

Statements of Community District Needs and Community Board Budget Requests

Fiscal Year
2027

**Brooklyn Community
District**

7

Prepared by the Community Board
December 2025

NYC OpenData, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph,
METI/NASA, USGS, EPA, NPS, USDA, USFWS

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) 2027. This report contains the formatted but otherwise unedited content provided by the community board, collected through an online form available to community boards from June to November, 2025.

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

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 FY24 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 2027. 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 7

Address: 4201 4th Avenue

Phone: 7188540003

Email: bk07@cb.nyc.gov

Website: nyc.gov/bk07

Chair: Julio Pena III

District Manager: Jeremy Laufer

2. 2020 CENSUS DATA

The following two pages contain data from the most recent 2020 Decennial Census, which includes basic demographic and housing characteristics for New York City, the borough, and this community district. The data also includes a view of change over time since 2010.

New York City

| | 2010 | | 2020 | | Change, 2010-2020 | | |
|--|-----------|---------|-----------|---------|-------------------|---------|-------|
| | Number | Percent | Number | Percent | Number | Percent | Point |
| AGE | | | | | | | |
| Total population | 8,175,133 | 100.00 | 8,804,190 | 100.00 | 629,057 | 7.7 | 0.0 |
| Total persons under 18 years | 1,768,111 | 21.6 | 1,740,142 | 19.8 | -27,969 | -1.6 | -1.8 |
| MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN | | | | | | | |
| Total population | 8,175,133 | 100.0 | 8,804,190 | 100.0 | 629,057 | 7.7 | 0.0 |
| Hispanic/Latino (of any race) | 2,336,076 | 28.6 | 2,490,350 | 28.3 | 154,274 | 6.6 | -0.3 |
| White non-Hispanic | 2,722,904 | 33.3 | 2,719,856 | 30.9 | -3,048 | -0.1 | -2.4 |
| Black non-Hispanic | 1,861,295 | 22.8 | 1,776,891 | 20.2 | -84,404 | -4.5 | -2.6 |
| Asian non-Hispanic | 1,028,119 | 12.6 | 1,373,502 | 15.6 | 345,383 | 33.6 | 3.0 |
| Some other race, non-Hispanic | 78,063 | 1.0 | 143,632 | 1.6 | 65,569 | 84.0 | 0.6 |
| Non-Hispanic of two or more races | 148,676 | 1.8 | 299,959 | 3.4 | 151,283 | 101.8 | 1.6 |
| HOUSING OCCUPANCY | | | | | | | |
| Total housing units | 3,371,062 | 100.0 | 3,618,635 | 100.0 | 247,573 | 7.3 | 0.0 |
| Occupied housing units | 3,109,784 | 92.2 | 3,370,448 | 93.1 | 260,664 | 8.4 | 0.9 |
| Vacant housing units | 261,278 | 7.8 | 248,187 | 6.9 | -13,091 | -5.0 | -0.9 |

Brooklyn

| | 2010 | | 2020 | | Change, 2010-2020 | | |
|--|-----------|---------|-----------|---------|-------------------|---------|-------|
| | Number | Percent | Number | Percent | Number | Percent | Point |
| AGE | | | | | | | |
| Total population | 2,504,700 | 100.00 | 2,736,074 | 100.00 | 231,374 | 9.2 | 0.0 |
| Total persons under 18 years | 594,378 | 23.7 | 595,703 | 21.8 | 1,325 | 0.2 | -1.9 |
| MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN | | | | | | | |
| Total population | 2,504,700 | 100.0 | 2,736,074 | 100.0 | 231,374 | 9.2 | 0.0 |
| Hispanic/Latino (of any race) | 496,285 | 19.8 | 516,426 | 18.9 | 20,141 | 4.1 | -0.9 |
| White non-Hispanic | 893,306 | 35.7 | 968,427 | 35.4 | 75,121 | 8.4 | -0.3 |
| Black non-Hispanic | 799,066 | 31.9 | 729,696 | 26.7 | -69,370 | -8.7 | -5.2 |
| Asian non-Hispanic | 260,129 | 10.4 | 370,776 | 13.6 | 110,647 | 42.5 | 3.2 |
| Some other race, non-Hispanic | 15,904 | 0.6 | 37,579 | 1.4 | 21,675 | 136.3 | 0.8 |
| Non-Hispanic of two or more races | 40,010 | 1.6 | 113,170 | 4.1 | 73,160 | 182.9 | 2.5 |
| HOUSING OCCUPANCY | | | | | | | |
| Total housing units | 1,000,293 | 100.0 | 1,077,654 | 100.0 | 77,361 | 7.7 | 0.0 |
| Occupied housing units | 916,856 | 91.7 | 1,009,804 | 93.7 | 92,948 | 10.1 | 2.0 |
| Vacant housing units | 83,437 | 8.3 | 67,850 | 6.3 | -15,587 | -18.7 | -2.0 |

Source: U.S. Census Bureau, 2010 and 2020 Census Redistricting Data (Public Law 94-171) Summary Files
Population Division, New York City Department of City Planning

Brooklyn Community District 7

| | 2010 | | 2020 | | Change, 2010-2020 | | |
|--|---------|---------|---------|---------|-------------------|---------|-------|
| | Number | Percent | Number | Percent | Number | Percent | Point |
| AGE | | | | | | | |
| Total population | 126,230 | 100.00 | 133,230 | 100.00 | 7,000 | 5.5 | 0.0 |
| Total persons under 18 years | 28,316 | 22.4 | 30,146 | 22.6 | 1,830 | 6.5 | 0.2 |
| MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN | | | | | | | |
| Total population | 126,230 | 100.0 | 133,230 | 100.0 | 7,000 | 5.5 | 0.0 |
| Hispanic/Latino (of any race) | 57,375 | 45.5 | 52,310 | 39.3 | -5,065 | -8.8 | -6.2 |
| White non-Hispanic | 29,464 | 23.3 | 31,915 | 24.0 | 2,451 | 8.3 | 0.7 |
| Black non-Hispanic | 3,688 | 2.9 | 4,209 | 3.2 | 521 | 14.1 | 0.3 |
| Asian non-Hispanic | 33,288 | 26.4 | 40,415 | 30.3 | 7,127 | 21.4 | 3.9 |
| Some other race, non-Hispanic | 645 | 0.5 | 1,120 | 0.8 | 475 | 73.6 | 0.3 |
| Non-Hispanic of two or more races | 1,770 | 1.4 | 3,261 | 2.4 | 1,491 | 84.2 | 1.0 |
| HOUSING OCCUPANCY | | | | | | | |
| Total housing units | 42,506 | 100.0 | 45,683 | 100.0 | 3,177 | 7.5 | 0.0 |
| Occupied housing units | 40,043 | 94.2 | 43,079 | 94.3 | 3,036 | 7.6 | 0.1 |
| Vacant housing units | 2,463 | 5.8 | 2,604 | 5.7 | 141 | 5.7 | -0.1 |

Source: U.S. Census Bureau, 2010 and 2020 Census Redistricting Data (Public Law 94-171) Summary Files
Population Division, New York City Department of City Planning

Statement on Data Accuracy

Under Title 13 of the U.S. Code, the Census Bureau is legally bound to protect the privacy of individuals participating in the decennial census. To adhere to the law and to avoid the disclosure of information about individual respondents, the Census Bureau has historically applied a host of techniques, such as top- and bottom-coding, imputation, table- and cell-suppression, and data swapping. The Census Bureau is employing a new technique with the 2020 Census, referred to as the Disclosure Avoidance System (DAS), based on differential privacy. With this approach, the Census Bureau “infuses noise” systematically across census data and sets a quantified disclosure risk, referred to as the Privacy Loss Budget (PLB).

While the new DAS approach may diminish the risk of disclosure concerns, it comes at a cost to data accuracy. Consequently, 2020 Census data users should be aware that all sub-state counts, except for housing units (which are unaffected by the DAS), may be adjusted to protect the privacy of Census participants and may be subject to reduced accuracy. Because DAS noise infusion is randomized, it is impossible for data users to know the degree to which any individual statistic is altered. However, it is possible to say that in general the relative size of errors decreases as counts increase. Consequently, data users should have greater confidence in the accuracy of the data as counts get larger. Further, an evaluation of a Privacy-Protected Microdata File (PPMF), treated with a Disclosure Avoidance System like the one applied to 2020 redistricting data, showed that counts of 300 or more rarely have sizable errors (error beyond +/- 10% of the count). Therefore, while data users need to be cognizant of data accuracy limitations, they should have confidence in conclusions based on sizable counts, which are relatively unaffected by the Census Bureau’s latest disclosure avoidance method.

3. OVERVIEW OF COMMUNITY DISTRICT

Community District 7 is a mixed residential, industrial and commercial community. Home to a diverse and integrated population, the District is comprised of two main communities: Sunset Park and Windsor Terrace. Other community identities have gained popularity and become more established recently, including Greenwood Heights and South Park Slope. Sunset Park consists of a strong residential community, two thriving commercial strips, 5th and 8th Avenues, and a large industrial area, mainly west of 3rd Avenue, along the waterfront. It is bifurcated by the Gowanus Expressway and is bordered to the south by the Long Island Rail Road cut. The 23-acre facility, Sunset Park, has an Olympic-sized swimming pool, a recreation center and a large open space with spectacular views of the harbor. Windsor Terrace and the northern part of the district consist of a smaller residential community with three main commercial strips on 5th and 7th Avenues and Prospect Park West. Windsor Terrace is surrounded by the natural boundaries of Prospect Park and Green-Wood Cemetery. The Gothic Brownstone "gatehouse" at the cemetery's entrance is a New York City landmark and the most widely known symbol of the community. The District has been home to generations of immigrants, Irish and Italian and Scandinavian in the early 20th century and before. Mid-century saw a population influx from Puerto Rico, then immigrants from the Dominican Republic and from central and South America. The 1980s saw a large increase in residents from China and the 90s began an influx from Mexico, more rural areas of China and, to a lesser extent, the Middle East. Our community is extremely diverse and yet our populations live peacefully side by side making for a family-friendly neighborhood. Community residents have learned to organize to fight for resources and demand change and our collective action has produced positive results. We defeated a floating power plant in 2004 that would have been taller than any building in the area and longer than the Titanic. We rezoned most of our residential community in 2005 and 2009. After a 40-year effort, we finally built a local high school in 2009 and followed that up with eight additional schools and another, in the landmarked old 68th Precinct building, in progress. We finished our 197-a Plan, which calls for the preservation and enhancement of our industrial waterfront, calling for improved environmental performance and additional recreation opportunities on our waterfront and it was passed by the City. New businesses are bringing investments, industries and jobs to our waterfront. We are home to a bio-technology center, enormous economic development investments at Industry City, Liberty View Plaza, the Brooklyn Army Terminal, Made Campus, Bush Terminal and the South Brooklyn Marine Terminal and we have the capacity to continue to grow our industrial sector with good-paying jobs for local residents. We have led the local effort to improve pedestrian safety and redesign our streets for safety and mobility improvements. We created the first committee in the City on last mile trucking and been a citywide leader on the issue. We lead on finding innovative ways to reach out to all of our residents. We were the first Community Board to create a committee on access and ability, to break down barriers and find solutions for accessing public spaces and meetings. Clearly, positive changes and investments are being made in our community, but more needs to be done for a community that had been left behind in the past. Our Board has been forward-looking and aggressive in our pursuit of investments and infrastructure improvements that will enhance the lives and livelihoods of our residents, workers and business owners. We are proud to have held thirty-five community meetings over two years to educate our residents and take feedback before we deliberated on Industry City's proposed rezoning of much of the waterfront. We have welcomed the Brooklyn Nets practice facility, NYU Hospital's upgrades, Steiner Studios (currently under development), the waterfront greenway (currently under partial construction), the rehabilitation of 4th Avenue as a more pedestrian-friendly corridor. Equinor will soon build its new offshore wind turbine construction and onshore power facility on our waterfront, making Sunset Park the hub of New York City's green energy revolution. However, there continue to be sections of our community that have not received sufficient investments and improvements and this continues to leave many of our residents behind. Our community has many inadequate school facilities, an insufficient amount of parkland, the second oldest housing stock in NYC according to NYU, and a serious lack of affordable and senior housing units. We do more than our fair share when it comes to sanitation infrastructure, vehicle

storage, power production and serving the homeless. Our waterfront access is extremely limited. There are concerns that the investments being made may not have a positive impact on the local residents and may exacerbate economic pressures and displacement. Many of our streets remain dangerous to cross and have crumbling infrastructure. Public transportation does not extend far enough and is in need of upgrades. We do not have fiber-optic cable in much of the neighborhood and more than 20% of households in Sunset Park do not have internet service, according to a recent survey. The Gowanus Expressway is under constant construction and continues to bring 50 million emission-spewing vehicles through our district every year.

4. TOP THREE PRESSING ISSUES OVERALL

Brooklyn Community Board 7

The three most pressing issues facing this Community Board are:

Affordable Housing

With increasing income inequality and a tightening market for affordable housing, long-time residents of Community Board 7 Brooklyn are being displaced and many residents are forced to live in severely overcrowded conditions. Few units of affordable housing are being built and existing affordable housing is being lost through landlords opting-out, speculative development and tenant harassment. There are a range of new insights into the relationship between affordable housing and life outcomes for children and families. The lack of stable, affordable housing increases stress on families and can be tied to many of the other issues identified in this report. The few affordable spaces are put into a city-wide lottery system that makes creation of such units less impactful in reducing such stress locally.

Residents have also shared their strong interest in affordable ownership opportunities and the potential for community land trusts.

Even the definition of affordability is controversial as the median income of the local community is less than half of what it is for the city in general, making affordability a relative term. While available space in Community District 7 for affordable housing is limited, there is space, owned by the city as well as private ownership, that remains empty and available to build affordable housing, yet this city and state lacks the creativity and leadership to think boldly in solving our housing crisis.

Trash removal and cleanliness

Neighborhood cleanliness is an issue that comes up at many, even unrelated meetings, because there are so many locations within the community that are ripe for illegal dumping, including beneath the Gowanus Expressway or along the Prospect Expressway, along the Long Island Rail Road cut, the entire industrial zone, along the south side of Green-Wood Cemetery. The major shopping hubs of 5th Avenue and 8th Avenue have inadequate pick up schedules for such heavily used corridors and these corners are also often the site of illegal dumping as household trash is regularly deposited at our next to corner baskets (or corners where baskets no longer exist). Many of these locations are dark and non-residential leaving few potential witnesses to illegal dumping.

These activities leave a terrible impression of the community as filthy and that could mean potential residents or businesses would not want to locate here, despite the many other more positive aspects of our neighborhoods. Community Board 7 has long called for an increase in cleaning programs, including for graffiti, additional basket pick up and enforcement activities.

Community District used to be home to a bulk garbage drop off site, but that program was discontinued years ago. We call for the return of the bulk drop off, in our community, as well as a year-round electronics drop off. People are obviously looking for places to get rid of garbage, rather than store broken furniture or electronics in what may already be overcrowded homes. We should give them a location to do so legally.

Traffic

The wide boulevards of Community District 7 have long attracted a heavy volume of traffic, often including commuters who shun the constant construction on the Gowanus Expressway to pick their way through local traffic and heavy truck traffic due to the large industrial community. Often, frustrated drivers try to get around the local traffic by moving through narrower more residential

blocks to get to another avenue, which is frequently just as crowded. The wide boulevards are home to much of our important community infrastructure, including schools, transportation hubs, businesses and libraries. Pedestrians need to traverse these wide streets that are often clogged with large, highway traveling trucks. These "conflicts" have too often led to tragic outcomes in our community. The modern economy heavily relies on trucks for delivery and our industrial area is often the starting and ending point for these trucks and they move through the local community, which has poor highway connections and the aforementioned driver-angering traffic. DOT, to its credit, has installed many speed humps and bicycle lanes in the community, but these solutions feel like one-size-fits-all solutions to larger issues. They do not necessarily address the specific conditions and needs of the local community. For example, Community Board 7 has been waiting for nearly two decades for DOT to conduct a pedestrian safety study for the intersection of 3rd Avenue and 60th Street, the most dangerous intersection in the community with more than 150 accidents a year and now home to four schools. DOT sent a non-sequitur response in 2019 to the Board's request to conduct a traffic study for 3rd Avenue, but has held workshops in the past years.

CB 7 supported a concept, but now DOT has further delayed with little communication. More than a year after implementation was to begin, DOT has fallen silent. CB 7 waited ten years for the completion of the 20th Street truck route study and DOT implemented a solution, without community input a mere month after sharing a plan that simply put additional traffic on other streets and encouraged off-route trucking. The agency has yet to review their boondoggle. After the community pushed back on DOT, plans to make 7th and 8th Avenues one-way, as they were inadequate to addressing the community, needs, DOT decided to scrap the plan rather than engage in dialogue. Even the 4th Avenue bike lane, announced at a press conference by the commissioner to be expedited and completed by the end of 2019, still awaits completion. CB 7 believes DOT should listen to the needs and lived experiences of the local community to determine what should be prioritized for study and improvement, not inform the community what our priorities should be.

5. SUMMARY OF COMMUNITY DISTRICT NEEDS AND BUDGET REQUESTS

HEALTHCARE AND HUMAN SERVICES

Brooklyn Community Board 7

Most Important Issue Related to Healthcare and Human Services

Services to reduce or prevent homelessness

DHS's past failure to communicate with the local residents or even elected officials and government agencies about new and existing shelters makes the local community believe the City is hiding something, such as placing pedophiles in the community. Even after DHS has corrected these missteps, giving us six months or more notice in the most recent placements, the lack of trust is a terrible disservice to the clients the agency serves. The lack of information prior to opening coronavirus-related shelters locally led to rumors and distrust in multiple city agencies. Ours is a welcoming community and embraces people of all backgrounds and economic status, recently holding a clothing and resource drive for migrants from Central America housed in a hotel in the community, but the City's past failure to disclose builds distrust for the City and the vulnerable population they are trying to serve. Efforts must be made to improve DHS's negative image. That starts with communication. As new hotel-based shelters open with little or no community notice, we find the city's pledge to be out of the hotels by 2023 to be another likely empty promise. Back in 2008 we foresaw the potential of speculative as-of-right hotel development in our manufacturing areas fearing housing intrusion of manufacturing areas, driving up industrial property values, potentially making industrial businesses unviable. We worried that these hotels could also become homeless shelters. Our City Councilman at the time pledged to submit legislation to prevent as-of-right hotels. That Councilman's name was Bill de Blasio. This is why we do not trust the city's policies and promises on this issue. Further, while Community District 7 has welcomed these shelters, it is the responsibility of every district to bear their fare share. Districts to our north and south have just a fraction of shelters that District 7 does; some do not even have a shelter in their district at all.

Community District Needs Related to Healthcare and Human Services

Needs for Older NYs

Under the FY27 Capital Priorities for the Board, our members call for an increase in programmatic funding for existing senior centers in the district. Our members are concerned about the proliferation of for-profit adult day services around the city and believe the city's senior centers provide a much higher level of service and more opportunities for seniors. Unfortunately, the city centers are not eligible for the Medicaid funding and therefore are not playing on an even field. CB 7 believes the city should provide additional funds to allow for the centers to increase the number of seniors they serve. The Board has also called for developing pilot programs for air tags and medical alert bracelets for the most vulnerable seniors.

Needs for Homeless

Our community is largely sympathetic to poor people and immigrants, but the City's past failure to communicate makes it appear that something was being hidden from the local community, leaving a lasting impression. DHS has a huge job repairing the lines of communication and restoring trust. This is made more difficult by the City and agency's failure to adhere to fair share principles in the siting of facilities. Our community district has more than a dozen shelters whereas some have none,

Needs for Low Income NYs

CD 7 has a high rate of poverty (28%), a very large foreign-born population (47.2%) and well below average for English proficiency and educational attainment so it could be argued than all services provided are for low-income and vulnerable New Yorkers in our neighborhoods.

HEALTHCARE AND HUMAN SERVICES

Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.

CAPITAL BUDGET REQUESTS

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

EXPENSE BUDGET REQUESTS

| Agency | Priority | Title |
|--------|----------|---|
| DFTA | 1 / 1 | air tags |
| DHS | 1 / 1 | Other request for services for the homeless |

YOUTH, EDUCATION AND CHILD WELFARE

Brooklyn Community Board 7

Most Important Issue Related to Youth, Education and Child Welfare

Support services for special needs youth (disabled, immigrant, non-English proficient, etc.)

The coronavirus emergency closed our schools twice and reduced us to a hybrid model during the beginning of the school year in 2021. Admittedly, DOE has had to scramble to provide resources for students and families due to the unprecedented emergency, but the needs of our largely immigrant and poor community, with its infrastructure deficiencies, were already greater than most of the city and now the chasm is even wider. The health emergency brought these issues to the forefront.

Poor wi-fi service in many areas of the community lead students to rely on mobile connections, which are of poor quality and reliability. Much of our community still relies on outdated copper wire and lacks fiber optic cable. A lack of technology services for teachers, administrators and especially families and students who may not be technologically and English-proficient, has left our students further behind, likely increasing a disparity of income, often due to a lack of appropriate infrastructure investment over decades. At the very least the city should commit to ensuring that all households have the ability to access wifi. Students should not be forced to go to fast food restaurants or sit outside closed libraries and schools to gain their education. To reduce these disparities and help correct the inequities of the past, New York City should commit to providing free wifi services for our entire community. Community Board 7 recently signed on to a petition calling for comprehensive services and programming, including afterschool programming, for all students in our community. Space requirements often preclude important programming for development and advancement and support services for those with needs. However, as additional school seats are slated to open up, reducing the overcrowding burden on our local schools, we must reimagine our facilities and programs, especially their accessibility to all.

Community District Needs Related to Youth, Education and Child Welfare

Needs for Youth and Child Welfare

The population of the District has a large percentage of young people (30% under age 19) and programs for youth are greatly needed. Since our District has a minimum of public recreation space our children must rely on afterschool and other community-based programs for arts, entertainment, sports and academic help. Many of our residents fall beneath the poverty line and parents often have to work more than one job to support their families. These programs are vitally important to the life, learning and social skills of our youngest residents. The City must do more to support our children and our community-based organizations by providing additional funds. We must consider the need for afterschool and vacation care for children whose parents work. Additional funds must be available to support organizations that provide these services to create more day care slots for the local community and facilities. This could have an added benefit of creating jobs. Our local SYEP program is run through a program located at our high school and the school has an aggressive internship program for upperclassmen, but these options are not enough for a community with such a large youth population. The approximately 1600 SYEP slots are the same amount we had a decade ago, when our population was smaller. When the economy turned bad, there was increased competition from older workers for precious few jobs, increasing youth unemployment. These programs provide some of the few opportunities our young people have to gain work experience.

YOUTH, EDUCATION AND CHILD WELFARE

Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.

CAPITAL BUDGET REQUESTS

| Agency | Priority | Title |
|---------------|-----------------|---|
| DOE | 1 / 1 | Other capital budget request for DOE |
| SCA | 1 / 2 | Renovate interior building component |
| SCA | 2 / 2 | Provide a new or expand an existing elementary school |

EXPENSE BUDGET REQUESTS

| Agency | Priority | Title |
|---------------|-----------------|--|
| ACS | 1 / 2 | Provide, expand, or enhance primary prevention services to strengthen families |
| ACS | 2 / 2 | Provide, expand, or enhance child welfare preventive services |
| DOE | 1 / 1 | Other educational programs requests |
| DYCD | 1 / 3 | Provide, expand, or enhance Cornerstone and Beacon programs (all ages, including young adults) |
| DYCD | 2 / 3 | Provide, expand, or enhance adult literacy programs services |
| DYCD | 3 / 3 | Provide, expand, or enhance after school programs for elementary school students (grades K-5) |

PUBLIC SAFETY AND EMERGENCY SERVICES

Brooklyn Community Board 7

Most Important Issue Related to Public Safety and Emergency Services

Police-community relations

CB 7 is a relatively low crime community, although we have seen major crimes jump about 50% in the past two years. High profile events in the past, including some that have taken place outside of our community and even city, have reopened a rift between some parts of the community and the 72nd Precinct. We acknowledge that the precinct and Brooklyn South have worked diligently to overcome this divergence. We believe community relations have been enhanced with the implementation of the Quality-of-Life Teams. We are strong believers that positive relations between our precinct and our residents will lead to even better results in reducing crimes. However, in the past better communication between individual officers and some members of the community did not make up for failures to respond appropriately to some quality of life concerns as well as failure to enforce safety regulations, such as speeding and off-route trucks. Community relations can only further improve with better service from the local precinct, addressing the sometimes years-long quality of life issues. Better communications can help residents understand how particular quality-of-life concerns are addressed rather than discourage individuals from making complaints in the future if they do not think their concerns are being addressed. We are very hopeful that the new Quality-of-Life Team can address these nagging issues. The recent change of command at the Precinct has greatly improved communications in the District and has also witnessed a corresponding decrease in crime as well as an increase in well-needed traffic enforcement and summonses. We believe this communication and actions by the precinct has improved relations with the local community and goes hand in hand with the decrease in crime.

Community District Needs Related to Public Safety and Emergency Services

Needs for Public Safety

Pedestrian safety is a top concern and we are trying to address this issue through DOT, however, it is vital that appropriate NYPD resources be made available, including an increase in the number of school crossing guards allocated to our community. We have new schools, annexes, pre-K facilities and charters in the past 20 years, as well as a burgeoning population, but have not seen an increase to crossing guards in decades. Several children have been injured or even killed in our district in the past years making this an essential need. Community Board 7 was shocked to learn that positions have been cut city-wide and there is no plan to increase guards locally, even though we did not have all the local positions filled. We have also heard increased concerns and a need for education and enforcement on motorized bikes on sidewalks, in parks and in bike lanes.

PUBLIC SAFETY AND EMERGENCY SERVICES

Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.

CAPITAL BUDGET REQUESTS

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

EXPENSE BUDGET REQUESTS

| Agency | Priority | Title |
|--------|----------|---------------------------------|
| NYPD | 1 / 4 | Hire additional crossing guards |
| NYPD | 2 / 4 | Other NYPD programs requests |
| NYPD | 3 / 4 | Other NYPD programs requests |
| NYPD | 4 / 4 | D 75 |

CORE INFRASTRUCTURE, CITY SERVICES AND RESILIENCY

Brooklyn Community Board 7

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

Cleanliness/trash collection

All of the above choices are of great concern, however street cleanliness has always been a big issue for our community. Recent efforts made by the DSNY, including enhanced cleaning and additional basket pick up along with resources provided by the Councilmember and Borough President have helped improve our ratings to where we are above average for Brooklyn, but still below City average. Cleanliness concerns remain on the cleanliness of our commercial strips, near transit hubs, our industrial area, beneath the Gowanus Expressway and alongside Green-Wood Cemetery and the MTA properties.

Community Board 7 calls on the DSNY to re-establish the bulk drop off site in our district as well as a year-round electronics drop off. Surveillance and enforcement against illegal dumping must be increased dramatically.

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

Needs for Water, Sewers, and Environmental Protection

The sewers, water mains and catch basins in this community are among the oldest in Brooklyn. There are a number of sewer collapses and undermined roadways reported to the Board each year. Several street reconstruction projects have been on our roster of Capital Budget requests for more than twenty years. The heavy volume of traffic, particularly on 3rd, 4th, 5th, 8th and Caton Avenues, major thoroughfares and truck routes, causes severe wear and erosion on these streets and off-route trucks put an additional heavy burden on our side streets, which were not meant to accommodate such heavy vehicles. Our old streets and infrastructure are crumbling and additional contracts and resources must be made available for trenching activities. While the City occasionally paves streets, we are fearful that the underlying causes of the street degradation are not being addressed and repaving merely covers over the problems. We believe that DOT and DEP must address these concerns much sooner and more comprehensively, otherwise it may simply be a waste of funds as streets keep sinking despite new asphalt. Five years ago, a pipe thirty feet below 43rd Street broke leaving residents and businesses on the block without water, sewer and other city services, months of construction and a lack of access, as well as other hardships, on the block.

Needs for Sanitation Services

Community District 7 continues to host more than its fair share of sanitation facilities. In addition to numerous private carters and recyclers, we are also home to the SIMS Municipal Recycling Facility, which will take most of NYC's metal and plastic recyclables; the garage for BK-7 and BK-10 (which serves CB10); the Hamilton Avenue Marine Transfer Station. A private company that takes 1000 tons of city residential trash every day on 50th Street. All these facilities require additional trucks in our community and, unfortunately, sometimes we are taken advantage of. Many of the private municipal waste truck drivers take liberties by parking beneath the Gowanus Expressway, along 3rd Avenue or next to Green-Wood Cemetery. For many years CB7 has advocated for moving our sanitation garage to a location off the harbor, as it doesn't need to be water adjacent. We have been denied for two decades. However, 2040 zero emissions standards for the fleet will require a larger facility (for equipment, charging, etc.) than the current garage and so we are asking, given our overburden of DSNY facilities, that ours becomes the first DSNY garage to comply with zero emissions and requiring us to find space and build a modern facility, preferable not directly on the waterfront.

CORE INFRASTRUCTURE, CITY SERVICES AND RESILIENCY

Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.

CAPITAL BUDGET REQUESTS

| Agency | Priority | Title |
|--------|----------|---|
| DEP | 1 / 3 | Other capital budget request for DEP |
| DEP | 2 / 3 | Other capital budget request for DEP |
| DEP | 3 / 3 | Other capital budget request for DEP |
| DSNY | 1 / 2 | Other |
| DSNY | 2 / 2 | Provide new or upgrade existing sanitation garages or other sanitation infrastructure |

EXPENSE BUDGET REQUESTS

| Agency | Priority | Title |
|--------|----------|--|
| DEP | 1 / 3 | noise |
| DEP | 2 / 3 | Clean catch basins |
| DEP | 3 / 3 | Other expense budget request for DEP |
| DSNY | 1 / 2 | Provide more frequent litter basket collection |
| DSNY | 2 / 2 | Other cleaning requests |

HOUSING, ECONOMIC DEVELOPMENT AND LAND USE

Brooklyn Community Board 7

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

Affordable housing creation

There is a rising concern that new housing development is not affordable for local residents, as the median income in CB 7 is approximately \$43,000/year, while the standard for affordability includes the median income from more affluent communities. Additionally, affordable units that are mandatory within a project that includes developer incentives need to include family-sized units and not just studio and one-bedroom units. Many in the community find the city's current MIH program insufficient for creating the number of affordable units our community needs and the levels of affordability still out of reach for most of our community. We often are asked whom these units are meant for as it is noted that Area Median Income is calculated using more affluent communities and counties, meaning units that are affordable in general to NYC residents remain outside of the price range of most of our local residents. Many look to the Fifth Avenue Committee's projects at the Sunset Park Library and at 4th Avenue and 63rd Streets as a model for not-for-profit based housing development that is affordable to local residents. Many residents have also expressed recent interest in community land trusts and opportunities for affordable housing ownership.

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

Needs for Land Use

CB7 is greatly concerned that hotels are allowed as-of-right in manufacturing districts, as we believe this is a back door way to promote housing expansion. We have spent almost two decades promoting and trying to safeguard our industrial waterfront, through our 197-a study and plan, and wish DCP would close this loophole, which could have devastating consequences for businesses and local employment if additional hotels are allowed to open in our manufacturing area. Many of the most recent hotels built in our community are either being used for homeless shelters. We are concerned these uses may one day make our manufacturing zones unaffordable, opening the door for housing, and throwing thousands of local residents out of their jobs. This as-of-right loophole for hotels in manufacturing zones must be closed. When he was Councilman for this community, Mr. deBlasio promised legislation to close the loophole to allow hotels in manufacturing zones as of right. Fifteen years later those hotels have now become the City's homeless plan, as we suspected they would.

Needs for Economic Development

Our Board welcomes economic development along our waterfront, but insists that any development immediately adjacent to the water be limited to water-dependant and community uses. Our waterfront is our greatest physical asset with spectacular views and large areas ripe for development. We strongly believe that any development in our community must be sensitive to our current residents and businesses. Should businesses be required to move as part of a major development, priority should be given to relocating the businesses within the community. Our priority is to bring additional jobs to the community, not to force some businesses to leave. Our community has seen much of its potential wasted in the past from the placement of negative-impact facilities, such as the Metropolitan Detention Center, power plants and waste transfer stations. The community has received a disproportionate number of these facilities while many of the other neighborhoods in the City receive money to lessen the impact of such facilities or relocated them altogether. Our community has received millions, and promised additional billions, in

public and private investments in recent years and there is a concern that such developments and changes will not reach the local residents and may even have negative consequences, such as making housing unaffordable.

HOUSING, ECONOMIC DEVELOPMENT AND LAND USE

Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.

CAPITAL BUDGET REQUESTS

| Agency | Priority | Title |
|--------|----------|--|
| EDC | 1 / 3 | Invest in capital projects to improve access to waterfront |
| EDC | 2 / 3 | Invest in capital projects to improve access to waterfront |
| EDC | 3 / 3 | Invest in capital projects to improve access to waterfront |

EXPENSE BUDGET REQUESTS

| Agency | Priority | Title |
|--------|----------|---|
| SBS | 1 / 2 | Provide or expand occupational skills training programs |
| SBS | 2 / 2 | Support non-profit organizational development and capacity building |

TRANSPORTATION AND MOBILITY

Brooklyn Community Board 7

Most Important Issue Related to Transportation and Mobility

Roadway and traffic design

DOT should immediately implement the safety improvements they presented to us and we approved in February 2024 to the intersection of 3rd Avenue and 60th Street, and to conduct a truck route efficiency and safety study for the community in the interest of public safety for the safety of all users and to move goods as efficiently as possible with as little conflict with pedestrians and bicyclists as possible. We do not understand why these are not a priority of DOT. The intersection at 3rd Avenue and 60th Street is the most dangerous in the community with over 190 crashes in the past 10 years, resulting in over 300 injuries, as well as a myriad of other safety issues including limited lighting, potholes in crosswalks, and undersized medians which provide almost no protection to vulnerable road users and pedestrians, giving them limited time to cross nine lanes of traffic. In 2021 we opened two new schools at the intersection, which along with PS 503 and PS 506 across the street, have added hundreds of small stature pedestrians to this intersection every school day. CB7 has been waiting for what was called a "Safe Routes to School" study for this intersection since at least 2003. But the entire corridor is unsafe for many reasons. Third Avenue itself is the most dangerous roadway in Brooklyn, and its lack of safety is compounded by issues like areas of insufficient lighting and a large quantity of sidewalks and curb cuts which do not meet DOT's Federally-mandated accessibility standards. DOT's intransigence is baffling for an agency that supposedly has a vision for zero pedestrian deaths, yet continues to drag its feet on making safety improvements even though two more pedestrians were killed on the avenue in July. Goals need to be followed by actions, which have not been forthcoming. A truck route study is also a necessity for our community. We previously discussed the danger these trucks present to other users of the streets, but the need for a truck route study has increased as more trucks have become necessary to deliver goods both locally and to other communities. This has been compounded by the increase in warehouses and depots within our community, which are often the starting point for these trucks. These delivery services and depots are expanding at an unsustainable pace in our community and nearby. Our community also faces a large increase in truck trips due to the new last mile facilities opening. This will exacerbate an already dangerous situation as DOT has reduced our trucks routes, furthering the danger along existing routes or encouraging off-route trucking as traffic volume along designated routes increases. Instead of these studies, DOT has pushed through half thought out plans for 20th Street, Park Circle and 7th and 8th Avenues with little community input or notification. It appears DOT rushed to fulfill the previous administration's political promises rather than carefully study problems and create solutions tailored to local needs. But the DOT does not communicate. In fact, it took an Article 78 lawsuit from now former Assemblyman Abbate to even get DOT to agree to follow the law.

Community District Needs Related to Transportation and Mobility

Needs for Traffic and Transportation Infrastructure

Transportation issues are amongst our most pressing. This is because we are home to two major highways, a large industrial area that requires trucks and because transportation issues have a strong impact on public safety and the quality-of-life in our community. State DOT also plays a crucial role in how trucks access our community as most come via the Gowanus and Prospect Expressways. Unfortunately, constant repair of the Gowanus and terrible traffic on both highways encourages drivers to get off the highways and travel local streets. In addition, a lack of appropriate highway entrances and exits, coupled with our large industrial area, mean that we constantly have problems with off-route trucks looking for ways to get around traffic. These additional trucks on our streets, with more coming due to welcomed economic development along our waterfront, mean

additional conflicts with and dangers for pedestrians. City DOT, however, has recognized these conflicts and has worked with the Community Board and others to develop a traffic and pedestrian safety plan for 4th Avenue that has reduced the number of traffic lanes from three to two (north and south), widened the pedestrian medians and vehicle turning lanes, added high visibility paint and plastic bollards. However, because the City failed to keep up with these infrastructure needs for decades, many of the projects are happening at the same time, as the City rushes to support our economic growth in the industrial area, including simultaneous lane closures on 2nd, 3rd and 4th Avenues, daily work on the Gowanus Expressway structure, and side street closures in the 40s and 50s. This leads us to worry that agencies are not properly communicating and coordinating on projects, producing extra burdens on our residents and businesses.

Needs for Transit Services

While we are happy that MTA has added an elevator to the 59th Street station and has started to add the elevators at the 36th Street station. It is not nearly enough. All station rehabilitations should include elevators and/or ramps. While we are very happy the 53rd Street and Prospect Avenue stations have recently been rehabilitated, we feel accessibility is much more important than cell phone charging. . More frequent bus service, as well as enforcement against other vehicles stopping in bus stops and against double parking is necessary on Third, Eighth and particularly on Fifth Avenue, especially when school is in session. MTA failed to provide traffic agents along 4th Avenue, as promised creating a safety hazard for all traverse the boulevard and they need to put agents in place for the 36th Street Station reconstruction.

TRANSPORTATION AND MOBILITY

Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.

CAPITAL BUDGET REQUESTS

| Agency | Priority | Title |
|--------|----------|---|
| DOT | 1 / 10 | Reconstruct streets |
| DOT | 2 / 10 | Repair or provide new street lights |
| DOT | 3 / 10 | Bike traffic signals |
| DOT | 4 / 10 | Improve traffic and pedestrian safety, including traffic calming |
| DOT | 5 / 10 | Repair or construct sidewalks, curbs, or pedestrian ramps |
| DOT | 6 / 10 | Improve traffic and pedestrian safety, including traffic calming |
| DOT | 7 / 10 | Improve traffic and pedestrian safety, including traffic calming |
| DOT | 8 / 10 | Greenway |
| DOT | 9 / 10 | Reconstruct streets |
| DOT | 10 / 10 | Reconstruct streets |
| NYCTA | 1 / 4 | Other capital budget request for NYCTA |
| NYCTA | 2 / 4 | Repair or upgrade subway stations or other transit infrastructure |
| NYCTA | 3 / 4 | Repair or upgrade subway stations or other transit infrastructure |
| NYCTA | 4 / 4 | Improve accessibility of transit infrastructure, by providing elevators, escalators, etc. |

EXPENSE BUDGET REQUESTS

| Agency | Priority | Title |
|--------|----------|--|
| DOT | 1 / 1 | Conduct traffic or parking studies |
| NYCTA | 1 / 1 | Expand bus service frequency or hours of operation |

PARKS, CULTURAL AND OTHER COMMUNITY FACILITIES

Brooklyn Community Board 7

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

Community facility access and programming

Community Board 7 calls on the administration, through the Department of Youth and Community Development, to reimagine and design a community center at 4201 4th Avenue, the building in which the Community Board resides. The former municipal court building on Pennsylvania Avenue, our sister building, and home to the NYPD and Community Board 5, has a much needed community center and our community has similar needs and deserves the similar programming commitments. Our district has well below the city's minimum standard of parkland acreage per capita with few spaces available for the creation of additional park space. Although the Department of City Planning says nearly 25% of our community is parks or greenspace, 95% of that is Green-Wood Cemetery, which does not present an opportunity for recreation beyond walking. 4201 4th Avenue, the old Municipal Courthouse can provide that opportunity. Now that the temporary use by the Brooklyn Public Library has ended we believe the space in the building should remain within community use, rather than returning as a back office or storage for a city agency or empty, as it currently is. A plan to reimagine the space as a community center would be an ideal fit in our underserved district and should be discussed and workshopped with the public as soon as possible so we can immediately start on the redevelopment after the library's space is vacated.

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

Needs for Parks

Our parks are oases within the concrete City where people of all generations, socio-economic statuses and ethnic and national backgrounds can gather, relax, play or simply enjoy a more pastoral setting within the City. They are for mental rejuvenation, physical fitness and stress relief. However, during difficult economic times our parks see an increase in use because of limited personal recreation funds, but often experience a decrease in programming and upkeep. Together these facts spell trouble for our parks as overused equipment falls into disrepair or natural settings are overtaxed. Unfortunately for local parks, the City's main parks seem to get all the attention while our facilities become eyesores. Facility upgrades are left to our Councilmembers' discretion and ability to negotiate and while our elected officials have done a great job bring these funds to the community, we believe it is unfair to them to have to concentrate funds in parks that should be funded directly by the agency. As such, we call upon the City to establish a capital program for local parks that does not rely on limited discretionary funds from elected officials.

Needs for Community Boards

Community Boards haven't received a non-salary related budget increase in a decade. Including salaries, budgets have only increased 40% in the past 40 years. We are in desperate needs of a budget increase as we have been asked to do more and more with no assistance. For example, we have had to squeeze money out of our budget over several years to be able to enhance our meeting technology, which proved crucial when we had to hold virtual meetings for three years. Unfortunately, the technology also comes with a maintenance cost for which we also have to find money in our budget. We have the fewest staff members now than at any time in our history, yet we have new unfunded responsibilities such as hybrid meeting facilitation, social media and website design and posting, contracting, language access and, perhaps, dozens of additional meetings per year to handle cannabis license applications. Language access is a particularly important need as 50% of our population is foreign-born, with at least three major languages spoken in the district and our tiny office has no budget and extremely limited internal ability to provide such service.

PARKS, CULTURAL AND OTHER COMMUNITY FACILITIES

Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.

CAPITAL BUDGET REQUESTS

| Agency | Priority | Title |
|--------|----------|---|
| BPL | 1 / 1 | Create a new, or renovate or upgrade an existing public library |
| DCAS | 1 / 2 | Renovate, upgrade or provide new community board facilities and equipment |
| DCAS | 2 / 2 | Renovate, upgrade or provide new community board facilities and equipment |
| DPR | 1 / 12 | Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) |
| DPR | 2 / 12 | Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) |
| DPR | 3 / 12 | Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) |
| DPR | 4 / 12 | Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) |
| DPR | 5 / 12 | Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) |
| DPR | 6 / 12 | Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) |
| DPR | 7 / 12 | Improve access to a building in a park |
| DPR | 8 / 12 | Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) |
| DPR | 9 / 12 | Improve access to a park or amenity (i.e. playground, outdoor athletic field) |
| DPR | 10 / 12 | Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field) |
| DPR | 11 / 12 | SP volleyball |
| DPR | 12 / 12 | Park garbage trucks |

EXPENSE BUDGET REQUESTS

| Agency | Priority | Title |
|--------|----------|---|
| BPL | 1 / 1 | Library hours |
| DPR | 1 / 1 | Other park maintenance and safety requests |
| OMB | 1 / 1 | Other community board facilities and staff requests |

6. ADDITIONAL COMMENTS AND OTHER BUDGET REQUESTS

When will you bring back the year in which our requests were originally made? We are tired of hearing 20 year old requests are "new" from the agency.

Note: Please see Section 7 for the full content of each request. Requests are prioritized by agency.

CAPITAL BUDGET REQUESTS

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

EXPENSE BUDGET REQUESTS

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

7. SUMMARY OF PRIORITIZED BUDGET REQUESTS

CAPITAL BUDGET REQUESTS

Department of Transportation (DOT)

| | | |
|----------------|--|-----|
| 1 of 10 | Reconstruct streets Reconstruct streets | DOT |
| | Location: 3rd Avenue - 17th Street & 65th Street Allocate funds for the design and reconstruction of 3rd Avenue from 65th to 17th Street, to include all service roads, with safer pedestrian crossings and improved lighting at every intersection | |
| 2 of 10 | Repair or provide new street lights Repair or provide new street lights | DOT |
| | Location: 3 Avenue - 15 Street & 65 Street Rehabilitate lights beneath the Gowanus Expressway and add shorter street lights to 3rd Avenue | |
| 3 of 10 | Bike traffic signals Improve traffic and pedestrian safety, including traffic calming | DOT |
| | Install bike traffic signals at every intersection in CD 7 | |
| 4 of 10 | Improve traffic and pedestrian safety, including traffic calming Improve traffic and pedestrian safety, including traffic calming | DOT |
| | Install red light and speed cameras throughout CD 7 | |
| 5 of 10 | Repair or construct sidewalks, curbs, or pedestrian ramps Repair or construct sidewalks, curbs, or pedestrian ramps | DOT |
| | Location: Ft Hamilton Parkway - East 5th Street & East 5th Street Replace sidewalks on Ft. Hamilton Parkway between East 5th Street and the bridge over the Prospect Expressway. The adjacent property owner is NYC. | |
| 6 of 10 | Improve traffic and pedestrian safety, including traffic calming Improve traffic and pedestrian safety, including traffic calming | DOT |
| | Complete DOT projects district-wide including raised sidewalk extensions in crosswalks on 4th Avenue. Install real barriers in the interim. | |
| 7 of 10 | Improve traffic and pedestrian safety, including traffic calming Improve traffic and pedestrian safety, including traffic calming | DOT |
| | Add bollards on 4th, 5th and 8th Avenues to prevent vehicles from parking in crosswalks and to protect sheltered bike lanes from vehicle intrusion. | |
| 8 of 10 | Greenway Other transportation infrastructure requests | DOT |
| | Location: 1st Avenue - 39th Street & 58th Street Study and complete the last portion of the Brooklyn Waterfront Greenway between 39th and 58th Streets | |

| | | |
|--|----------------------------|-----|
| 9 of 10 | Reconstruct streets | DOT |
| | Reconstruct streets | |
| Remove rails and reconstruct 2nd Avenue between 29th and 42nd Streets as was supposed to be done in 2005 | | |

| | | |
|--|----------------------------|-----|
| 10 of 10 | Reconstruct streets | DOT |
| | Reconstruct streets | |
| Fund the reconstruction of 39th Street from 2nd Avenue to the western terminus | | |

School Construction Authority

| | | |
|---|--|-----|
| 1 of 2 | Renovate interior building component | SCA |
| | Renovate interior building component | |
| Make all schools and facilities within schools to ensure they are fully accessible to all student populations. | | |
| 2 of 2 | Provide a new or expand an existing elementary school | SCA |
| | Provide a new or expand an existing elementary school | |
| Allocate funds for site acquisition, design and construction of a new Early Childhood Learning Center to serve the students of the Sunset Park/Windsor Terrace communities. | | |

Department of Citywide Administrative Services (DCAS)

| | | |
|---|--|------|
| 1 of 2 | Renovate, upgrade or provide new community board facilities and equipment | DCAS |
| | Renovate, upgrade or provide new community board facilities and equipment | |
| Purchase fixed and portable equipment to allow Community Board 7/Brooklyn to hold blended meetings in the board and in locations around the district | | |
| 2 of 2 | Renovate, upgrade or provide new community board facilities and equipment | DCAS |
| | Renovate, upgrade or provide new community board facilities and equipment | |
| Rehabilitate Community Board 7 rest rooms (to ensure ADA compliance), lobby, plumbing, electrical and hvac systems and security. CB 7, despite being in a city-owned building, is not ADA-compliant. DCAS has had the money for almost a decade. This is an embarrassment to NYC. | | |

New York City Transit Authority (NYCTA)

| | | |
|---|--|-------|
| 1 of 4 | Other capital budget request for NYCTA | NYCTA |
| | Other capital budget request for NYCTA | |
| Deck over various MTA properties, including 6th to 8th Avenues between 36th and 39th Streets, 38th Street between 4th and 5th Avenues and others , to provide deeply affordable housing | | |
| 2 of 4 | Repair or upgrade subway stations or other transit infrastructure | NYCTA |
| | Repair or upgrade subway stations or other transit infrastructure | |
| Add shelters for every bus stop in CD 7 | | |
| 3 of 4 | Repair or upgrade subway stations or other transit infrastructure | NYCTA |
| | Repair or upgrade subway stations or other transit infrastructure | |
| Create secondary entrances/exits at all subway stations in CD 7. This is necessary for mobility and public safety reasons | | |

| | | |
|---|--|-------|
| 4 of 4 | Improve accessibility of transit infrastructure, by providing elevators, escalators, etc. | NYCTA |
| Improve accessibility of transit infrastructure, by providing elevators, escalators, etc. | | |

Rehabilitate all subway stations in CD 7 and add elevators to make the station accessible

Economic Development Corporation (EDC)

| | | |
|--|---|-----|
| 1 of 3 | Invest in capital projects to improve access to waterfront | EDC |
| Invest in capital projects to improve access to waterfront | | |

Full funding for construction of Bush Terminal Park through Phase 2, including playground, environmental center and pier 5. Although the park is open, EDC has not provided all the amenities promised to this community.

| | | |
|--|---|-----|
| 2 of 3 | Invest in capital projects to improve access to waterfront | EDC |
| Invest in capital projects to improve access to waterfront | | |

Allocate funds for a bathroom on the BAT campus adjacent to the 58th Street Pier and available to the pier's patrons

| | | |
|--|---|-----|
| 3 of 3 | Invest in capital projects to improve access to waterfront | EDC |
| Invest in capital projects to improve access to waterfront | | |

Build a ramp to replace stairs on the 63rd Street walkway to the BAT buildings. The stairs are not accessible.

Department of Parks and Recreation (DPR)

| | | |
|--|---|-----|
| 1 of 12 | Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) | DPR |
| Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) | | |

Rehabilitate Martin Luther Playground.

| | | |
|--|---|-----|
| 2 of 12 | Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) | DPR |
| Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) | | |

Rehabilitate children's playground, basketball and handball courts at Greenwood Park.

| | | |
|--|---|-----|
| 3 of 12 | Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) | DPR |
| Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) | | |

Replace interior walkways within Sunset Park

| | | |
|--|---|-----|
| 4 of 12 | Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) | DPR |
| Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) | | |

Rehabilitate D'Emic Playground.

| | | |
|--|---|-----|
| 5 of 12 | Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) | DPR |
| Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) | | |

Rehabilitate Pena-Herrera Park.

| | | |
|--|---|-----|
| 6 of 12 | Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) | DPR |
| Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field) | | |

Rehabilitate Plascencia Park, including higher fences to prevent damage to surrounding homes

7 of 12 Improve access to a building in a park

DPR

Improve access to a building in a park

Location: East 4th Street - Ft. Hamilton Parkway & Ft. Hamilton Parkway

Replace sidewalks and curbs on East 4th Street between Ft. Hamilton Parkway and Caton Avenue at the community garden. The adjacent property owner is NYC.

8 of 12 Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)

DPR

Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)

Rehabilitate the portion of John Allen Payne Park that has not already been rehabilitated

9 of 12 Improve access to a park or amenity (i.e. playground, outdoor athletic field)

DPR

Improve access to a park or amenity (i.e. playground, outdoor athletic field)

Add accessible swings and other accessible equipment to all playgrounds in CD 7

10 of 12 Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)

DPR

Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)

Build a dog run in Sunset Park

11 of 12 SP volleyball

DPR

Other capital budget request for DPR

Rehabilitate the volleyball court in Sunset Park

12 of 12 Park garbage trucks

DPR

New equipment for maintenance

Purchase new DPR garbage trucks to serve all parks in CD 7

Department of Education (DOE)**1 of 1 Other capital budget request for DOE**

DOE

Other capital budget request for DOE

Replace playground equipment at PS 971 with age-appropriate equipment.

Department of Environmental Protection (DEP)**1 of 3 Other capital budget request for DEP**

DEP

Other capital budget request for DEP

Location: 5 Avenue - 34 Street & 34 Street

Establish a design and reconstruction contract for 5th Avenue between 34th and 65th Streets, including sewers, mains, pedestrian plazas, historic lighting and other public amenities and include an incentive clause for early completion. This project was supposed to start in 1988. It has been repeatedly delayed to (now) 2022. DOT blames DEP's lack of a budget.

2 of 3 Other capital budget request for DEP

DEP

Other capital budget request for DEP

Location: 1st Avenue - 39th Street & 39th Street

Replace sewer pipes in 1st Avenue from 39th to 58th Streets which was cut out of the 2005 street rehabilitation. Green infrastructure should be included wherever feasible.

3 of 3 Other capital budget request for DEP

DEP

Other capital budget request for DEP

Location: 34th and 35th Streets - 4th Avenue & 4th Avenue

Rehabilitate the sewer pipe and add green infrastructure on 33rd and 34th Street between 4th and 5th Avenues.

Brooklyn Public Library (BPL)**1 of 1 Create a new, or renovate or upgrade an existing public library**

BPL

Create a new, or renovate or upgrade an existing public library

Allocate for acquisition, design and construction of an additional library in Sunset Park adjacent to 7th or 8th Avenues

Department of Sanitation (DSNY)**1 of 2 Other**

DSNY

Other garbage collection and recycling infrastructure requests

Location: 52nd Street & 1st Avenue

Re-establish the year-round bulk drop off site at the BK-7 garage facilities and include year-round electronics drop off

2 of 2 Provide new or upgrade existing sanitation garages or other sanitation infrastructure

DSNY

Provide new or upgrade existing sanitation garages or other sanitation infrastructure

Acquire site for a new BK-7 garage off the waterfront in order to build the first zero emissions DSNY garage and fueling facility. The current facility is too small to house the technology and ancillary equipment necessary to meet the City's 2040 goal.

EXPENSE BUDGET REQUESTS**Department of Youth and Community Development (DYCD)****1 of 3 Provide, expand, or enhance Cornerstone and Beacon programs (all ages, including young adults)**

DYCD

Provide, expand, or enhance Cornerstone and Beacon programs (all ages, including young adults)

Fund new community programming in the NYPD-operated former Municipal Court building at 4201 4th Avenue, Brooklyn, the home of Community Board 7 as was done in the similar NYPD-operated former Municipal Court building at 127 Pennsylvania Avenue, the home of Community Board 5.

2 of 3 Provide, expand, or enhance adult literacy programs services

DYCD

Provide, expand, or enhance adult literacy programs services

Increase funding for adult ESOL, literacy and education programs in CD 7.

3 of 3 Provide, expand, or enhance after school programs for elementary school students (grades K-5)

DYCD

Provide, expand, or enhance after school programs for elementary school students (grades K-5)

Allocate funding for after school music and arts programs, comprehensive ASP, ELA, STEAM, sports, math COMPASS and SONYC programs to all schools in the district

Office of Management and Budget (OMB)**1 of 1 Other community board facilities and staff requests**

OMB

Other community board facilities and staff requests

Increase community board operations budgets city-wide

New York Police Department (NYPD)

| | | |
|---|---|------|
| 1 of 4 | Hire additional crossing guards | NYPD |
| | Hire additional crossing guards | |
| Increase school crossing guard personnel in CD 7 and increase compensation | | |
| 2 of 4 | Other NYPD programs requests | NYPD |
| | Other NYPD programs requests | |
| Increase and sustained truck enforcement. CD 7 has an inordinate number of trucks due to a large industrial area and poor highway access. Truck traveling off-route in a dangerous manner (such as speeding) have been an increasing concern for residents. | | |
| 3 of 4 | Other NYPD programs requests | NYPD |
| | Other NYPD programs requests | |
| Increase enforcement against illegal and double parking, unregistered vehicles and traffic violations throughout the district | | |
| 4 of 4 | D 75 | NYPD |
| | Provide resources to train officers, e.g. in community policing | |
| Allocate funds for additional training of school safety officers specifically serving District 75 students | | |

Administration for Children's Services (ACS)

| | | |
|---|---|-----|
| 1 of 2 | Provide, expand, or enhance primary prevention services to strengthen families | ACS |
| | Provide, expand, or enhance primary prevention services to strengthen families | |
| Increase day care slots in CD 7. | | |
| 2 of 2 | Provide, expand, or enhance child welfare preventive services | ACS |
| | Provide, expand, or enhance child welfare preventive services | |
| Increase funding for preventive protective services for children. | | |

New York City Transit Authority (NYCTA)

| | | |
|---|---|-------|
| 1 of 1 | Expand bus service frequency or hours of operation | NYCTA |
| | Expand bus service frequency or hours of operation | |
| Increase service on the B11, B37, B63 and B70 buses and ensure much more frequent service, particularly during school rush hours. | | |

Department of Education (DOE)

| | | |
|---|--|-----|
| 1 of 1 | Other educational programs requests | DOE |
| | Other educational programs requests | |
| Fully fund all programs for all children who are eligible for specialized and related programs (including but not limited to students with special needs and multilingual learners) in the district | | |

Department for Homeless Services (DHS)

1 of 1 Other request for services for the homeless

DHS

Other request for services for the homeless

Work with HRA to ensure that wrap around services are available for all shelter residents in CD 7.

Department of Small Business Services (SBS)**1 of 2 Provide or expand occupational skills training programs**

SBS

Provide or expand occupational skills training programs

Provide vocational training, day habilitation and placement services for adults with disabilities.

2 of 2 Support non-profit organizational development and capacity building

SBS

Support non-profit organizational development and capacity building

Fund adult vocational and apprenticeship programs in CD 7

Department of Sanitation (DSNY)**1 of 2 Provide more frequent litter basket collection**

DSNY

Provide more frequent litter basket collection

Increase funding for corner basket pick up.

2 of 2 Other cleaning requests

DSNY

Other cleaning requests

Allocate additional personnel for manual street sweeping in CD 7 and/or implementation of the Clean Curbs program for schools

Department of Transportation (DOT)**1 of 1 Conduct traffic or parking studies**

DOT

Conduct traffic or parking studies

Fully fund a pedestrian, bicyclist, driver safety study for 3rd Avenue from 15th to 65th Streets to include all safety issues, including, but not limited to crossing times and safe waiting areas, truck and last mile issues, bicyclist safety, lighting, flooding, illegal parking

Department of Parks and Recreation (DPR)**1 of 1 Other park maintenance and safety requests**

DPR

Other park maintenance and safety requests

Increase Parks personnel budget for additional maintenance workers and Recreation Center workers

Brooklyn Public Library (BPL)**1 of 1 Library hours**

BPL

Extend library hours or expand and enhance library programs

Increase library hours so all branches return to 7-day operations and expand hours

Department for the Aging (DFTA)

1 of 1 air tags

Other senior center program requests

DFTA

Establish a pilot program to provide air tags and medical alert bracelet programs for every senior center in CD 7

Department of Environmental Protection (DEP)

1 of 3 noise

Investigate noise complaints at specific location

DEP

Increase and sustain noise enforcement with CD 7

2 of 3 Clean catch basins

Clean catch basins

DEP

Increase funding for sewer and catch basin maintenance in CD 7.

3 of 3 Other expense budget request for DEP

Other expense budget request for DEP

DEP

Study water and sewer problems in area bounded by Kermit Place, East 7th Street, East 8th Street and Caton Avenue