



Community Board Ten

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DISTRICT NEEDS STATEMENT FISCAL YEAR 2016

GENERAL TRENDS

The geographic district of Community Board Ten of Brooklyn encompasses the three neighborhoods of Bay Ridge, Dyker Heights and Fort Hamilton, which are situated along the southwestern tip of Brooklyn. Defining the southern and western borders of our district are the waters of the Verrazano Narrows. To the North, the L.I.R.R./MTA railroad cut from the shoreline at 65th Street, proceeds eastward to 62nd Street, where our district merges with our eastern border at 14th Avenue. The Fort Hamilton area, which follows the southern shoreline, is comprised of historic Fort Hamilton, located near the magnificent span of the Verrazano Bridge and overlooking New York Harbor.

Community District Ten parkland totals 352.51 acres spread across 17 parks. Parks within Community District Ten provide a multitude of diversified athletic and passive recreational facilities to thousands of residents and visitors throughout the year.

It is home to several commercial corridors including Bay Ridge Avenue, 3rd Avenue, 4th Avenue, 5th Avenue, Fort Hamilton Parkway, 11th Avenue, 13th Avenue and the bustling 86th Street strip. These commercial corridors are mostly comprised of street level retail stores that provide needed goods, services and employment opportunities for the community. There are currently two Business Improvement Districts operating within Community District 10. They include the Fifth Avenue BID which runs along 5th Avenue from 65th Street to 85th Street and the 86th Street Business Improvement District which includes the area of 86th Street from 4th Avenue to Fort Hamilton Parkway; 5th Avenue from 85th Street to 88th Street; 4th Avenue from 85th Street to 87th Street. The 86th Street BID offers a mix of small mom and pop businesses and larger retail chain stores.

One and two family homes comprise the major portion of the housing composition and aging multiple dwellings together with some new structures, line Shore Road, Ridge Boulevard and 4th Avenue, while smaller clusters of four to six story structures are randomly situated in other areas of the district. Community District 10 has limited vacant land and the NYU Furman Center report lists CD10 among the five lowest Community Districts in the City of New York in its category "Unused Capacity Rate" (percentage of land area).

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A comprehensive zoning analysis of Bay Ridge was completed and presented to the New York City Department of City Planning in December of 2003. The Special Bay Ridge District was rezoned using lower density contextual districts on March 23, 2005. Dyker Heights and Fort Hamilton were also rezoned using the lower density contextual districts on July 25, 2007.

Total population in Community Board Ten as reported in the 2010 Brooklyn Community District Profile is 137,599 up from 124,491 in the 2000 Census. Community District Ten is located in Southwest Brooklyn – an area of Brooklyn cited by the New York City Department of Planning as being undercounted in the 2010 Census. Most notable changes in census population data within Community District 10 include future growth in our population in the age category of 45 to 64 years.

The demographic profile indicates the total population category of residents ages 45 to 64 years grew from 27,633 or 22.5 percent of the overall population in 2000 to 32,821 or 26.4 percent. The number of residents 65 years or older changed slightly from 19,850 or 16.2 percent of population to 18,054 or 14.5 percent of our population reported in 2010 census. The ethnic and racial mix of the district's population continues to shift with the out-migration of earlier established ethnic groups and the influx of Asian settlers with the largest change in growing Chinese population amounting to a 46.8 percentage increase from 2000 to 2010. The 2000 Census reports Asian or Pacific Islander Non Hispanic residents at 17,546 or 14.3% of population and in 2010 at 25,766 or 20.7 % of the population. This growth category was followed by 33.4 percent increase change in those of Hispanic Origin. Census data shows in 2000 residents identifying as being of Hispanic Origin was 13,396 or 10.9% of population as compared to an increase in 2010 to 17,868 or 14.4% of the population.

Community Board Ten continues to proactively advocate preserving and strengthening our community by monitoring service related complaints and discussing budgetary needs and community requests with appropriate city agencies to ensure responsiveness and effective service delivery.

SENIOR NEEDS

Members of Community Board Ten continue to advocate for community based funding to provide needed services to help our senior population age in place. Additionally, the need to increase senior support services including access to Supplementary Nutrition Assistance Program, meals on wheels, homecare assistance and recreational services is of growing concern to local senior residents within Community District 10. It has been reported to our office that there is currently a two month waiting period for seniors seeking to receive meals on wheels service in Community District Ten.

With 25 % of Community District 10 population over 60, the demand for services is constant. At present our community is served by three senior centers, a few senior clubs that meet weekly and one satellite center in a senior housing complex.

The Senior Issues Committee of Community Board 10 submitted a report on its vision of future needs of senior residents in Community District 10. The report discusses the development of centers to meet the changing needs of the older population. It described the diverse needs of the growing elder population which spans several subgroups. The senior groups are defined as follows:

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1. Newly retired 60 + senior who is active and still working or volunteering.
2. The established and healthy older person who is fully enjoying retirement and interested in leisure activities
3. The "aging in place" frailer elder who may need care services and supports to remain independent in the community.
4. The home bound and impaired elderly who needs daily home care and personal care service.

Seniors in our community are not a monolithic group. The young active senior needs innovative programs. The seniors in the middle need to be comfortable and maybe give some of their experience away as mentors to the community youth. Finally the frail elderly need "hands on" care and support. These are diverse needs for a truly diverse population. Community Board 10 will continue to advocate for funding that supports the future needs of its seniors who live in within the district.

HOUSING

Trends in higher rental costs within Community District 10 are stated in the NYU Furman Center: State of New York City's Housing and Neighborhoods in 2013. The report indicates that in Community District 10 the Median monthly rent in 2006 was \$1,168 as compared to \$1,265 a 20 percent increase. Recent movers in 2006 paid \$1,245 per month in rent as compared to \$1,424 in 2012 amounting to a 20 percent increase in cost. The median sales price per housing unit in 2000 was \$238,538 as compared to \$375,000 in 2013.

Senior Housing

Affordable senior rental units are needed to allow our senior population to age in place. High rental costs are generating a mobile, transient tenancy and the lack of decent, affordable housing for our elderly population on limited income, presents a very serious problem.

ILLEGAL CONVERSION COMPLAINT MAP COMMUNITY DISTRICT 10

(Source: 311 Open Data Portal 2010 to Present)

Since 2010 the number of complaints from area residents of single family and two family homes being converted and occupied as SROs and transient housing is on the rise. From 2010 to the present, the 311 Open Data portal shows that there have been 1047 complaints filed with 311 for illegal conversion of residential building space within Community District 10.

| | |
|------------|-----|
| 2010 | 242 |
| 2011 | 207 |
| 2012 | 230 |
| 2013 | 250 |
| 2014 (ytd) | 118 |

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Community Board Ten Zoning and Land Use Committee issued a General Description of the Illegal Conversion Problem. The Zoning and Land Use Committee's July 1, 2014 report stated, "Illegal conversions are contrary to the intent of the recently enacted preservation zoning and have increased the density here in District 10 and in other neighborhoods throughout the city. Although this is a complex social issue, illegal conversions threaten the quality of life for all residents as well as putting a strain on public amenities and services. The impact of illegal conversions is significant. Offenders display blatant disregard for zoning and building code regulations, illegally establishing full apartments and single room rental occupancies, often creating structural and fire hazards during construction and post construction. Plans are being filed at the Department of Buildings for minor scopes of work. Work permits are being issued and posted for such minor work, while in fact much more extensive renovations and excavations are the reality. Complaints concerning illegal conversion are called into NYC through 311 but access by officials to offending premises is most often denied at the doorstep." Community District 10 has created a task force on the growing problem of illegal conversions and hopes to join neighboring community districts facing similar issues.

ILLEGAL CONVERSION COMPLAINT MAP COMMUNITY DISTRICT 10

(Source: 311 Open Data Portal 2010 to Present)

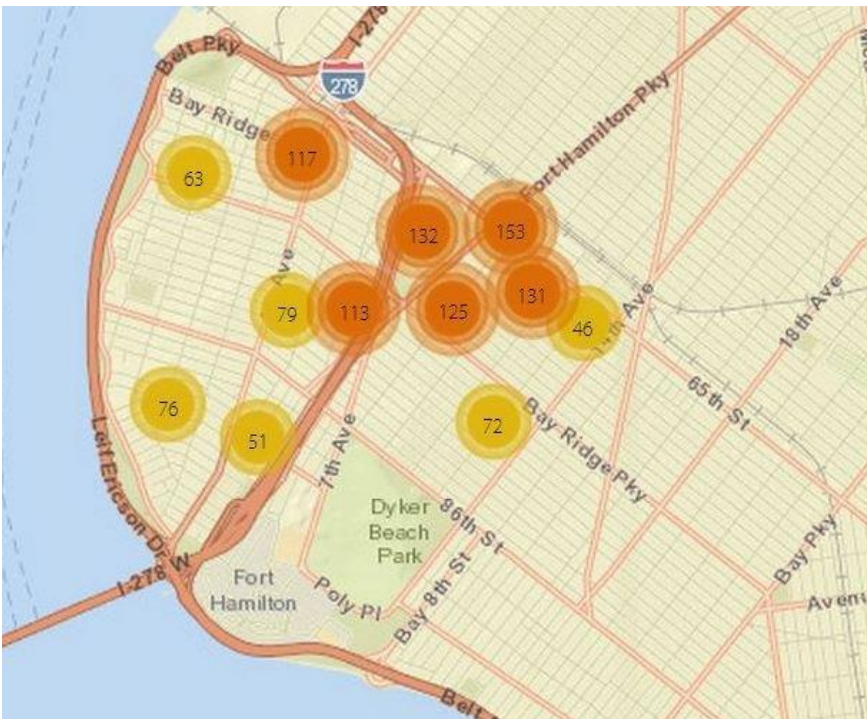


Figure 1

Figure 1 shows the number of illegal conversion complaints of one and two family residential units in Community District 10. The greater cluster of complaints (featured in orange) fall within the Northern section of Dyker Heights bounded by the area east of I 278 on 7th Avenue toward 14th Avenue from Bay Ridge Parkway

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toward our border at 62nd Street. Elementary school overcrowding conditions are notable in this section of Community District 10.

PUBLIC FACILITIES

EDUCATION



The quality of our educational facilities has a direct bearing on the stability of our community. Much needed capital improvements need to be addressed. Alleviating overcrowding is a top priority. Early childhood center space is critically needed throughout Community District Ten. We will continue our commitment to support the school's capital improvement programs for our district and to advocate for equitable funding for our schools.

Community District 10 Need for Public Elementary Schools to address overcrowding

A possible disparity in Census reporting in Community District 10 is noted in school age population. Census data from 2000 lists total population ages 5 to 9 at 6,831 or 5.6 % of population as compared to 2010 down to 6,665 or 5.4 percent of the District population for a total decrease in this category of 2.4 percent from 2000-2012. The Census data decrease in the age category 5 to 9 does not reflect the rise in elementary school registrations within Community District 10 where every school exceeds target percentage capacity.

Since 2000 four new public school buildings have increased the total number of elementary seats in Community District 10. The newly constructed schools include P.S. 69, P.S. 264, P.S. 310 and PS/IS 30. Large scale capital additions to existing schools to address overcrowding include projects at P.S. 170, P.S. 185 and I.S. 259. Overcrowding is a problem in many schools. Many schools are vastly exceeding enrollment targets in Community District 10. P.S.176 with an enrollment of 1414 students exceeds its target population of 808 students.

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ELEMENTARY PUBLIC SCHOOLS IN CD 10 ENROLLMENT DATA 2014

| SCHOOL | ENROLLMENT | HISTORICAL # | HISTORICAL % | TARGET # | TARGET % |
|-----------|------------|--------------|--------------|----------|----------|
| *IS/PS 30 | 510 | 711 | 72 | 643 | 79 |
| *PS 69 | 867 | 695 | 125 | 601 | 144 |
| PS 102 | 1352 | 1164 | 116 | 1034 | 131 |
| PS 104 | 965 | 986 | 98 | 841 | 115 |
| PS 127 | 518 | 369 | 140 | 339 | 153 |
| PS 170 | 756 | 690 | 110 | 594 | 127 |
| PS 176 | 1414 | 880 | 161 | 808 | 175 |
| PS 185 | 723 | 664 | 109 | 576 | 126 |
| *PS 264 | 362 | 519 | 70 | 398 | 91 |
| *PS 310 | 389 | 320 | 122 | 275 | 141 |

*new constructed school

Source: Utilization Historical and Target – NYC Department of Education/CEC 20/2014

TRANSPORTATION

Currently, Community Board Ten's Committee on Traffic and Transportation is working on several projects relating to the Mayor's Vision Zero objectives to improve pedestrian safety on local streets. It is advocating for an increase in School Crossing Guards from our allocation of 30 to 35 as there have been 4 new schools constructed in Community District 10 in high trafficked areas as well as Traffic Control Agents for its high crash locations including 86th Street at 4th Avenue; 65th Street at 5th, 6th, 7th, Avenues and Fort Hamilton Parkway.

A comprehensive study was conducted by the New York City Department of Transportation of the 4th Avenue corridor from 65th Street to Shore Road to improve pedestrian safety and recommendations approved by the members of Community Board Ten are set to be installed during Fall 2014. In addition, school safety surveys have been completed with School Zone speed limit reductions at two locations within CD 10.

A comprehensive study of the 65th Street corridor was requested due to growing community concerns of the changing dynamic of this four lane truck route that filters off and toward the Brooklyn Queens Expressway. The 65th Street corridor has seen a change from industrial to retail use thereby increasing pedestrian traffic. The maintenance of street markings at our crosswalks is of paramount concern to our communities as well as the upkeep of traffic control stop signs and street signs.

The committee also annually reviews the condition of local roadways and reports its findings to the New York City Department of Transportation. In recent years street resurfacing has moved to an eighteen month cycle.

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Only thirty percent of requested roadways in Community District Ten are expected to be paved during the next cycle.

ARTERIAL HIGHWAYS

The maintenance work conducted by the Bureau of Bridges and Arterial Highways sustains the viability of our roadways and overpasses. This Bureau is responsible for maintaining the curb area alongside the BQE that runs from on the south side of 7th Avenue from 65th Street to 86th Street and on the north side of 7th Avenue from 65th Street to 78th Street. This area is constantly filled with debris and strewn garbage. Due to budget limitations this area as well as the service roads of Dahlgren Place and Gatling Place cannot be adequately maintained. This Bureau is also responsible to maintain the Shore Road bicycle path and maintain overgrowth along the Belt Parkway and BQE within Community Board Ten area. It is necessary to provide additional funds for routine weekly maintenance with sufficient manpower and equipment needed to meet maintenance commitments.

VERRAZANO NARROWS BRIDGE



This year marks the 50th Anniversary of the construction of the Verrazano Narrows Bridge. Traffic on the Verrazano Bridge and its approaches has reached the saturation point, not only during the rush hour but also frequently at off-hours. There are currently three capital improvement/maintenance projects taking place on the bridge.

Traffic flowing from Brooklyn enters from multiple access points exceeding the capacity of the suspension bridge. Local elected officials continue to work together to address mounting traffic issues plaguing the communities of Bay Ridge, Dyker Heights and Fort Hamilton.

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Better traffic management is needed in Bay Ridge, Dyker Heights and Fort Hamilton, particularly during normal rush hour, as well as summer related backups. During closures to the upper or lower levels, the Bay Ridge community can quickly become gridlocked. The most common reason for complete closures includes high winds, falling ice or other police activity. Greater capacity is needed on the Staten Island Expressway. Moreover, other pathways in and out of New York City, particularly the Hudson River tunnels must be made accessible to all trucks to reduce the pressure on the Verrazano Bridge.

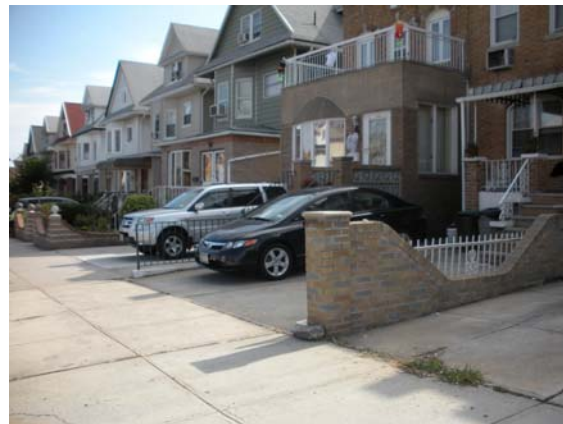
PARKING FAIRNESS

During FY 2013, Community Board Ten released a Parking Fairness Initiative seeking solutions to a growing problem of lack of parking within our community. New initiatives are needed along our commercial strips to provide more off-street parking. The proliferation of both legal and illegal curb cuts in our district continues to add to the shortage of parking spaces in our community. The map below shows reported 650 illegal curb cut complaints filed with 311 from 2007 to the present. (Source: 311 Open Data Portal)

Community Board Ten has voted in support of New York City Council legislation introduced by Council Member Vincent J. Gentile to amend the administrative code of the City of New York, in relation to placing greater regulations and restraints on the creation of driveway curb cuts, and providing local community board notification.

ILLEGAL CURB CUT COMPLAINTS COMMUNITY DISTRICT 10

Source: 311 Open Data Portal



Bay Ridge Parkway between 13th and 14th Avenue
Located adjacent to 13th Avenue shopping corridor
Front yards of these homes have been removed. Parking
in front yard contrary to zoning impacts
on street parking and streetscape.

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TRAFFIC CONTROL

The provision of Traffic Control Agents is absolutely essential to the successful and timely completion of the proliferating major reconstruction projects and restoration work activity now under way throughout the city's network of roadways, throughways, bridges and highways. These agents are cost effective and productive and must be included as the indispensable element for all capital roadway programs.

The State Department of Transportation is currently in the planning phase of the total rehabilitation of the Gowanus Expressway and is working on repairs within sections located within Community District 10. Currently repairs required closure of entrance ramp at 61st Street at 3rd Avenue requiring detours through Bay Ridge. Repairs to this 4-mile stretch will take many years. We are anticipating our streets will be impacted by excessive volume. To this end, we are seriously urging the complete coordination with City and State DOT and Community Board Ten to ensure safety to all of our residents.

MTA- PUBLIC TRANSPORTATION

Improving public transportation is a top priority within Community District 10. The district is served by the R and N lines. From 2007 through 2011, the R line that runs along 4th Avenue has seen ridership increases from Bay Ridge Avenue (4.1%); 77th Street (5.1%); 86th Street (6.8%) and 95th Street (5.3%). Expanding service on both the R and N lines is a top priority. The modernization and rehabilitation of the 86th Street Station including handicapped accessibility on the R Line is needed. The remaining stations on the R-Line at 95th Street, 77th Street, Bay Ridge Avenue are also in need of modernization. The N line at both 8th Avenue and Fort Hamilton Parkway had service reductions affecting service and no longer provide express service into Manhattan. Local residents continue to advocate for the restoration of N Express service in Manhattan. Both N stations located within Community District 10 at 8th Avenue and Fort Hamilton Parkway are scheduled for rehabilitation which will include the first accessible location at 8th Avenue. Additionally, members of Community Board Ten have urged NYC Transit to reopen the 7th Avenue entrance to better serve commuters at the heavily travelled 8th Avenue station.

A restoration of Express Bus Service X27/28 and X37/38 was made to assist weekend commuters. Express Bus Weekend Service, specifically the X-27 and X-28 remains a valuable form of transportation to scores of commuters including the disabled, seniors, students and local residents. Efforts are in place to extend a Bay Ridge Stop to the Staten Island X17 bus on the weekend; however a full restoration is warranted.

Express Bus Service needs to be expanded throughout Community District Ten. Current service is at capacity and surveys to extend service into portions of Dyker Heights, Bay Ridge and Fort Hamilton should be reviewed.

Growing demand to the College of Staten Island, Staten Island Mall and Staten Island commuters affected by rising toll costs has resulted in the expansion of Staten Island bus service on the S53, S79 and S93 lines. The expansion of bus stops at the intermodal connection point along 4th Avenue at 86th to 88th Streets is affecting both pedestrian and traffic impacts along this area located within the busy 86th Street Business Improvement District.

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Photo a

Intermodal Connection to R Train – 86th Street

Photo a – S79 Select Bus Service – 4th Avenue West side

Photo b- S53 and S93 – 4th Avenue East Side

Photo c – S53 and S93 am peak congestion of buses



Photo b



Photo c

PARKS AND OPEN SPACE

A significant amenity for our community's urban environment is provided by the quality and viability of our district's parklands. The parks within our district have an advantageous geographic proximity to magnificent natural vistas and offer the availability of numerous athletic and recreational facilities, which provide local families and provide residents great enjoyment. As these parklands are among the most highly utilized in our city, the ever-increasing demand for the use of these facilities is commensurable to the increasing need for their expeditious restoration and maintenance.

Our concerns for the restoration and preservation of our parks are annually emphasized through the high capital improvement priorities we award to Park Projects. These indicators of our concerns have initiated funding for major restoration of several playgrounds and athletic facilities. However, restoration projects to many of our playgrounds and parklands have been deferred because of funding constraints.

There has also been unanimity of concern expressed by all of our city's Community Boards regarding the severe reduction of maintenance personnel, especially in the area of newly rehabilitated park sites. While the citizens of our community have endeavored to address the need for improvements in our parks through their commendable efforts to organize volunteer clean-up programs and ambitious fund raising campaigns, these initiatives cannot replace the urgent need to enhance the ongoing maintenance services in our parks on a daily basis. The provision of the needed resources will improve the maintenance operations and productivity levels

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to restore the parks to their former viability. *Maintenance operations is critical to preserving refurbished parks in the Community District 10 area.

Recreational programs expansion is needed and recreational staffing levels as well as security staffing levels must be increased to provide for the needs of youngsters, adults and senior citizens. The provision of security personnel for the Parks Enforcement Patrols is needed to deter vandalism and criminal activity so that our capital investments are protected.

PARKS – FORESTRY

The Department of Parks Tree Planting Program has historically been affected by budget constraints. The demand for new tree planting increases as the public's awareness and appreciation is aroused for the urban aesthetics that are provided by the beauty, shade, air pollution and noise buffers our street trees offer.

We are still noticing problems created by deferred tree maintenance. Tree pruning is currently on a ten year cycle, and stump removal services are at about a two to three year waiting time. Trees need to be continually maintained; otherwise the trees will suffer from neglect and foster public hazards. The new Million Trees program is part of the Mayor's 2030 sustainability plan and hundreds of trees are being planted in Community Board Ten area. Many in the community have raised concern regarding the program and added tree maintenance costs.

CAPITAL BUDGET PRIORITIES – PARKS

Sixteen of our twenty-four Capital Priorities are requests for improvements to local parks. Owls Head Park lower path erosion with full landscaping and drainage system tops our requests. The interior paths inside Shore Road Park are crumbling and in dire need of refurbishment. McKinley Park, John Paul Jones Park, Dyker Beach Park, JJ Carty Park, Vinland Playground and Dyker Beach Park Asphalt Playground are all recommended for capital funding projects.

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Shore Road Pathway



Vinland Playground – need of refurbishment



McKinley Park Steps Crumbling

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69TH STREET PIER



The most precious jewel in our community's crown is the 69th Street Pier. The Pier was refurbished and continues to be enjoyed. The reconstruction of the Pier is viewed as a great opportunity for our district. The new Pier is one of the most attractive passive recreational facilities in our district. The pier also serves as the impetus to economically revitalizing of the entire commercial strip along 69th Street. However, we still await a very important function of this Pier...the creation of an additional and alternative form of commuter transportation, especially during the time of the Gowanus Expressway reconstruction, by way of Ferry Service.

Funding for an Eco Dock off the 69th Street Pier for use by recreational kayaking and educational uses utilized by local schools was secured by local elected officials and Community Board Ten supports funding for ongoing programming by Metropolitan Waterfront Alliance.

The pier needs to be placed on a regular schedule for cleaning for odor control, as it lies adjacent to the Owl's Head Pollution Plant.

RESILIENCY AND SUSTAINABILITY

Shore Road Promenade – Sea Wall and New York City Department of Environmental Protection (DEP) Combined Sewer Outfalls

An emergency declaration was issued by the New York City Comptroller in May of 2005 – following major collapses on the Shore Road Promenade. Repairs were made under Contract No. B166-105M a \$9.3 Million – DEP –Repair funded capital project along the Shore Road Promenade from 69th Street Pier to Verrazano Narrows Bridge. Funding was achieved as part of the DEP Avenue V Pump Station Upgrade (\$75 Million) and Force Main Capital Project (\$108 Million Project). The DEP Avenue V Pump Station upgrade was deemed necessary by the Department of Environmental Protection to meet system demand to clean Coney Island Creek. The DEP upgrades included building larger 42" main to convey dry weather flow and 48" main to convey wet weather flow to Regulator 9A. The Reconstruction of Shore Road Promenade from the Verrazano Bridge to the

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69th Street Pier included raising and paving of low lying areas, rebuilding of sea wall and rebuilding of existing drainage structures and outfalls along the Belt Parkway. This park work was completed in 2007.

It is our fear that following Superstorm Sandy – damage was sustained to the sea wall and Combined Sewer Outfalls in this area. The current recurring collapses/sink holes are within the contracted area. The locations of these sink holes are not too far from DEP CSOs located along Upper New York Bay at Bay Ridge Avenue, 71st Street, 79th Street and 92nd Street and were most certainly hit hard during Superstorm Sandy.

Its proximity to the Belt Parkway and concern for undermining continuing onto this major thoroughfare is of great concern to all in Community District Ten. In its FY 2015 Capital Budget Priorities and Requests, members of Community Board Ten added a request that a study be commenced of Combined Sewer Outfalls along the Shore Road Promenade from 69th Street to Bay 8th Street to determine if breaches have compromised the area and repairs/replacement to the CSOs is needed to repair and prevent future collapses along the Shore Road Promenade that could potentially reach the Belt Parkway. A request has also been made to NYC Parks Department engineers to review recurring cave-ins along this pathway.



ENVIRONMENTAL PROTECTION

In calendar year 2012, two sewer collapses in Bay Ridge at 92nd Street at 3rd Avenue and 79th Street between 4th and 5th Avenue renewed calls for ongoing, cyclical preventive maintenance programs for our aging infrastructure including catch basins, water and combined sewer lines.

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A top capital priority continues to be modernization efforts at the Owls Head Sewage Treatment Plant to eliminate odors emanating from the facility. The Owls Head Sewage Treatment Facility sustained damage during Superstorm Sandy and repairs are completed. Recently completed additions designed to aid in odor control such as the Residuals Building and covers to processing tanks have assisted but funding to maintain such improvements needs to be maintained.

Support is also needed to provide resource gains to the Department of Environment Protection to enhance the agency's capabilities to protect the quality of our drinking water, to continue water conservation initiatives, fulfill major capital improvement program commitments, and improve the maintenance of the complex infrastructures that protect our environmental concerns.

POLICE

We continue to support new initiatives; however we want reassurance that the 68th Precinct will receive its fair share of Police Officers. Specific Police Department initiatives to address the quality of life problems such as community policing and other strategies are commendable, yet their implementation can only be effective through the augmentation of the Police Department's personnel resources. A request to increase the allotment of school crossing guards from 30 to 35 was submitted to the New York City Police Department.

Equally important is the need for modernization upgrades to our Police Stationhouse located at 330 65th Street. Capital improvements to make sure precincts are fully computerized are a top priority.

LIBRARIES

Our libraries provide a multitude of services within the community. In addition to special programs geared toward special groups, these facilities furnish a myriad of educational, cultural, recreational, business and social needs for countless citizens. It is therefore imperative that our library system be supported and enhanced by maintaining the staffing levels for operational efficiency and providing continuous book and other inventory materials, expansion of computerization and programming restoration to assure that the Brooklyn Public Library receives its fair share of the citywide allocated funds. The six day service will be maintained.

SANITATION

Essential to the viability of any community are the capability of the sanitation services, which are provided. In our district, we have focused our efforts to support timely cyclical equipment replacement with special emphasis on mechanical brooms, which must withstand the rigors of extensive use. We are in critical need of enhanced manpower allocations to restore clean team forces and we encourage innovative scheduling and planning to maximize the effectiveness of available manpower and equipment resources.

Some of these efforts have favorably impacted in our residential neighborhoods but, in contrast, the cleanliness problems on our commercial streets and the adjacent residential areas, pose detriments, which negatively affect our community. Although we have worked with community groups to identify the sources of these problems

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while also examining street cleanliness strategies, the basic component, which is really needed, is the enhancement of our Sanitation District's manpower and equipment resources.

In FY 2015, second garbage collection of public receptacles along many of our commercial strips was funded by City Council funding. Funding for additional pick up needs to be continued as overflowing baskets are unsightly and detract from the beauty of our businesses. The misuse of public corner baskets with household and commercial garbage is an ongoing problem and enforcement is difficult. Maintaining collection of trash from public corner baskets is a direly needed service that must be enhanced.

Clothing bins placed on public sidewalk complaints increased considerably in FY 2015. Community Board Ten supports New York City Council legislation which creates fines and shortens 30 day response time for removal of improperly placed clothing bins to 3 days.

Organics Recycling voluntary curbside pilot program commenced in FY 2015 in area south of 74th Street from Shore Road to 7th Avenue for one and two family homes and apartment buildings fewer than 9 units. The pilot program had the support of Community Board Ten. Adding organics to existing citywide recycling – not only saves our city money in exorbitant transportation costs but organic material is being converted to energy which is a cost savings for the City of New York.

DEPARTMENT OF BUILDINGS

The multifaceted functions of the Department of Buildings provide essential services, which are seriously constrained by limited staffing levels and ineffective enforcement mechanisms. The need for expeditious service as it relates to code enforcement, construction monitoring, structural safety inspections and zoning compliance, poses a major concern for our community. Augmentation of the agency's inspection levels, the expansion of the computerization program and the reorganization of the existing enforcement systems, must be addressed expeditiously to keep pace with the multitude of demands for that agency's services. During FY 2013 complaints were received about the increased response time to complaints relating specifically to zoning violations categorized as either B or C complaints. In one instance it took eight calendar months before and initial inspection of a C complaint – an establishment operating contrary to zoning and his certificate of occupancy. This response time is not acceptable. Funding for more inspectors within Community Board Ten has been a top expense priority for Community District Ten.

YOUTH SERVICES

Community Board Ten fully supports activities for youth that includes recreational, tutorial and community based counseling. It is unfortunate that we are unable to provide the services we need. We encourage the development of sponsored youth activities within our community and have worked with these youth organizations to address several quality of life issues brought to the attention of our agency.

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COMMUNITY BOARDS

It has become apparent that the Community Board's role has broadened. Community Boards have greater responsibilities and serve as an essential component of city government. Combined with their charter-mandated responsibilities, they act as a catalyst between agencies and the community.

Community Board budgets have not increased. Adequate funding should be made available for Community Boards so that they can fulfill their charter-mandated responsibilities.

SUMMARY

Community Board Ten of Brooklyn has steadfastly directed its ongoing efforts to preserve and enhance the quality and character of our district. We work closely with the people of our district to respond to their needs and to encourage them to reinvest their trust in the future stability of our community. To fulfill this commitment, we urge that our needs be acknowledged and addressed affirmatively through the enhancement of our municipal resources.

Respectfully submitted,

Brian Kieran
Brian Kieran
Chairperson

Josephine Beckmann
Josephine Beckmann
District Manager