#### **Street conditions (roadway maintenance)**

**STREET CONDITIONS:** Our street system was, in most part, build on unsupported land fill. The streets, road bed and sewer system are old and in need of full reconstruction ... not just repair ... which is nothing short of a "band aid to control arterial bleeding." They are in various stages of collapse and require personnel and funding for a staged reconstruction plan by DOT and DEP to turn the plan into reality.

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## 5. SUMMARY OF COMMUNITY DISTRICT NEEDS AND BUDGET REQUESTS

### HEALTH CARE AND HUMAN SERVICES

#### Brooklyn Community Board 18

##### Most Important Issue Related to Health Care and Human Services

###### **Programs, services or facilities for seniors**

Our senior population needs the Administration to provide a "boots-on-the ground" commitment to rehabilitate, upgrade and perform an extensive modernization of our facilities and services. These facilities will provide sorely needed recreational and rehabilitative activities for our seniors to live long, productive lives. They will also be able to provide quality intergenerational programs and activities for our energetic youth population. Our network of senior centers is not fully funded to provide hot meals, not only on the weekdays, but the weekends as well. Funding should be made available to increase the meal and senior advocacy programs throughout the Board area. Programming must provide intense outreach to identify and provide services for home-bound seniors in need of services.

##### Community District Needs Related to Health Care and Human Services

###### **Needs for Health Care and Facilities**

Community Board #18 is the "host" to one of the largest and ever-growing senior populations in the City. Our system of senior centers and day programs is grossly inadequate. We need the centers that are currently being run, to be upgraded and at least two (2) full service centers to be built.

Full staffing of Drop-in Day Centers and a structured program of outreach to "shut-in" seniors would help to fill a growing need. Additionally, there is no one-stop location where a senior can go for help and direction. A senior citizen advocate housed at the Community Board makes good old "common sense" and should be considered for future funding.

The Health Care System needs advocacy -- not just hope, but a pressing need for a solid commitment from the Department for the Aging to establish multi-purpose senior facilities and senior housing. We look forward to long and short range objectives for meeting these goals.

###### **Needs for Older NYs**

Our senior population needs the Administration to provide a "boots-on-the ground" commitment to rehabilitate, upgrade and perform an extensive modernization of our facilities and services. These facilities will provide sorely needed recreational and rehabilitative activities for our seniors to live long, productive lives. They will also be able to provide quality intergenerational programs and activities for our energetic youth population. Our network of senior centers is not fully funded to provide hot meals, not only on the weekdays, but the weekends as well. Funding should be made available to increase the meal and senior advocacy programs throughout the Board area. Programming must provide intense outreach to identify and provide services for home-bound seniors in need of services.

###### **Needs for Homeless**

No comments

###### **Needs for Low Income NYs**

No comments

### **Capital Requests Related to Health Care and Human Services**

The Community Board did not submit any Budget Requests in this category.

### **Expense Requests Related to Health Care and Human Services**

The Community Board did not submit any Budget Requests in this category.

## YOUTH, EDUCATION AND CHILD WELFARE

### Brooklyn Community Board 18

#### Most Important Issue Related to Youth, Education and Child Welfare

##### **After school programs**

Our Community Board, since its inception, has worked to build a network of innovative youth and after school programs. However, our goals can NEVER be achieved without an infusion of funding and "real" development by the City. We suggest that the Administration build on the model of the Community Service Society and their approach of the early 80's by bringing to our community a paid coordinator to develop, enhance and support the building of a truly structured Youth Service Agenda.

#### Community District Needs Related to Youth, Education and Child Welfare

##### **Needs for Youth Education**

We are currently working with our local elected officials, community and youth organizations, to secure funds for special programs designated to address identified youth problems. By reaching students with vitally important services, ranging from mental health support to homework help and family counseling, schools will help at-risk children succeed in the classroom and beyond. While we continue to stress the importance of traditional public school education, we also recognize the role of the Charter School in the "repurposed" educational environment. Consequently, we stand ready to work with all of the stakeholders in advancing the educational structure that best meet the needs of our children. We urge the Administration to continue to support collaboration between administrators, parents, and teachers for all students. The Americans with Disabilities Act (ADA) became federal law in 1990 and states: "No qualified individual with a disability shall, on the basis of disability, be excluded from participation in or be denied the benefits of the services programs, or activities of a public entity, or be subjected to discrimination by any public entity." The New York City Department of Education (DOE) data indicates that only one (1) out of every five (5) city schools is fully accessible to students, parents, staff and other community members with physical disabilities. Students with physical disabilities find themselves cut off from the majority of DOE schools because of architectural barriers and are, instead, forced to travel significant distances and make academic and curricular compromises to attend schools they can physically access. We call upon the New York City Department of Education to include \$850 million additional funding in their 2020-2024 Capital Plan for accessibility projects with the goal of making at least one-third of New York City public schools in each district ADA accessible to help create a system where all are welcomed and included.

##### **Needs for Youth and Child Welfare**

There is an increasing need for child day care services as well as after school programs. Both parents working, as well as single parent households, created a desperate need for day care and after school activities for our youth.

**Capital Requests Related to Youth, Education and Child Welfare**

The Community Board did not submit any Budget Requests in this category.

**Expense Requests Related to Youth, Education and Child Welfare**

The Community Board did not submit any Budget Requests in this category.

## PUBLIC SAFETY AND EMERGENCY SERVICES

### Brooklyn Community Board 18

#### Most Important Issue Related to Public Safety and Emergency Services

##### **Public Nuisance (noise, other disturbances)**

Public Nuisance crimes such as loud noise, illegal parking, double parking, and the removal of abandoned and/or "For Sale" vehicles and 18-wheeler trucks parked on our streets must be aggressively addressed. It's unacceptable for abandoned vehicles to remain in the same location for one (1) month or longer without action, or for trucks or other illegally parked vehicles not to be removed within a few days from the city streets. The Administration must establish stronger enforcement with severe penalties for these violations as well as for the operation of licensed, unlicensed, and "dollar" vans illegally operating and parking in our communities, primarily in and around the Kings Plaza Shopping Center, and the illegal parking of Dealer cars in the Kings Plaza Shopping Center Garage. 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.

#### Community District Needs Related to Public Safety and Emergency Services

##### **Needs for Public Safety**

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. Since the existence of Community Boards in 1977, we have stressed the need for a New Modern 63rd Precinct House. Each year the Department never includes funding into its Capital Plan. The new Capital Budget, with its excess "dollars" means that this year the project can be funded. We are guardingly optimistic that our wish over these last forty two (42) years becomes a reality. Modern, adequately sized police precincts are essential to good policing.

We urge the NYPD to aggressively explore the acquisition of city-owned properties. Where development costs would be minimized ... new Police Precincts Do Not need to be centralized in a community ... with the communications available today location is secondary to space needs!!

##### **Needs for Emergency Services**

We are optimistic that funds will be increased to establish an even greater emergency service presence for the improvement of service deliveries 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 must include, literally, thousands of homes and tens of thousands of area residents residing in those homes as well as the illegally converted apartments that have become part of the Board area since the statistical information was updated. Consequently, analysis of the Department's decision should be the subject of "up-to-date" review not budgetary constraints. 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 coordination and approval of Street Activity Permits and the resolution of community and telecommunication issues and problems. We commend their constant expansion of internet access and support to our Board. The introduction of the multi-functional high tech kiosks is an important step in the introduction of a first-of-its-kind communication network offering up free Wi-Fi, phone calls, charging stations for mobile phones, along with a host of other functions. The Community Board has expressed concern about their placement and strongly suggest that they be placed in heavily travelled transit intersections and not be placed near any school or park. Data report listings posted on NYC.gov was an important step toward sharing 311 Citizen Service Center complaint collection data. However, we continue to stress the need to be informed about specific complaint



collection data encompassing location, tracking and resolution. Interaction and sharing of information between city agencies and the Community Board will continue to enhance service delivery and further our efforts to improve the quality of life for our residents and the business community.

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## Capital Requests Related to Public Safety and Emergency Services

Priority	Agency	Request	Explanation	Location
2/31	NYPD	<b>Provide a new NYPD facility, such as a new precinct house or sub-precinct</b>	<i>Select Site for 63rd Police Precinct. Renovation is impractical and was disapproved by Police Department's Capital Planning. Consequently, new funding is required.</i>	

## Expense Requests Related to Public Safety and Emergency Services

Priority	Agency	Request	Explanation	Location
3/10	FDNY	<b>Provide more firefighters or EMS workers</b>	<i>Increase Funding for Additional Personnel – FDNY Engine Companies #257, #309, and # 323. Additional personnel necessary to provide adequate fire protection for our Community Board area that has increased housing stock and is plagued throughout with substandard, illegal apartment conversions.</i>	
4/10	NYPD	<b>Assign additional uniformed officers</b>	<i>Increase funding for Additional Personnel – 63rd &amp; 69th Police Precincts. We Request Funding for twenty (20) Police Officers for the 63rd Precinct and twenty (20) Police Officers for the 69th Precinct, necessary to perform increased mandated police responsibilities to patrol the heavily populated shopping areas, including the vicinity of the Kings Plaza Shopping Center, and to enforce parking regulations for the illegally parked and double parked vehicles in the community and at the schools, in particular.</i>	

## CORE INFRASTRUCTURE, CITY SERVICES AND RESILIENCY

### Brooklyn Community Board 18

#### Most Important Issue Related to Core Infrastructure, City Services and Resiliency.

##### **Protective Infrastructure (sea walls, flood walls, etc.)**

October marks the 7th anniversary of Super Storm Sandy. While much has been accomplished in repairing and rebuilding our communities, much still remains to be done. Community Board #18 borders on Jamaica Bay. "Sandy" inflicted triple digit millions in property damage to our neighborhoods ... destroyed its fabric ... dislocated and closed businesses ... and brought tragic fatalities to our scenic communities. The "Build It Back" Program proved to be a total failure in providing aid to our ravaged community. It was only after Mayor de Blasio, and our elected officials made a concerted effort to repurpose the program that we began to see some tangible results. Homes began to be rebuilt, businesses began to re-open, and plans were drawn to bring new life into a failed bureaucratic nightmare. There is still much to be done for homeowners and businesses to fully recover! The New York City Panel on Climate Change (NPCC) uses global climate models and a range of scenarios to develop climate projections relating to future population, economic growth, and technological change. Future 100 year Flood Zones clearly states that by the 2020's there is an expected 10' sea level rise. The NPCC projects that by mid-century (2050), sea levels could rise up to 21 inches, up to 39 inches by the 2080's, posing a significant threat to New York City's low-lying neighborhoods, not just during storms, but also in the case of tidal flooding. Additionally, the NPCC predicts that there will be an increase in the most intense hurricanes occurring in the North Atlantic Basin. Higher temperatures and increased coastal flooding are the greatest risks. We must quickly build a stronger, more resilient New York. We must continue to partner with all levels of Government to make this battle to protect our shoreline communities a reality rather than another report lying in a pile of reports in some agency. Future additional funding through the Disaster Relief Appropriations Act of 2013 is necessary to implement short and long range goals for rebuilding and enhancing our infrastructure to accept the potential of another super storm surge. The Army Corps of Engineers must advance their flood protection plans to fortify the seawall side of the peninsula with the erection of seawalls and gates around the waterfront that could open or close in a storm threat to divert or redirect the surge.

#### Community District Needs Related to Core Infrastructure, City Services and Resiliency.

##### **Needs for Water, Sewers, and Environmental Protection**

In the wake of Super-Storm Sandy ... After the storm, press releases were issued, promises were made and commitments were assured. Nevertheless, those commitments and promises have had little, if any, tangible effects. Billions of dollars were sent to the City and State from the Federal Government. Sad to say after almost seven (7) years, few of our communities including those now sitting in the "A" Zone of the newly drawn Flood Zone Maps, have seen little of these dollars or productive re-build programs. The de Blasio Administration was handed a bureaucratic mess. Only now have they been able to start the process of making actual awards to begin the rebuilding and repair process. It's still slow and bogged down in administrative "red tape."

Public Forums funded by the Governor's Office of Storm Recovery - New York Rising Community Reconstruction Program, and the Mayor's Office of Housing Recovery Operations, must continue to rebuild neighborhoods impacted by "Sandy" and, through community-driven plans, prepare them to become more resilient.

Funds have been allocated and the reconstruction is in progress for the Canarsie community area sewer system from the East 108th Street area, Flatlands to Seaview Avenues. We must continue to fund the reconstruction of all our old, deteriorated and inadequate sewer systems to upgrade and meet the increased usage demand to eliminate future flooding and hazardous road conditions.

##### **Needs for Sanitation Services**

BK18 supervision and personnel have been exemplary in their willingness and demonstrated ability to work with the Board in developing the maximum potential with their limited manpower and equipment to deliver quality service

to a community experiencing ever-increasing population growth and needs as they implement further source separation and recycling programs. Recycling continues to be another top priority ... a daunting challenge in our residential community which requires more outreach and education to area residents and homeowners. Increased manpower is also 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. Lot cleaning, attention to the ASP cleaning schedule and the quick removal of the illegally placed clothing bins is a top priority. Stronger laws and enforcement with severe penalties for the placement of illegal "Clothing Donation Bins" placed throughout our communities and on private property parking lots have been put in place. Develop a strategy to "tag" the bins only to have them shifted to another must also adhere to a strong commitment of interminable rigorous enforcement of this "quality of life" violation. Snow removal is obviously one of the top priorities for the Department. After the thaw we are inundated with sink and pot holes caused by the road salt. We urge the City to move forward with the use of less corrosive snow removal materials.

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## Capital Requests Related to Core Infrastructure, City Services and Resiliency

Priority	Agency	Request	Explanation	Location
5/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on Church Lane from Remsen Avenue to East 86 Street. These streets are deteriorated. Serious flooding and buckling exists causing hazardous pedestrian and vehicular travel conditions.</i>	Church Lane Remsen Avenue East 87 Street
7/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Construct Catch Basins and Sanitary Sewers, in conjunction with DOT, on East 99 Street (mapped street), between Flatlands &amp; Conklin Avenues. Serious flooding and hazardous road conditions exist. This street is not opened or maintained and needs to be constructed for pedestrian and vehicular travel safety.</i>	East 99 Street Flatlands Avenue Conklin Avenue
8/31	DEP	<b>Evaluate a public location or property for green infrastructure, e.g. rain gardens, stormwater greenstreets, green playgrounds</b>	<i>Construct bio swales with flowers and shrubberies along the eastern right-of-way of Flatbush Avenue, south of the former Toys R Us building, and the city-owned lot fronting Four Sparrows Marsh, and north of the Westbound Belt Parkway ramp onto Flatbush Avenue. Flatbush Avenue just north of the Belt Parkway is the gateway to Community Board 18's neighborhoods and to Southern Brooklyn. This section of roadway is without a storm water filter system, thus storm water runoff from the road flows unfiltered into Mill Basin. The construction of bios wales presents an opportunity to both beautify Flatbush Avenue as well as filter storm water.</i>	Flatbush Avenue Belt Parkway Avenue Z
10/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on Avenue L, between East 69 Street and East 70 Street. Serious buckling, flooding, and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	Avenue L East 69 Street East 70 Street
12/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on East 72 Street, between Ralph Avenue and Avenue M. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	East 72 Street Ralph Avenue Avenue M

14/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on Avenue M, between East 66 Street and Bergen Avenue. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	Avenue M East 66 Street Bergen Avenue
16/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on East 38 Street, from Kings Highway to Flatlands Avenue. Serious flooding and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	East 38 Street Kings Highway Flatlands Avenue
18/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on Foster Avenue, from Ralph Avenue to Remsen Avenue. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	Foster Avenue Ralph Avenue Remsen Avenue
20/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on East 45 Street, from Avenue H to Avenue I. Serious buckling, flooding and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	East 45 Street Avenue H Avenue I
22/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on East 56 Street, from Avenue J to Avenue K. Serious buckling, flooding and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	East 56 Street Avenue J Avenue K
24/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on Flatlands 7 Street, from East 105 Street to East 108 Street. Serious buckling, flooding, and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	Flatlands 7 Street East 105 Street East 108 Street

28/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on East 80 Street, from Foster Avenue to Glenwood Road. Serious buckling, flooding, and hazardous road conditions exist. These streets are old, deteriorated, heavily travelled, and need to be reconstructed for pedestrian and vehicular travel safety.</i>	East 80 Street Foster Avenue Glenwood Road
30/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on Avenue N, from East 85 Street to Remsen Avenue. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	Avenue N East 85 Street Remsen Avenue

#### Expense Requests Related to Core Infrastructure, City Services and Resiliency

Priority	Agency	Request	Explanation	Location
5/10	DSNY	<b>Other cleaning requests</b>	<i>Assign Additional Personnel – Department of Sanitation. Fund additional personnel for Brooklyn Sanitation District 18 to provide increased maintenance, lot cleaning, basket collection, and enforcement responsibilities.</i>	



## HOUSING, ECONOMIC DEVELOPMENT AND LAND USE

### Brooklyn Community Board 18

#### Most Important Issue Related to Housing, Economic Development and Land Use

##### **Land use and zoning**

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. The approval of the Zoning Text Amendments sends a clear signal of the intent of the City Administration to impact neighborhood development. We must continue to review regulations to determine if the zoning does, in fact, reflect current and future housing conditions and needs. 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 and twist the spirit and intent of the Zoning Resolution.

#### Community District Needs Related to Housing, Economic Development and Land Use

##### **Needs for Land Use**

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. That text amendment has set the standard for future development. We support further review by DCP and urge new efforts be made to address the population growth and the inequities in R-32A and R-4 Zoning Districts which cover large areas of our Board. It is the sense of this Board that all of the communities within our Board be reviewed to create a rational up-to-date zoning plan that reflects natural residential, commercial, and manufacturing boundaries. The current land use is largely an artifact of historical urbanization.

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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 and twist the spirit and intent of the Zoning Resolution.

##### **Needs for Housing**

After decades of neglect and mismanagement, NYCHA finds themselves having to address the cover-up that has drawn national attention to the reality that lead paint, asbestos, faulty boilers as well as broken elevators has made the City of New York the nation's largest slumlord. We are guardingly optimistic that the Court Appointed Monitor and mandated repairs will bring some measure of relief to the tenants of NYCHA properties that have had to endure these hardships.

##### **Needs for Economic Development**

EDC's priorities are not necessarily "in sync" with the communities and the community boards. So, at this time, we respectfully request that any other plans or intrusions into our community, under the guise of economic development, should be shared with us in its earliest phase rather than be notified when the matter is a "fait accompli," e.g., the "Booze Boats."

## Capital Requests Related to Housing, Economic Development and Land Use

The Community Board did not submit any Budget Requests in this category.

## Expense Requests Related to Housing, Economic Development and Land Use

Priority	Agency	Request	Explanation	Location
2/10	EDC	<b>Improve public housing maintenance and cleanliness</b>	<i>Increase Funding for Additional New York City Housing Authority (NYCHA) Maintenance Staff. Fund additional personnel essential to address all ongoing health and safety issues at the areas three (3) NYCHA housing Projects Bayview, Breukelen and Glenwood.</i>	
9/10	DOB	<b>Assign additional building inspectors (including expanding training programs)</b>	<i>Assign Additional Building Inspectors - Department of Buildings. There is a drastic need for additional inspectors to enforce Building Code Compliance for new construction, renovations and occupancy of existing buildings.</i>	

### Brooklyn Community Board 18

#### Most Important Issue Related to Transportation and Mobility.

##### **Roadway maintenance**

Transportation needs, particularly total street and sewer reconstruction, contract resurfacing, and scheduled repair of the roadways within the Board area, presents an ever increasing challenge. Canarsie and surrounding communities were built on landfill that rapidly deteriorated and require aggressive street and sewer reconstructive programs. The Community Board urges the Department of Transportation to advance our Board's meager Capital Project requests. Street resurfacing is a temporary "costly fix" ... not a solution. It's "band aid" therapy for a hemorrhage! Our roadways have recently seen a high increase of "sink holes" as a result of the road bed undermining from "Sandy." An emergency "hands-on" effort by DOT and DEP must address this major community need and concern.

#### Community District Needs Related to Transportation and Mobility.

##### **Needs for Traffic and Transportation Infrastructure**

The DOT has undertaken the "Reconstruction of the Seven (7) Bridges on the Belt Parkway" which commenced with minimal impact in November 2009 with the first of three contracts in our Board area - Fresh Creek Bridge, Paerdegat Basin Bridge, two (2) separate bridges eastbound and westbound, and the Rockaway Parkway Bridge. The Mill Basin Draw Bridge, a fixed structure with 60-foot clearance over "Mean High Water" obviating the need for opening and closing the bridge, is now scheduled for completion. All impacts to wetlands will be mitigated in accordance with Federal and State regulations. The landscaping contract will complete the project this year.

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. With no enforcement of regulations in place, the administration is still aggressively expanding biker-friendly infrastructure. The number of bike paths citywide has more than doubled in the last decade. Bicycle lanes clearly offer both an environmental and practical benefit in areas served by adequate mass transit alternatives and a biker-friendly population. Bike lanes, if not properly placed and enforced, will only create hazardous conditions in our board area and jeopardize the safety of pedestrians, cyclists, and motor vehicle occupants.

Public education and community participation in new street designs and configurations to improve safety must continue to be an integral part of the planning and placement process along with expanded enforcement against dangerous moving violations for drivers and cyclists to ensure safety on city streets.

##### **Needs for Transit Services**

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 intersection of Flatbush Avenue and Avenue U. It remains one of the most accident plagued intersections in the city. 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 the South side of Avenue U, from Flatbush Avenue to East 55th Street, and on the center traffic island on Flatbush Avenue, between Avenues U and V. Conditions were worsened by the creation of a "bus layover/turnaround" and an illegal "dollar" van pick-up area on Flatbush Avenue at Avenue U, in and around Kings Plaza Shopping Center. The "App" driven car services send an Uber or Lyft to that location and have taken a bad situation and made it worse. They added to the congestion and made Flatbush Avenue and Avenue U crossroads into a pedestrian and motor vehicle traffic nightmare! Our Community Board 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 creation of a major "bus layover/turnaround" in front

of the Kings Plaza Shopping Center causing buses, leaving the layover, to sharply cross five (5) lanes of traffic on Flatbush Avenue to turn left onto Avenue U. The widening of the traffic islands on Flatbush Avenue has created additional confusion, danger, and further bottleneck at this dangerous intersection! 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. The intersection of Flatlands and Ralph Avenues continues to be problematic with constant traffic congestion and hazardous pedestrian crossings. Traffic congestion on Ralph Avenue was exacerbated by what was projected by DOT as an engineering solution when, in fact, it complicated an already existing problem. These recent so-called "improvements," under the guise of "Vision Zero," have created hardship for the motorists, pedestrians and the City's long-time landscaping nursery tenant on the corner of Ralph and Flatlands Avenues. The MTA Select Bus Service (SBS) has failed to improve "bus reliability" ... the bus riders' chief complaint. The installation of dedicated bus lanes and longer bus stops, to accommodate the longer buses, has succeeded in causing a reduction of parking spaces for homeowners, shoppers and the inability for businesses to receive curbside deliveries during peak hours. Many of our heavily travelled roads were not designed for single-lane motor vehicle traffic, bus and bicycle lanes. The dedicated bus lane signage is confusing to motorists and pedestrians, and should ONLY ensure the lanes remain clear during peak hours and violators fined ONLY during peak hours. We implore the Administration to place a moratorium on new SBS routes until the MTA and DOT can provide a complete, fair and accurate analysis to include SBS reliability, peak hour ridership, ridership fare evasion or fare machine reliability, pedestrian street access, and motorist traffic flow.

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## Capital Requests Related to Transportation and Mobility

Priority	Agency	Request	Explanation	Location
1/31	DOT	<b>Improve traffic and pedestrian safety, including traffic calming (Capital)</b>	<i>Install Pedestrian Safety Fences on the South Side of Avenue U, adjacent to Kings Plaza Shopping Center, from Flatbush Avenue to East 55 Street. To improve pedestrian and vehicular safety at Kings Plaza Shopping Center and adjacent M.T.A. Bus turnaround.</i>	Avenue U Flatbush Avenue East 55 Street
3/31	DOT	<b>Improve traffic and pedestrian safety, including traffic calming (Capital)</b>	<i>Construct pedestrian elevated overpass at Flatbush Avenue &amp; Avenue U, to improve pedestrian and vehicular safety at this dangerous intersection. Heavily travelled and congested bus turnaround located adjacent to Kings Plaza Shopping Center as well as the constant line up of "dollar" vans, adds to hazardous pedestrian and vehicular travel safety conditions at this location.</i>	Flatbush Avenue Avenue U Flatbush Avenue
4/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct Church Lane roadway and raise to grade, in conjunction with DEP, from Remsen Avenue to East 86 Street to include new sidewalks. These streets are deteriorated and not at grade. Serious flooding and buckling exists causing hazardous pedestrian and vehicular travel safety conditions.</i>	Church Lane Remsen Avenue East 86 Street
6/31	DOT	<b>Reconstruct streets</b>	<i>Construct and open roadway, in conjunction with DEP, East 99 Street (mapped street), between Flatlands &amp; Conklin Avenues. Serious flooding and hazardous road conditions exist. This street is not opened or maintained and needs to be constructed for pedestrian and vehicular travel safety.</i>	East 99th Street Flatlands Avenue Conklin Avenue
9/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct Avenue L roadway, in conjunction with DEP, from East 69 Street to East 70 Street. Serious buckling, flooding, and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	Avenue L East 69 Street East 70 Street
11/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct East 72 Street roadway, in conjunction with DEP, from Ralph Avenue to Avenue M. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	East 72nd Street Ralph Avenue Avenue M

13/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct Avenue M roadway, in conjunction with DEP, from East 66 Street to Bergen Avenue. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	Avenue M East 66th Street Bergen Avenue
15/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct East 38 Street roadway, in conjunction with DEP, from Kings Highway to Flatlands Avenue. Serious flooding and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	East 38 Street Kings Highway Flatlands Avenue
17/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct Foster Avenue roadway, in conjunction with DEP, from Ralph Avenue to Remsen Avenue. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	Foster Avenue Ralph Avenue Remsen Avenue
19/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct East 45 Street roadway, in conjunction with DEP, from Avenue H to Avenue I. Serious buckling, flooding and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	East 45th Street Avenue H Avenue I
21/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct East 56 Street roadway, in conjunction with DEP, from Avenue J to Avenue K. Serious buckling, flooding and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	East 56 Street Avenue J Avenue K
23/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct Flatlands 7 Street roadway, in conjunction with DEP, from East 105 Street to East 108 Street. Serious buckling, flooding, and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	Flatlands 7 Street East 105 Street East 108 Street
25/31	DOT	<b>Improve traffic and pedestrian safety, including traffic calming (Capital)</b>	<i>Construct the mapped, unbuilt street end of Avenue W between East 69 Street and the dead end, including barriers and signage. Serious hazardous road conditions exist. This street end needs to be constructed for pedestrian and vehicular safety.</i>	Avenue W East 69 Street Dead End

26/31	DOT	<b>Improve traffic and pedestrian safety, including traffic calming (Capital)</b>	<i>Construct the mapped, unbuilt street end of Avenue X, between East 69 Street and the dead end, including barriers and signage. Serious hazardous road conditions exist. This street end needs to be constructed for pedestrian and vehicular safety.</i>	Avenue X East 69 Street Dead End
27/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct East 80 Street roadway from Foster Avenue to Glenwood Road, in conjunction with the Department of Environmental Protection's reconstruction of catch basins and sanitary sewers. Serious buckling, flooding, and hazardous road conditions exist. These streets are old, deteriorated, heavily travelled, and need to be reconstructed for pedestrian and vehicular travel safety.</i>	East 80th Street Foster Avenue Glenwood Road
29/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct Avenue N Roadway, in conjunction with DEP, from East 85 Street to Remsen Avenue. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	Avenue N East 85 Street Remsen Avenue
CS	DOT	<b>Reconstruct streets</b>	<i>Reconstruction of Avenue K roadway, between Bergen Avenue and Ralph Avenue, in conjunction with the Department of Environmental Protection's reconstruction of Catch Basins and Sanitary Sewers. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety. Reconstruction is in process.</i>	Avenue K Bergen Avenue Ralph Avenue
CS	DOT	<b>Reconstruct streets</b>	<i>Reconstruction of East 108 Street roadway, from Flatlands to Seaview Avenues, in conjunction with the Department of Environmental Protection's Reconstruction of Catch Basins and Sanitary Sewers. Serious buckling, flooding, and hazardous road conditions exist. These streets are old, deteriorated, heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety. Reconstruction is in process.</i>	East 108th Street Flatlands Avenue Seaview Avenue



CS	DOT	<b>Reconstruct streets</b>	<i>Reconstruction of Bergen Avenue roadway from Avenues K to L, and from Royce Place to Avenue U -- including raised center traffic islands, sidewalks, curbs, and designated parking spaces on the East side of Bergen Avenue -- in conjunction with the Department of Environmental Protection's reconstruction of Catch Basins and Sanitary Sewers, where necessary. These streets are old, deteriorated and heavily travelled and need to be reconstructed. Raised Center Traffic Islands are for pedestrian and vehicular travel safety. Reconstruction is in process.</i>	Bergen Avenue Avenue K to Avenue L Royce Place to Avenue U
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### Expense Requests Related to Transportation and Mobility

Priority	Agency	Request	Explanation	Location
8/10	DOT	<b>Other expense traffic improvements requests</b>	<i>Increase Funding for Additional Personnel for Street Maintenance - Department of Transportation. Funding request to hire additional maintenance workers for asphalt crews and street repair maintenance workers to maintain our heavily travelled, aging streets and infrastructure.</i>	

## **PARKS, CULTURAL AND OTHER COMMUNITY FACILITIES**

### **Brooklyn Community Board 18**

#### Most Important Issue Related to Parks, Cultural and Other Community Facilities

##### **Park care and maintenance**

The maintenance and upkeep of our parks and playgrounds continues to remain a major area of concern due to insufficient staffing and funding. Some 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 provides us with an opportunity to beautify our barren neighborhood triangles and traffic islands. We wholeheartedly support the continuation of this program. Seasonal plantings must be part of the program for it to "win" broader acceptance and acclaim. We encourage strategies for additional conservation and beautification programs. They must include sorely needed maintenance provisions. Parks' Department equipment and personnel are always in short supply. We urge that our requests, as well as Departmental requests, be given a high priority in budget negotiations for adequate maintenance and operation of our parks. The park areas within Community Board #18 provide recreational and cultural outlets for all ages and neighborhoods, and are truly a valued natural resource that must be protected and maintained. As previously stated, Marine Park comprising 798 acres, and Canarsie Park comprising 132.2 acres, are regional facilities that serve a large population outside our local neighborhoods. The large geographic area of our Community Board and its residential neighborhoods are also the "home" to the largest street tree population in the Borough. Department of Parks and Recreation budget allocations for Forestry and Maintenance must be increased to adequately address the needs of our huge parkland and tree population.

#### Community District Needs Related to Parks, Cultural and Other Community Facilities

##### **Needs for Parks**

The maintenance, upkeep and improvement of our parks and playgrounds is a major concern, as previously stated.

##### **Needs for Cultural Services**

Community Board #18 supports an enhancement, on a city-wide basis, of our world-class Cultural Institutions and Programs. The New York City Department of Cultural Affairs (DCLA) is dedicated to supporting and strengthening New York City's vibrant cultural life. Among their primary missions is to ensure adequate public funding for non-profit cultural organizations, both large and small, throughout the five boroughs. DCLA also works to promote and advocate for quality arts programming and to articulate the contribution made by the cultural community to the City's economic vitality. The Department represents and serves non-profit cultural organizations involved in the visual, literary and performing arts; public-oriented science and humanities institutions including zoos, botanical gardens and historic and preservation societies; and creative artists at all skill levels who live and work within the City's five boroughs. Through its Materials for the Arts Program, DCLA provides free supplies for use in arts programs offered by non-profit groups and New York City public schools. DCLA has also changed the physical landscape of New York City through its Percent for Art program by commissioning more than 180 works of art by some of the world's leading artists at public building sites throughout the city. We support their efforts and funding sources.

##### **Needs for Library Services**

Our Community Board is "home" to five (5) branches of the Brooklyn Public Library -- Canarsie, Flatlands, Jamaica Bay, Mill Basin, and Paerdegat. The hours of operation must be permanently extended to provide easy access to accommodate the needs of our children and working-class population. Funds must be allocated to inspect, upgrade and maintain these buildings to provide our residents with up-to-the-minute information, program and technical access opportunities.

**Needs for Community Boards**

We urge the Administration to increase the budgets of Community Boards to allow for the hiring of a "planner" consistent with Sections 191(b)(5) and 2800(g) of the City Charter and for additional office staff in order to meet the increasing needs of the community for government access, information and programs. Community Board #18 and Community Boards, in general, cannot perform Charter mandated responsibilities with the current meager budget allocation.

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## Capital Requests Related to Parks, Cultural and Other Community Facilities

Priority	Agency	Request	Explanation	Location
31/31	DPR	<b>Reconstruct or upgrade a park or playground</b>	<i>Reconstruct the Marine Park Oval, Baseball Fields and Playground. Flooding and hazardous conditions prevent safe recreational use. Marine Park attracts thousands of visitors, weekly, from all over the City. This level of usage has worn down the park's infrastructure. Council Member Maisel secured \$4,500,000 toward the reconstruction of the Oval Project. Additional funding is necessary to complete the all renovations.</i>	Avenue U, Brooklyn, New York, NY

## Expense Requests Related to Parks, Cultural and Other Community Facilities

Priority	Agency	Request	Explanation	Location
1/10	OMB	<b>Provide more community board staff</b>	<i>Increase the budgets of Community Boards to allow for the hiring of a planner consistent with Sections 191(b)(5) and 2800(g) of the City Charter, and for additional office staff in order to meet the increasing needs of the community for government access, information and programs. Community Board #18 and Community Boards in general, cannot perform Charter mandated responsibilities with the current meager budget allocation.</i>	
6/10	DPR	<b>Forestry services, including street tree maintenance</b>	<i>Assign Additional Personnel - Department of Parks &amp; Recreation. Assign additional personnel for maintenance of parks on a regular basis, and to staff recreation centers and playgrounds, provide increased park enforcement and park ranger programs.</i>	
7/10	DPR	<b>New equipment for maintenance (Expense)</b>	<i>Increase funding for New Equipment for Maintenance – Department of Parks &amp; Recreation. High rangers are needed to prune the enormous tree population in our area. Due to the size of the many parks in our area, it is essential that we have adequate manpower and equipment.</i>	

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10/10

BPL

**Extend library hours  
or expand and  
enhance library  
programs**

*Increase Funding - Brooklyn Public Library  
Increased funding is necessary to maintain this  
vital community resource. Support for Brooklyn  
Public Library Expense Budget Requests to  
PERMANENTLY maintain extended hours of  
operation, Literacy Initiatives, Improved Salaries  
for Library Employees, Maintenance of Library  
Buildings, Public Access to Technology, and New  
Collections for Brooklyn Readers.*

## 6. OTHER BUDGET REQUESTS

### **Other Capital Requests**

The Community Board did not submit any Budget Requests in this category.

### **Other Expense Requests**

The Community Board did not submit any Budget Requests in this category.

## 7. SUMMARY OF PRIORITIZED BUDGET REQUESTS

### Capital Budget Requests

Priority	Agency	Request	Explanation	Location
1/31	DOT	<b>Improve traffic and pedestrian safety, including traffic calming (Capital)</b>	<i>Install Pedestrian Safety Fences on the South Side of Avenue U, adjacent to Kings Plaza Shopping Center, from Flatbush Avenue to East 55 Street. To improve pedestrian and vehicular safety at Kings Plaza Shopping Center and adjacent M.T.A. Bus turnaround.</i>	Avenue U Flatbush Avenue East 55 Street
2/31	NYPD	<b>Provide a new NYPD facility, such as a new precinct house or sub-precinct</b>	<i>Select Site for 63rd Police Precinct. Renovation is impractical and was disapproved by Police Department's Capital Planning. Consequently, new funding is required.</i>	
3/31	DOT	<b>Improve traffic and pedestrian safety, including traffic calming (Capital)</b>	<i>Construct pedestrian elevated overpass at Flatbush Avenue &amp; Avenue U, to improve pedestrian and vehicular safety at this dangerous intersection. Heavily travelled and congested bus turnaround located adjacent to Kings Plaza Shopping Center as well as the constant line up of "dollar" vans, adds to hazardous pedestrian and vehicular travel safety conditions at this location.</i>	Flatbush Avenue Avenue U Flatbush Avenue
4/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct Church Lane roadway and raise to grade, in conjunction with DEP, from Remsen Avenue to East 86 Street to include new sidewalks. These streets are deteriorated and not at grade. Serious flooding and buckling exists causing hazardous pedestrian and vehicular travel safety conditions.</i>	Church Lane Remsen Avenue East 86 Street
5/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on Church Lane from Remsen Avenue to East 86 Street. These streets are deteriorated. Serious flooding and buckling exists causing hazardous pedestrian and vehicular travel conditions.</i>	Church Lane Remsen Avenue East 87 Street
6/31	DOT	<b>Reconstruct streets</b>	<i>Construct and open roadway, in conjunction with DEP, East 99 Street (mapped street), between Flatlands &amp; Conklin Avenues. Serious flooding and hazardous road conditions exist. This street is not opened or maintained and needs to be constructed for pedestrian and vehicular travel safety.</i>	East 99th Street Flatlands Avenue Conklin Avenue



7/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Construct Catch Basins and Sanitary Sewers, in conjunction with DOT, on East 99 Street (mapped street), between Flatlands &amp; Conklin Avenues. Serious flooding and hazardous road conditions exist. This street is not opened or maintained and needs to be constructed for pedestrian and vehicular travel safety.</i>	East 99 Street Flatlands Avenue Conklin Avenue
8/31	DEP	<b>Evaluate a public location or property for green infrastructure, e.g. rain gardens, stormwater greenstreets, green playgrounds</b>	<i>Construct bio swales with flowers and shrubberies along the eastern right-of-way of Flatbush Avenue, south of the former Toys R Us building, and the city-owned lot fronting Four Sparrows Marsh, and north of the Westbound Belt Parkway ramp onto Flatbush Avenue. Flatbush Avenue just north of the Belt Parkway is the gateway to Community Board 18's neighborhoods and to Southern Brooklyn. This section of roadway is without a storm water filter system, thus storm water runoff from the road flows unfiltered into Mill Basin. The construction of bios wales presents an opportunity to both beautify Flatbush Avenue as well as filter storm water.</i>	Flatbush Avenue Belt Parkway Avenue Z
9/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct Avenue L roadway, in conjunction with DEP, from East 69 Street to East 70 Street. Serious buckling, flooding, and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	Avenue L East 69 Street East 70 Street
10/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on Avenue L, between East 69 Street and East 70 Street. Serious buckling, flooding, and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	Avenue L East 69 Street East 70 Street
11/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct East 72 Street roadway, in conjunction with DEP, from Ralph Avenue to Avenue M. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	East 72nd Street Ralph Avenue Avenue M

12/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on East 72 Street, between Ralph Avenue and Avenue M. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	East 72 Street Ralph Avenue Avenue M
13/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct Avenue M roadway, in conjunction with DEP, from East 66 Street to Bergen Avenue. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	Avenue M East 66th Street Bergen Avenue
14/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on Avenue M, between East 66 Street and Bergen Avenue. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	Avenue M East 66 Street Bergen Avenue
15/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct East 38 Street roadway, in conjunction with DEP, from Kings Highway to Flatlands Avenue. Serious flooding and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	East 38 Street Kings Highway Flatlands Avenue
16/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on East 38 Street, from Kings Highway to Flatlands Avenue. Serious flooding and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	East 38 Street Kings Highway Flatlands Avenue
17/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct Foster Avenue roadway, in conjunction with DEP, from Ralph Avenue to Remsen Avenue. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	Foster Avenue Ralph Avenue Remsen Avenue

18/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on Foster Avenue, from Ralph Avenue to Remsen Avenue. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	Foster Avenue Ralph Avenue Remsen Avenue
19/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct East 45 Street roadway, in conjunction with DEP, from Avenue H to Avenue I. Serious buckling, flooding and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	East 45th Street Avenue H Avenue I
20/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on East 45 Street, from Avenue H to Avenue I. Serious buckling, flooding and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	East 45 Street Avenue H Avenue I
21/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct East 56 Street roadway, in conjunction with DEP, from Avenue J to Avenue K. Serious buckling, flooding and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	East 56 Street Avenue J Avenue K
22/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on East 56 Street, from Avenue J to Avenue K. Serious buckling, flooding and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	East 56 Street Avenue J Avenue K
23/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct Flatlands 7 Street roadway, in conjunction with DEP, from East 105 Street to East 108 Street. Serious buckling, flooding, and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	Flatlands 7 Street East 105 Street East 108 Street
24/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on Flatlands 7 Street, from East 105 Street to East 108 Street. Serious buckling, flooding, and hazardous road conditions exist. This street is heavily travelled and needs to be reconstructed for pedestrian and vehicular travel safety.</i>	Flatlands 7 Street East 105 Street East 108 Street

25/31	DOT	<b>Improve traffic and pedestrian safety, including traffic calming (Capital)</b>	<i>Construct the mapped, unbuilt street end of Avenue W between East 69 Street and the dead end, including barriers and signage. Serious hazardous road conditions exist. This street end needs to be constructed for pedestrian and vehicular safety.</i>	Avenue W East 69 Street Dead End
26/31	DOT	<b>Improve traffic and pedestrian safety, including traffic calming (Capital)</b>	<i>Construct the mapped, unbuilt street end of Avenue X, between East 69 Street and the dead end, including barriers and signage. Serious hazardous road conditions exist. This street end needs to be constructed for pedestrian and vehicular safety.</i>	Avenue X East 69 Street Dead End
27/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct East 80 Street roadway from Foster Avenue to Glenwood Road, in conjunction with the Department of Environmental Protection's reconstruction of catch basins and sanitary sewers. Serious buckling, flooding, and hazardous road conditions exist. These streets are old, deteriorated, heavily travelled, and need to be reconstructed for pedestrian and vehicular travel safety.</i>	East 80th Street Foster Avenue Glenwood Road
28/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on East 80 Street, from Foster Avenue to Glenwood Road. Serious buckling, flooding, and hazardous road conditions exist. These streets are old, deteriorated, heavily travelled, and need to be reconstructed for pedestrian and vehicular travel safety.</i>	East 80 Street Foster Avenue Glenwood Road
29/31	DOT	<b>Reconstruct streets</b>	<i>Reconstruct Avenue N Roadway, in conjunction with DEP, from East 85 Street to Remsen Avenue. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	Avenue N East 85 Street Remsen Avenue
30/31	DEP	<b>Develop a capital project for specific street segments currently lacking sanitary sewers</b>	<i>Reconstruct Catch Basins and Sanitary Sewers, in conjunction with DOT, on Avenue N, from East 85 Street to Remsen Avenue. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety.</i>	Avenue N East 85 Street Remsen Avenue

31/31	DPR	<b>Reconstruct or upgrade a park or playground</b>	<i>Reconstruct the Marine Park Oval, Baseball Fields and Playground. Flooding and hazardous conditions prevent safe recreational use. Marine Park attracts thousands of visitors, weekly, from all over the City. This level of usage has worn down the park's infrastructure. Council Member Maisel secured \$4,500,000 toward the reconstruction of the Oval Project. Additional funding is necessary to complete the all renovations.</i>	Avenue U, Brooklyn, New York, NY
CS	DOT	<b>Reconstruct streets</b>	<i>Reconstruction of Avenue K roadway, between Bergen Avenue and Ralph Avenue, in conjunction with the Department of Environmental Protection's reconstruction of Catch Basins and Sanitary Sewers. Serious buckling, flooding, and hazardous road conditions exist. These streets are heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety. Reconstruction is in process.</i>	Avenue K Bergen Avenue Ralph Avenue
CS	DOT	<b>Reconstruct streets</b>	<i>Reconstruction of East 108 Street roadway, from Flatlands to Seaview Avenues, in conjunction with the Department of Environmental Protection's Reconstruction of Catch Basins and Sanitary Sewers. Serious buckling, flooding, and hazardous road conditions exist. These streets are old, deteriorated, heavily travelled and need to be reconstructed for pedestrian and vehicular travel safety. Reconstruction is in process.</i>	East 108th Street Flatlands Avenue Seaview Avenue
CS	DOT	<b>Reconstruct streets</b>	<i>Reconstruction of Bergen Avenue roadway from Avenues K to L, and from Royce Place to Avenue U -- including raised center traffic islands, sidewalks, curbs, and designated parking spaces on the East side of Bergen Avenue -- in conjunction with the Department of Environmental Protection's reconstruction of Catch Basins and Sanitary Sewers, where necessary. These streets are old, deteriorated and heavily travelled and need to be reconstructed. Raised Center Traffic Islands are for pedestrian and vehicular travel safety. Reconstruction is in process.</i>	Bergen Avenue Avenue K to Avenue L Royce Place to Avenue U

## Expense Budget Requests

Priority	Agency	Request	Explanation	Location
1/10	OMB	<b>Provide more community board staff</b>	<i>Increase the budgets of Community Boards to allow for the hiring of a planner consistent with Sections 191(b)(5) and 2800(g) of the City Charter, and for additional office staff in order to meet the increasing needs of the community for government access, information and programs. Community Board #18 and Community Boards in general, cannot perform Charter mandated responsibilities with the current meager budget allocation.</i>	
2/10	EDC	<b>Improve public housing maintenance and cleanliness</b>	<i>Increase Funding for Additional New York City Housing Authority (NYCHA) Maintenance Staff. Fund additional personnel essential to address all ongoing health and safety issues at the areas three (3) NYCHA housing Projects Bayview, Breukelen and Glenwood.</i>	
3/10	FDNY	<b>Provide more firefighters or EMS workers</b>	<i>Increase Funding for Additional Personnel – FDNY Engine Companies #257, #309, and # 323. Additional personnel necessary to provide adequate fire protection for our Community Board area that has increased housing stock and is plagued throughout with substandard, illegal apartment conversions.</i>	
4/10	NYPD	<b>Assign additional uniformed officers</b>	<i>Increase funding for Additional Personnel – 63rd &amp; 69th Police Precincts. We Request Funding for twenty (20) Police Officers for the 63rd Precinct and twenty (20) Police Officers for the 69th Precinct, necessary to perform increased mandated police responsibilities to patrol the heavily populated shopping areas, including the vicinity of the Kings Plaza Shopping Center, and to enforce parking regulations for the illegally parked and double parked vehicles in the community and at the schools, in particular.</i>	
5/10	DSNY	<b>Other cleaning requests</b>	<i>Assign Additional Personnel – Department of Sanitation. Fund additional personnel for Brooklyn Sanitation District 18 to provide increased maintenance, lot cleaning, basket collection, and enforcement responsibilities.</i>	



6/10	DPR	<b>Forestry services, including street tree maintenance</b>	<i>Assign Additional Personnel - Department of Parks &amp; Recreation. Assign additional personnel for maintenance of parks on a regular basis, and to staff recreation centers and playgrounds, provide increased park enforcement and park ranger programs.</i>
7/10	DPR	<b>New equipment for maintenance (Expense)</b>	<i>Increase funding for New Equipment for Maintenance – Department of Parks &amp; Recreation. High rangers are needed to prune the enormous tree population in our area. Due to the size of the many parks in our area, it is essential that we have adequate manpower and equipment.</i>
8/10	DOT	<b>Other expense traffic improvements requests</b>	<i>Increase Funding for Additional Personnel for Street Maintenance - Department of Transportation. Funding request to hire additional maintenance workers for asphalt crews and street repair maintenance workers to maintain our heavily travelled, aging streets and infrastructure.</i>
9/10	DOB	<b>Assign additional building inspectors (including expanding training programs)</b>	<i>Assign Additional Building Inspectors - Department of Buildings. There is a drastic need for additional inspectors to enforce Building Code Compliance for new construction, renovations and occupancy of existing buildings.</i>
10/10	BPL	<b>Extend library hours or expand and enhance library programs</b>	<i>Increase Funding - Brooklyn Public Library Increased funding is necessary to maintain this vital community resource. Support for Brooklyn Public Library Expense Budget Requests to PERMANENTLY maintain extended hours of operation, Literacy Initiatives, Improved Salaries for Library Employees, Maintenance of Library Buildings, Public Access to Technology, and New Collections for Brooklyn Readers.</i>