



COMMUNITY BOARD NO. 18

5715 AVENUE H - SUITE 1D - BROOKLYN, NEW YORK 11234-1999

TELEPHONE (718) 241-0422

TOLL FREE 1-800-564-5127

FAX (718) 531-3199

email:bkbrd18@optonline.net

MICHAEL R. BLOOMBERG
Mayor

MARTY MARKOWITZ
Borough President

SAUL NEEDLE
Chairperson

DOROTHY TURANO
District Manager

STATEMENT OF NEEDS AND PRIORITIES **FISCAL YEAR 2009**

Within the boundaries of Community Board #18 are many communities that comprise the "southern tier" of Brooklyn which can be classified as middle income neighborhoods with a solid tax base.

Throughout our communities there exists a network of volunteer civic, parent, religious, and service organizations working in a harmonious atmosphere of partnership with our elected officials to enhance the quality of life for all of our residents. It is that spirit of commitment and activity that makes the neighborhoods of Community Board #18 perhaps some of the finest places in which to live and raise a family.

The communities that comprise Community Board #18 are truly representative of the city as a whole. These neighborhoods must be maintained in order to attract and keep families, business, and industry in the city. Only through a comprehensive program of improvement and long-range planning can we attempt to fulfill these planning objectives. Every effort must be made by the city to grant and, hopefully, exceed our Capital and Expense Budget requests and recognize the priorities that we have attached to these funding recommendations. Unfortunately, at the present funding level only the basic and essential facilities and services can be maintained.

We urge the Mayor's Community Assistance Unit and the Department of Information Technology and Telecommunications (DLitt) to continue its strong working relationship between their centralized staff and our Community Board to assist in the resolution of problems and issues. We commend their expansion of interned access.

We are bewildered, however, as to why, in this age of advanced reporting technology, requests for an on-line computer generated and electronically submitted Street Activity Permit Application process continue to be ignored! The current process is labor intensive, cost ineffective, and still requires the use of an antiquated typewriter for penetration through the numerous copies!

We urge increased computer support programs to keep-in-step with the constant spiraling technological advances. The need for computer support services is becoming even more essential as the use of the interned for conducting government business increases.

City Council Introduction 174-A is a victory and a milestone for Community Boards and for all New Yorkers. The legislation amended the City Charter to require DLitt to provide electronic data, broken down by community district, on complaints collected by the 311 Citizen Service Center. This Charter Amendment is an important step toward sharing 311 data. However, we still need to be included in the city's complaint collection, tracking, and resolution processes. Only through personal interaction and sharing of information between the Community Board and city agencies can we enhance city service delivery and coordinate efforts to improve the quality of life for our residents.

GATEWAY NATIONAL PARK/JAMAICA BAY AND TRIBUTARIES

Paerdegat Basin, on the Northwestern edge of Jamaica Bay, is one of the largest remaining coastal ecosystems in the New York City area. Portions of the Gateway National Recreation Area are on both banks at its mouth and dot the landscape.

As part of the "Gateway System," we serve as host to Flood Bennett Field -- an historic treasure -- home to the first municipal airfield, where the sounds of the departing aircraft of Wiley Post, Amelia Aerhart and Douglas "wrong-way" Corrigan stand as a testament to times past. Now... ruinous hangars, derelict buildings, and dilapidated roads abound. A cemetery of destroyed boats and debris mark the field's coast, and the legendary runway is now a barren pothole-ridden road. The park's surrounding waters are still polluted, visitor services are limited, and the loss of native species is widespread. With nearly 400 buildings and structures, many of which are seriously deteriorated and remain empty, park managers are hard pressed to preserve or restore them with the limited resources provided by the Department of the Interior and National Parks Service.

In 2006 the National Parks Service leased four (4) of the eight (8) original airport hangars as a business concession for a "mega" community-based sports and entertainment complex. The historical integrity of some of the hangars have, therefore, been alleged to be compromised by this conversion, in contradiction to the protection supposedly in place by their inclusion on the National Register and under their management by the National Park Service. Promoting commercialization and excessive delegating of public responsibility to private concessionaires jeopardizes this natural treasure.

Throngs of visitors travel to the park to attend large outdoor concerts and major events as well as to utilize the facilities at the sports and entertainment complex. By virtue of its Federal Jurisdiction, the National Park Service is immunized from impact studies concerning pedestrian/vehicular traffic and city infrastructure. Consequently, negligible attention is being given to accommodate the visitors or to alleviate local traffic congestion.

The Board urges the Department of the Interior to restore Flood Bennett Field and its water access to its original prominence. The restoration of the boat docks at Flood Bennett Field and at Canarsie Pier would allow for the use of water taxi's at peak times to facilitate the movement of participants of large outdoor events as well as visitors to the Park and Sports/Entertainment Complex. It would enable connection with other parts of the Borough and City aboard New York Water Taxi's "Hop-on, Hop-off" service which currently stops in Red Hook, Fulton Ferry Landing in DUMBO, and Governors Island, a National Historic District where the public can enjoy summer programming and concerts or take a car-free bike ride.

We support the efforts of the National Park Service to implement a pilot marsh restoration proj-

ect encompassing approximately two (2) acres of Big Egg Marsh with the Jamaica Bay Wildlife Refuge, a component of the Gateway National Recreation Area. It is well documented by various scientific investigations that the tidal marshes that occur in Jamaica Bay are disappearing at an unprecedented rate. From 1924 to 1999 more than 50% of the bay's marshes disappeared.

The wetlands serve as flood protection and shoreline erosion control for the surrounding homes. The Jamaica Bay Watershed Protection Plan Advisory Committee goals include reducing the impacts from contaminated sediment, reducing the amount of nitrogen in the water and the prevention of further loss of wetlands.

In January 2007, the National Park Service launched a competition named "Envisioning Gateway" that focused on a new design for Gateway with the hopes of increasing public awareness of the park. The project deals with the challenge that sixty one percent (61%) of Gateway is water and in the next ten (10) years the sea level is expected to increase by six feet as a result of global climate changes. This administration and its successors need to act upon a plan to protect Gateway and the city's waterfront from the effects of sea level rise and storm surges.

Ashley Scott Kelly and Rikako Wakabayashi presented the winning design entitled "Mappery of the Ecotone," and recommends using the islands off the coast of Canarsie for park visitors as transportation and education about the tension that occurs when ecological and human environments intersect. We need to capitalize on this opportunity to preserve and improve local wildlife and plant habitat. We encourage the expeditious implementation of this project -- concepts are no substitute for action! Nowhere else in the world is there the potential that exists at Gateway -- to be used as an example of what an Urban National Park should be.

During the mid-to-late Nineteenth Century Brooklyn experienced explosive growth. Uplands were leveled, wetlands were filled, and as a progressively more urban landscape developed, storm sewers were constructed to convey street runoff directly to Paerdegat Basin. The tributary watershed to Paerdegat Basin includes 6,825 acres spanning portions of the Canarsie, Brownsville, Crown Heights, Flatbush, East Flatbush, Marine Park and Flatlands neighborhoods of Brooklyn. The Bay is the depository of the city's treated wastewater -- approximately 300 million gallons a day.

Jamaica Bay and its inlets are under the jurisdiction of the National Park Service, Gateway National Recreational Area. Jamaica Bay, which borders on Brooklyn, Queens and Nassau County, includes 26,645 acres consisting of open water, meadowland, marshes, dunes and forests. More than 500,000 people live within the Jamaica Bay watershed. The future of this ecosystem, including wildlife, local homes and infrastructure is of deep interest to conservation groups and environmentalists as well as community organizations and residents. We continue to stress the aggressive pursuit, by the Administration, to bring Jamaica Bay water quality to levels that would meet and, hopefully, exceed Federal standards for recreational use which would ultimately help save this lush, but threatened natural resource.

The area surrounding the head of Paerdegat Basin supports New York City infrastructure. The Department of Transportation (DOT) operates a maintenance and storage facility at the northwest corner. The Department of Environmental Protection (DEP) operates a maintenance and storage facility at the northwest corner and a Pumping Station at the headwater terminus of Paerdegat Basin.

More than a decade ago, a firm commitment was in place by the Department of Envi-

ronmental Protection as part of the Paerdegat Basin Water Quality Facility Plan to upgrade the Pumping Station and build a thirty-million gallon underground Combined Sewer Overflow (CSO) Retention Facility to hold and treat the overflow until the Knapp Street Sewage Treatment Plant could properly process the sewage. This project, coupled with a twenty-million gallon "in-line" retention, is an engineering solution to the current pollution problems that continue to plague the Basin. The project is due for completion in September 2009 and includes Department of Environmental Protection (DEP) maintenance and personnel facilities and a "new home" for Community Board #18 -- a separate, state-of-the-art, building equipped with offices and a conference/meeting room for future Community Board Meetings. We have been working closely with DEP Administration for more than twelve (12) years, and eagerly await its completion.

Our community is still grappling with the issues surrounding the issuance of an operating license on city-owned Mill Basin Inlet waterfront property for "Operation and Maintenance of Full Service Marina at Mill Basin B-166-D-M." The most recent license agreement was inexplicably negotiated and allowed for the addition of eleven (11) boat slips and the relocation of an additional eleven (11) existing boat slips, for a total of more than seventy-five (75) boat slips positioned to accommodate more than one hundred and fifty (150) vessels in a row protruding into the Mill Basin Inlet. The Community Board did not receive notification of the renewal process, and the "Notice of Hearing" was mailed to only two (2) of the more than fourteen (14) effected adjacent property owners. The Community Board was contacted by one (1) of the notified homeowners in 2005 and joined them in sending letters of objection to the New York State Department of Conservation, New York District Army Corps of Engineers, and the New York City Department of Parks and Recreation. Each agency declined ultimate authority for the issuance of the license and/or permits.

In conjunction with the shabby maintenance of the Marina and total disregard for property boundaries, these additional slips detract significantly from the views of the water, interfering with the riparian rights of the adjacent homeowners and impairing the ability to safely navigate the constricted inlet. After numerous conversations and extensive correspondence with the agencies -- the condition still exists. This continuing situation amounts to, what is clearly, an attack on the community and the environmental stability of the Mill Basin inlet, a tributary of Jamaica Bay.

PLANNING FOR THE FUTURE

The Board urges increased funding to allow Community Boards to hire planners and consultants to provide the necessary zoning expertise and resources for effective neighborhood planning. The concept of community-based planning was why New York City's Community Boards were created. More than four (4) decades later, despite the tireless efforts of their members and staff, Community Boards and community-based organizations have few real opportunities to engage in proactive planning and even fewer opportunities to ensure that development suits neighborhood needs. Training and resources must be provided to assure active and meaningful participation.

The "piecemeal" rezoning efforts by the Department of City Planning is just that -- a piecemeal approach to deal with major zoning issues. It is the sense of this Board that all of the communities within our Board be rezoned to create a rational zoning plan that reflects natural residential, commercial, and manufacturing boundaries. The current land use is largely an artifact of historical urbanization. Future land use must be controlled by zoning, public policy, and land use regulations intended to promote activities appropriate to preserve the neighborhood character and infrastructure for those who live and work there.

Comprehensive planning is essential for zoning for the future. Over-development is a city-wide concern. Zoning must be made to protect the infrastructure and the extraordinary neighborhoods of our City. The Zoning Resolution must be reformed to restrict community facilities from imposing non-conforming structures in residential districts, over-development of large box-like condominiums, or the replacement of an historic single family home with a huge community facility or multi-family dwellings. Neighborhoods are under attack by developers who often work in conjunction with city agencies to redevelop communities with low population and low density in the image of Manhattan's high-rise, mixed-use zoning.

A revised zoning text would virtually eliminate the need for the Board of Standard and Appeals. In its current form, the Board of Standard and Appeals is frequently misused to circumvent existing antiquated zoning text. Their decisions reflect their own opinions and objectives while altering the zoning landscape without a concise cohesive zoning objective. We approach the monumental task of rezoning with trepidation since it has been our experience that the Board of Standards and Appeals does not uphold those efforts. They will continue to go through the public review process and ultimately use their powers to place their own "signature" on the zoning landscape.

Community Board 18's housing stock basically consists of well maintained owner occupied one and two family homes with scattered co-op and large-scale condominium development. Additionally, there are several high-rise buildings and three New York City Housing Projects (Bayview, Breukelen and Glenwood) within our boundaries -- all of which have been upgraded using Housing and Urban Development (HUD) allocations to the New York City Housing Authority.

As the age of our basic one and two family homes advances, we encourage homeowners to do major home improvements using home equity loans that are available from area banks.

The objectives of our housing priorities are to support continued development of vacant land suitable for housing with designs that are consistent with the residential nature and character of the communities. Our goals continue to be achieved by ongoing new development and home improvement incentives offered within the communities. The current private home construction in Georgetowne and in the waterfront communities of Bergen Beach and Mill Island, vividly demonstrate our commitment to support new construction that is in consonance with the surrounding area.

We are concerned about efforts to create "Retail Subdistricts" throughout the City. Our communities do not need the added heavy commercial burden on our streets and in our neighborhoods. Additionally, the tenuous economic condition of our local "strip" shopping centers, as well as our network of "Mom & Pop" stores, could not endure the "heavy-handed" competition of large discount "mega" stores. We continue to work with merchant groups to develop strategies for commercial revitalization programs. "Strip" shopping is vital to the economic stability of our communities, and special attention must be paid to their well-being.

The Community Board questions the Application by the NYC Economic Development Corporation (EDC) and the Department of Small Business for the Change in the City Map for the "Mill Basin Projects (Kristal Auto Mall and Toys "R" Us)." The property, totaling 5.5 buildable acres, fronts on the east side of Flatbush Avenue to the Mill Basin bulkhead line, and south by the Belt Parkway Right of Way, north of the interchange of Flatbush Avenue with the Belt Parkway.

The proposal includes the Demapping of the mapped portion of Flatbush Avenue, from

the Belt Parkway to Avenue U, from the subject property, to provide sufficient property for the construction of the "Kristal Auto Mall" parcel which is projected to be built in front of Toys "R" Us. This strategy will narrow city-owned Flatbush Avenue and eliminate the future contemplated widening of Flatbush Avenue to create a bus lane. How will we plan to accommodate the current and anticipated massive increase in traffic and bus ridership upon completion of this complex?

We question the process that was followed by EDC and the Department of Small Business Services to market this property as two (2) parcels - totaling 5.5 acres. We respectfully urge the Department of Business Services and EDC to cease their efforts to prematurely advance this project. As they are well aware, there is a third (3rd) parcel, totaling approximately twelve (12) buildable acres, for sale next to this tract of land adjacent to the Four Sparrow Marsh land. Why isn't that parcel being considered at this time?

The Board is concerned that the already negotiated arrangement with Forest City Ratner Companies, with a signed Memorandum of Understanding with the city, has somehow been side-tracked in a desperate effort to advance only half of the development to accommodate the interest of Vornado Realty Trust who are the owners of the "bankrupt" Toys "R" Us and the Kings Plaza Shopping Center. We question Vornado's future plans for Toys "R" Us and/or the property.

Considering the toxic relationship that exists between Vornado Realty Trust and the community, because of its management of Kings Plaza and its nefarious attempts to circumvent existing zoning to allow for the development of the Lowe's Home Improvement Complex in their former parking lot next to Kings Plaza, serious questions are raised as to their credibility as it relates to any further negotiations with our community.

We ask the Department of Business Services and EDC to follow the policy they promoted and executed for the sale and development of the "Gateway" property in Spring Creek - to one (1) developer responsible for the entire project.

Consequently, it is our expressed belief that the community is best served by Forest City Ratner Companies, and ask that its proposal for the adjoining parcel be joined with all development plans for the entire property to establish a seamless transition of the ownership of the Flatbush Avenue property. Forest City Ratner Companies will be responsive to the community, and ultimately be responsible for the entire property development with a vision and plan. Planning for the future is imperative for the entire Development of Flatbush Avenue, south of Avenue U (Kings Plaza Shopping Center) -- north of Gateway National Recreation Area.

DEPARTMENT OF TRANSPORTATION

Transportation needs, particularly total reconstruction, contract resurfacing, and scheduled repair of the roadways within the Board area, present an ever increasing need. Much of the existing street system in the southern portion of the Board area was constructed by builders more than forty five (45) years ago. Canarsie and surrounding communities were built on landfill that is rapidly deteriorating requiring an aggressive street and sewer reconstructive program. The Community Board urges the Department of Transportation to advance our Board's Capital Project requests.

As our communities age, it becomes increasingly essential that the Capital Budget needs of the area be met if we are to maintain public structures and facilities at acceptable levels. Emphasis

must be placed on long-term infrastructure rebuilding as well as short-range improvements.

Transportation issues persist to rank high on the problem list for our Community Board. Pedestrian and vehicular safety at many of the intersections within our Board area are the source of continued concern. The intersections around the Kings Plaza Shopping Center, and the congested junction of the "Home Depot" shopping center along with the impending Lowe's Home Improvement Complex development on the adjoining sites on Avenue U from Kings Plaza to East 57th Street, present special challenges and are only a few examples of Board requests for pedestrian/vehicular traffic safety solutions, not studies, to this Agency. A coordinated effort must be made to implement the suggestions of the costly studies already completed and not initiate new studies.

Kings Plaza Shopping Center, built on city-owned land and leased to Vornado Realty Trust, is the cause of constant consternation. Numerous costly and time consuming studies have been performed by outside consultants, the Departments of Transportation and City Planning, as well as the Borough President's Office, in an effort to improve pedestrian, vehicular, and bus circulation problems at the intersections and along Flatbush Avenue and Avenue U. The studies continue to identify the same problems and continue to propose a myriad number of improvements including changes in bus stop locations and operations, directional signage, street configuration with the widening of Avenue U and Flatbush Avenue, and the installation of pedestrian safety fencing along Avenue U and on the center traffic island on Flatbush Avenue, between Avenues U and V. Our Community Board also included in our Capital Budget Priorities and Requests a request for the construction of an elevated pedestrian overpass at this intersection. -- To date...nothing of consequence has been done, except for the movement of bus lanes on Flatbush Avenue and Avenue U and the widening of the traffic islands on Flatbush Avenue that have created additional confusion, danger, and further bottleneck the intersection!

All the studies performed...All the dollars spent...All the changes suggested...All the promises made...All the time wasted -- To date...nothing of consequence has been done. It is the opinion of the Community Board that money should not continually be spent on costly studies. The problem is self-evident -- the solutions have been proposed -- implement the recommendations. Remember, as previously stated - concepts are no substitute for action!

EMERGENCY SERVICES - FIRE

We are optimistic that funds will be increased to establish an even greater emergency service presence for the improvement of service delivery to battle fires, reduce crime, and enhance quality of life conditions within our Community Board area.

Fire protection in a residential community, comprising tens of thousands of frame dwellings, is obviously of paramount concern. The theory used by the Fire Department for "manning" decisions includes statistics that do not include literally thousands of homes and tens of thousands of area residents that have become part of the Board area since that statistical information was compiled decades ago. Consequently, analysis of the Department's decision should be the subject of "up-to-date" review.

POLICE

We have praiseworthy day-to-day "line" contact with the 63rd Precinct Commanding Officer, Deputy Inspector Frank V. Cangiarella, and Community Affairs Officers, Sgt. Christine Bast-

edenbeck, P.O. Theresa McElroy, and P.O. Patrick Cosgrave, and the Community Affairs Officers of the 69th Police Precinct, Sgt. Joel Dickerman (who has recently been reassigned and sorely missed), Sgt. Dady Belfort, and P.O. Dominic Donielle. Active participation by the Police Department at the Community Council level further improves community relations. The Auxiliary Police continue to play a vital role in the day-to-day operations of both Precincts. We strongly urge that the Police Department enhance their support of these vital groups of community volunteers.

The need for a new 63rd Precinct Stationhouse continues to be an absolute necessity. Although the Department allocates funds for rehabilitation of the antiquated Stationhouse to meet staffing needs and patrol requirements, the poor conditions and problems still exist. Funding must be set aside for relocation. Modern, adequately sized police precincts are essential to good policing. We urge the NYPD to aggressively explore the acquisition of city-owned properties.

Our Community Board has identified specific areas of concern to improve the quality of life for our area residents. It is mutually agreed that special attention must continue to be given to the rampant "double parking" that continues to plague our streets, in general, and the "Kings Plaza" shopping area, schools, and places of worship, in particular. Other areas of concern are the illegally parked commercial vehicles and the well-defined "4-Sale" cars left on the streets in our board area. Strict enforcement of these violations is imperative.

The proliferation of illegal "dollar" vans must continue to be aggressively addressed by enforcement agencies particularly at and around the Kings Plaza Shopping Center and in Canarsie along the route to the Gateway Shopping Complex. Rather than develop programs to shift the illegal van problem from block-to-block we must adhere to a strong commitment of enforcement. The Administration must establish stronger enforcement with severe penalties for operation of licensed, unlicensed, and "renegade" dollar vans. We look forward to working together to bring this obnoxious blight on our communities under control.

TRANSPORTATION & THE METROPOLITAN TRANSIT AUTHORITY

Fares continue to rise, service continues to deteriorate, equipment becomes outdated, and no light appears on the horizon! We urge the MTA to develop a long-term strategy for meeting the public transportation needs of our area and for all city residents.

We remain frustrated in our efforts to provide adequate public transportation to other parts of the Borough due to the lack of speed, curtailed, changed, and/or eliminated service on the surface bus lines. The speed and traffic flow can be easily improved by strict enforcement of regulations prohibiting the use of illegal vans on bus routes and adjacent streets.

We continue to ask for attention to, and relief from, the constant parking, double/triple parking of idling buses outside the Flatbush Bus Depot, 4901-23 Avenue O, on Fillmore Avenue, Utica Avenue, and along Flatbush Avenue. The buses regularly block the street and the Flatbush Avenue entrance/exit to the adjacent Floridian Diner and Burger King. They create hazardous pedestrian, vehicular, and environmental conditions. The TA's lack of vigilance and action underscores their unwillingness to work with the community, City and State Agencies, and our elected officials.

Our thanks to the State Department of Environmental Conservation (DEC) for their dedication, commitment, and tireless efforts in responding to this offense as well as the progress and planned

action for the ongoing diesel fuel oil spill clean-up at the Flatbush Bus Depot. We acknowledge with appreciation their generous spirit of cooperation with the community to answer concerns and provide timely information.

DEPARTMENT OF PARKS AND PLAYGROUNDS

The maintenance and upkeep of our parks and playgrounds continues to remain a major area of concern due to insufficient staffing. Many of the parks and playgrounds in our District are in various stages of design, scope and reconstruction. The Board fully supports the continued funding of these projects. Several of our smaller parks and playgrounds require reconstruction or "in-house" spruce-up. We urge that these projects as well as increased staffing be addressed through the Capital and Expense Budget.

The implementation of the Greenstreets Program provided us with an opportunity to beautify our barren neighborhood triangles and traffic islands. We wholeheartedly support and commend the continuation of this program. We encourage strategies for additional conservation and beautification programs to include sorely needed maintenance provisions. Special attention should be paid to the traffic islands along Kings Highway -- they are in desperate need of reconstruction and inclusion in the Greenstreets Program.

Parks' Department equipment and personnel are always needed and in short supply. We urge that our requests, as well as the Departmental requests, be given a high priority in budget negotiations to accommodate adequate maintenance and operation of our parks. The park areas of Community Board #18 provide recreational and cultural outlets for all ages, and are truly a valued natural resource that must be protected and maintained. Marine Park comprising 798 Acres, and Seaview Park comprising 540 Acres, are regional facilities that serve a large population outside our local neighborhoods. We anxiously await commencement of the construction for the Marine Park Community/Senior Center. This facility will provide sorely needed recreational activities for our vital seniors and active youth population.

Department budget cuts have historically negatively impacted the Forestry Division of the Department of Parks & Recreation and continue to cause great consternation for the residents of our community. The large geographic area of our Community Board and its residential neighborhoods are the "home" to the largest street tree population in the Borough. Consequently, we must cope with a Parks' Division that, year after year, falls behind in its protracted pruning and dead tree/stump removal schedules. We are hopeful that additional funds will be allocated to this desperately needed service.

DEPARTMENT OF SANITATION

Sanitation Commissioner, John Doherty, brought a life-time of experience to the job. We urge the administration to listen more closely to his advice and suggestions, and implement many of the management proposals he has advanced. Most particularly, give him the manpower necessary to do the job.

The supervisory staff of BK 18, Superintendent Louis Lanni, in particular, have been exemplary in their willingness to work with the Board in developing the maximum potential of their limited manpower and equipment to deliver quality service to a community experiencing a boom in residential development and ever-increasing population growth. 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 becoming a community nuisance and safety hazard.

DEPARTMENT OF BUILDINGS

Increased staffing for the Department of Buildings is critical. Code enforcement personnel are a crucial component in enforcing the Zoning Resolutions and Building Codes. Unchecked greed and neglect will lead to gross abuse in many instances, and dangerous code violations in some instances.

YOUTH

The Board continues to direct its attention to the needs of our area youth by developing and supporting broad outreach after-school and evening recreational, cultural and educational programs within the community. We are currently working with our local elected officials, community and youth organizations, to securing funds for special programs designated to address identified youth problems.

The State Legislature has given the Mayor broad authority in running the retooled Board of Education as the Department of Education. Reading and math scores reflect a distorted picture of the crisis in our local schools. Fancy slogans such as "no child left behind" and "children first" become the advertising campaign of a failed system. Closing schools to reopen new schools is costly and ineffective. We urge the Mayor to continue to examine the direction that public education is going and recognize the role of the teacher and the need for parental involvement as the first line of defense in providing a sound basic education. That formula puts "children" first rather than "control" first.

IN CONCLUSION.....

The Charter has broadened the mandate and responsibilities for Community Boards as a grass-roots vehicle to deliver services to the community, as well as act as a citizen ombudsman. We continue to make a major impact in implementing our Charter obligations. We look toward the continued support of the city administration and the combined efforts of our elected officials and the Community Board, in a partnership with the community -- Civic and Block Associations, Parent Associations, Religious Groups, Merchant Organizations, and Community Based Service Providers -- as key ingredients in restoring these funds and effectuating these changes so that we may be even more responsive in addressing the needs of our community.

The partnership that has developed between government and community is best exemplified by our Statement of Needs and Priorities for Fiscal Year 2009 -- a true product of that joint cooperation.

Respectfully submitted,

Saul Needle

Saul Needle
Chairperson

Dorothy Turano

Dorothy Turano
District Manager