



# COMMUNITY BOARD No. 1

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July 10, 2007

## BROOKLYN COMMUNITY BOARD No. 1 STATEMENT OF COMMUNITY DISTRICT NEEDS

### Fiscal Year 2009

Pursuant to the requirements of the New York City Charter, Brooklyn Community Board No. 1 (Greenpoint/Williamsburg) submits its Statement of Community District Needs for the upcoming year. It is our hope that the items identified in this document will be given priority consideration by the City of New York in order to further enhance the development of a cooperative planning process and insure an improvement in the quality of life for all of our residents.

### OVERVIEW

There is a wave upon us.

Not a wave of destruction, but a wave of construction.

Yet, the undertow of this wave will negatively impact the lives of the residents of Greenpoint-Williamsburg for generations to come.

This tide of grief has already created a climate of highly inflated rents, denied lease renewals to both residential and commercial tenants, and a forced an exodus of longtime commercial tenants into less desirable areas and even out of state.

And the erosion of the existing community has not stopped there!

Like the construction of the Brooklyn Queens Expressway in the 1940's which split communities and demolished the Mt. Carmel Cathedral (for the so called betterment of the transportation network) this wave destroys dreams for the homesteaders, the poor and middle/working class of this community – the people who chose to stay, when it was not trendy or chic.

Without a guarantee of affordability they have been forgotten.

And as the flood waters move inland, developers continue to swoop down upon our small stable communities and create havoc by demolishing our quaint existing structures, building upward (with units not affordable for our community) and straining our limited services and already overburdened antiquated infrastructure.

As you know, planning for our community and waterfront has been in our sights for the last 15 years, culminating with the NYC Council approval of our two 197A plans.

This was an Olympic undertaking by our Board that was the direct result of much sacrifice and voluminous hours of dedication to our community.

The imminent infusion of approximately 40,000 persons (and at the least 8,780 dwelling units) in our community will place even greater burdens on the already overtaxed city services addressing the needs of our community.

Plans developed by HPD to protect our constituency have been implemented covertly and piecemeal while residents are being displaced on a daily basis. HPD should work in partnership with Community Board No. 1 to develop a comprehensive plan with community input. **HPD must document this population and allow all these stakeholders a preferential status when low income units are available.** Approximately two years after the approval of the Waterfront Plan, **"0" units of affordable housing have been built** in the plan area and the devastation caused by upland development has had an irreversible effect on the entire district. **By the time the trickle down effect of affordable units come on line, the community will have been resettled by new faces from other areas and the displaced residents a mere memory. Some even relocated out of the district by HPD itself!**

We further note the following needs:

- A. McCarren Park Pool – this facility still lies dormant and derelict since 1981. The entire complex needs reconstruction to bring to fruition the agreed upon concept for a multi-purpose facility which includes an Olympic size pool
- B. Educational needs for District 14 Master Planning Effort (evaluation of services)
- C. MTA Needs Assessment of the Greenpoint-Williamsburg Area (evaluation of services)
- D. Need for a new firehouse to serve the Northside and Waterfront community as a result of a closure in 2003
- E. Need for a hospital or emergency facility within the confines of Community District #1 area – none exists now!
- F. Need for increased space at the 94<sup>th</sup> Precinct
- G. Need for modernized services at the Greenpoint Station (US Postal Service) - service is obsolete at this station.
- H. Need to alleviate overcrowding of the train service - especially the Bedford Avenue "L" Station, and stop the continued cuts in service at the "G" train
- I. Need to create a shuttle bus and/or express bus service along Kent Avenue and Franklin Street – to ease transportation to Manhattan

Existing commercial activities have also been put at risk, while landowners are certainly attracted to higher rents and dividing rental units into more profitable ventures, businesses are crying out for safe havens to conduct their business with a degree of stability and the opportunity to expand. Existing jobs must be retained in the community and the Administration must accommodate these industries that chose to stay when many others left! Especially these jobs created in latter years by businesses such as "Citistorage" who has become a staple in our community. These employment opportunities must be protected. Local employment strategies are the foundation of our success.

And we will address additional needs in this document as we read on!

However, we would be remiss if we did not recall the City's own standards regarding open and green space.

The citywide average for open and green space is 3.5 acres per 1,000 residents. Community District 1 ranks near the bottom of the list in terms of open space per capita, with 0.6 acres per 1,000 residents.

With the increase of population expected from the rezoning (25%) the new ratio (0.7) would still fall far below what the New York City Department of City Planning has as its own guideline (2.5 acres).

We therefore urge you to adopt these recommendations of Community Board No. 1.

We now present the specific components of this **Statement of Community Needs**:

## **HOUSING**

Affordable housing in Community Board No. 1 is a top priority that must be addressed as a critical need. If our neighborhoods are to remain viable and attract/retain jobs and a stable work force, an adequate supply of decent and affordable housing must be available at various income levels.

Community Board No. 1 generally supports the policies articulated by the City, that provides an unprecedented portion of City Capital Budget funding for housing in a manner that gives increased priority to the development of low and moderate income housing. As we have stated in previous years, three general principles must be incorporated into any equitable comprehensive housing plan:

**FIRST**, those currently funded housing programs that have proven successful must be held harmless from the reduction in past federal assistance, even if an increased City Tax Levy contribution is required to achieve this end.

**SECOND**, in allocating additional housing funds between the poor and middle class economic segments of our society, it is essential that the first priority be assigned to the poorest segment of our population, those who must bear the brunt of the housing crisis. However, we strongly support the need for affordable housing (both rental and home ownership) for all economic groups.

**THIRD**, any additional housing funds must be allocated in a fair and equitable manner that responds to the most critical housing needs of each Community District, with a clear and largely advertised marketing throughout the district.

We will now apply these principles to the major housing concerns of Greenpoint/Williamsburg:

We are extremely encouraged by the Administration's "Points of Agreement" with the NYC Council and its consideration of the Greenpoint-Williamsburg zoning and related ULURP actions. Several points were noted in this document, including affordable housing, which the Administration agrees to significantly increase through a variety of mechanisms including inclusionary zoning, financial and tax incentives. In addition to

increasing the number of affordable units in the district, the Administration agreed to anti-harassment provisions to be provided separately, as part of a follow-up corrective action. This anti-harassment initiative must be delivered on a community grassroots level, through a Northside group with a significant track record of achievement. There are plans to create a Greenpoint-Williamsburg Affordable Housing and Infrastructure Fund of up to \$10 million, to be managed by HPD, using proceeds received from the sale of air rights from the MTA site on Commercial Street in Greenpoint. A Greenpoint-Williamsburg Tenant Legal Fund (\$2 million) is also to be established from these same proceeds – the fund will primarily serve to protect existing tenants from displacement and harassment. Harassment and displacement has already begun.

We remain cautiously optimistic regarding the Deputy Mayor's recently established Greenpoint-Williamsburg Community Advisory Board and have embraced participating on the committee with a representative. The newly appointed Advisory Board is charged with monitoring adherence to these points of agreement, including but not limited to, the development of affordable housing units, the development of open space, the implementation of industrial preservation and the periodic review of social infrastructure needs and mitigations in the Greenpoint-Williamsburg Community. **While their agenda is lengthy, we wish them well in their endeavors and hope that they will be proactive with their charge.**

We urge that the Williamsburg Urban Renewal Area Cross Subsidy Fund (\$2,984,000) be democratically administered and dedicated to the maintenance of the balanced development of this community. HPD must be innovative in the distribution of these already stagnant funds. **We have made this statement for several years now and the Administration has not responded! This fund has been stagnant since the 1980's.** Perhaps these dollars should be used to purchase the Pfizer Pharmaceutical property and develop badly needed affordable housing on this site. Failure of the Administration to attain the Pfizer properties will go down in history as this Administration's "blunder", a missed opportunity to directly provide much needed affordable housing to a community in dire need of relief!

All efforts must be made to implement those previously proposed projects that have yet to be funded. It is essential that the City realizes the need for low income rental housing and provide the much needed funds that will help compensate for the past tragic loss of Federal housing subsidies. The inclusion of such programs by the Mayor, an overall comprehensive housing program, is an absolute necessity for our district. Homeownership in low-income communities is seriously weak. In other areas of the country, the Section 8 subsidy is utilized for home purchasing. We urge that a similar pilot program should be brought to NYC, and that Greenpoint and Williamsburg is considered for inclusion.

It is understood that several developers have already proclaimed their desire to build "affordable housing", however, affordable by AMI is not necessarily affordable to our constituency; **these residents who have vested sweat equity in our district and colonized this community when others chose to stay away must not be forgotten.** Affordable housing must be constructed "on site" at the waterfront and not scattered into less desirable pockets of the district.

## **PUBLIC HOUSING**

The District contains nine housing developments with 6,656 dwelling units administered by the NYC Housing Authority (NYCHA). These represent an extremely valuable low income housing resource. Additional City Tax Levy revenues must again

be allocated to compensate for federal budget cutbacks, and provide for the best possible maintenance of these facilities. We continue to support the needed renovations to these various developments.

Community Board No. 1 continues to oppose the NYCHA's plan to meet their budgetary requirements by implementing drastic increases to fees for service, maintenance and rent for the low income tenants of public housing developments. We stand with the Cooper Park tenants in opposing NYCHA's proposal to discontinue a building's parking lot as a site for new housing. This "dartboard" style, siting of affordable housing, is dangerous and provides additional stress on already overburdened sections of the district.

### **SENIOR CITIZEN HOUSING**

We note that there is a great need for housing of the elderly. An increasing senior citizen population in Community Board No. 1 (over 20,000) remains of paramount concern. In the past, we have been successful in obtaining Section 202 (federal) funding for various senior housing developments in the district: Jennings Hall, Monsignor Vetro Houses, Metropolitan Houses, Monsignor Jarka Hall, Los Sures Senior Citizens Development, Dupont Street Mary D'Angelis Senior Housing) and Huron Street Senior Housing. We urge that similar efforts continue in Greenpoint/Williamsburg, with additional Section 202 sites submitted by private and City sources and evaluated by Community Board No. 1 prior to being recommended to the City. Where there is a shortage of senior citizen, assisted living housing and nursing homes (**a nursing home was targeted for construction at the former Greenpoint Hospital campus**) in the district, we hope that the City will develop this targeted housing as promised by a previous administration with a said issuance of a letter of site control.

### **PUBLIC SAFETY**

With the infestation of new construction throughout the entire district we need a commitment from the City for the monitoring of construction safety and abatement of construction-related nuisance(s). We also need increased enforcement of environmental-related issues to ensure that new residential sites (conversions) are safe for habitation.

Demolition often poses additional threats to older and existing adjacent structures. This explosion of new construction in our district has resulted in a rise of adjacent property damage complaints at these sites, as well as building collapses. We propose the establishment of a new "Construction Task Force" under the Department of Buildings, that would double check certification for construction plans and also double check individual sites for compliance and adherence. This pilot program could be funded through a surcharge made for any new construction in CB #1. This would provide the dollars necessary to implement a task force, and should result in the criminal prosecution of engineers/architects who knowingly certify any errant plans.

Community Board No. 1 was pleased to learn that there is movement at the State level to strengthen regulations over construction projects as both Greenpoint and Williamsburg have been greatly impacted by the booming number of construction jobs happening in New York City. Our Board had to be the first one to point out problems with a job, often for nonconformance to either plans, zoning or just plain sound construction practices. Adjacent homeowners frequently reported that their foundations were being

undermined by work next to them because the contractor failed to simply do required underpinning."

Recently, a package of legislation was introduced into the NYS Assembly to address shortcomings in the Department of Buildings' (DOB's) regulation of construction and development in NYC. The legislative package includes seven cohesive bills. One bill called "The Department of Buildings Community Accountability Act" will in particular provide a greater voice and access for community boards to the Department of Buildings. It directs DOB to notify community boards and borough presidents of all construction permits and DOB actions in the district and to issue public reports on all construction accidents, property damage and dangerous conditions. It also prohibits DOB from issuing certificates occupancy until all adjudicated fines are paid; and it gives community boards the right to thirty (30) DOB audits a year and to copies of any plans on file at the DOB. This type of mandated direct access provides additional teeth for our board as we will be able to have a better picture of what a particular job entails and what problems exist. The Board's ability to access information will go beyond just a few lines listed in a computer database. Plans would be more readily obtainable.

### **POLICE DEPARTMENT STAFFING**

Adequate police protection is a basic public right, and we urge that Community Board No. 1's two local precincts - the 90<sup>th</sup> and 94<sup>th</sup> - receive their fair share of any additional police staffing.

Community Board # 1 is experiencing a renaissance. Current population statistics topple over census figures as new faces fill our streets as we become the trendy place to live and new residences are constructed or lofts are converted. While we are enjoying this popularity, it comes with a cost.

Our two police precincts, the 90<sup>th</sup> and 94<sup>th</sup>, have become severely overburdened with addressing the many quality of life issues that arise with the many different lifestyles of our new and existing populations. For example, Bedford Avenue (between Metropolitan Avenue and North 12<sup>th</sup> Street) has become a Mecca for bars, eateries -- and on the whole -- a new venue for nightlife in Williamsburg. Policing is a necessary ingredient for this venue to be successful, not only for the City as a tax revenue base, but being able to weave this trend into an existing community. Likewise, the introduction of clubs, bars and galleries in Greenpoint has also created a greater enforcement need - - constituents are walking the street at later hours whereas past trends of earlier bedtimes drew less police action. In lieu of this ever-changing scenario Community Board No. 1 seeks immediate action in the assignment of additional police officers to the 90<sup>th</sup> and 94<sup>th</sup> Police Precincts.

In addition, the growth in the residential and commercial population has brought a great deal more vehicular, pedestrian, and bicycle traffic to the district. We would greatly benefit from more traffic enforcement agents, particularly along our busiest and increasingly dangerous corridors: Graham Avenue, Flushing Avenue, Metropolitan Avenue, Bedford Avenue, and Manhattan Avenue

We continue to support the installation of surveillance cameras within the City's subway stations. The cameras have aided the police in deterring crime and apprehending criminals. We support requests made by our local precinct(s)

commanders to install these cameras, monitored by NYPD personnel, in our district's stations (G, L, M/J/Z lines).

This should result in the assignment of adequate police officers to each facility to maintain the recently reduced crime rate and maintain around the clock coverage of all police sectors in each precinct. In addition, it is essential that the number of police officers assigned to the eight NYC Housing Authority developments located in Community Board No. 1 be significantly increased, whereas Cooper Park was turned over to the 94<sup>th</sup> Precinct. This should be examined as a pilot project and duplicated throughout Community District #1 area, turning NYCHA sites over to their respective precincts for a more local policing strategy.

### **ADULT ESTABLISHMENT ZONING, LIQUOR AND CABARET LICENSES**

In 1995 Community Board No. 1 opposed the City's efforts to regulate and restrict the operation and conduct of Adult Establishments by allocating them to exist only in manufacturing districts. This change in zoning allows for an unfair share of these establishments to have the ability to relocate to communities, such as Greenpoint and Williamsburg that possess large manufacturing areas. We seek the City to progress a strategy addressing this issue to prevent such establishments from opening in a newly developed area.

There has been a sudden sharp increase in the number of applications made to the NY State Liquor Authority for locations in CB #1. The Board is highly concerned about the proliferation and concentration of bars in the district. As its role is only one of advisory capacity, CB #1 urges the Police Department, the Department of Consumer Affairs and the State Liquor Authority to aggressively examine these locations prior to granting or renewing any licenses, and urge that both the 500-foot hearing and 200-foot rulings be used to ascertain an establishment's appropriateness. It appears that the SLA uses this permitting process as a fundraising effort for the State and takes little interest in the cumulative effort of these drinking establishments on communities. There are currently 1023 licenses in zip code 11211, 476 in 11222, 706 in 11206 and 715 in 11237. We are pleased that the City Council is seeking to step up enforcement by requiring stricter hiring regulations and background criminal checks for employees hired as bouncers at clubs and bars.

Furthermore, Community Board No. 1 pre-warned the Administration that the "Smoking Ban" would project bar-goers into the streets and rear yards of communities to smoke and that must be addressed in any legislation. Unfortunately, we were right and we continue to receive voluminous complaints about bar patrons outside bars smoking and sidewalks riddled with cigarette and cigar butts. This quality of life concern must now be addressed by the Administration.

The State should declare a moratorium on all new licenses until a proper review process could be put in place.

### **ANTI - DRUG TASK FORCE**

We note the valuable contribution of the anti-drug SNEU (Street Narcotic Enforcement Unit, housed at the 90<sup>th</sup> Precinct). We urge continued efforts by the NYPD to deter illegal drug dealing in our community and reduce crime.

## **FOOT PATROL**

The foot patrolman is a valuable public safety resource and more personnel must be put on patrol to increase efficiency and address quality of life type complaints. We strongly support the efforts by NYPD and urge that the resources be increased for foot patrol at the various NYCHA developments in the District under the auspices of the local precinct.

## **OLD 87th PRECINCT BUILDING**

To date the building remains empty and abandoned by the City, having been relinquished by the NYPD to DCAS. Community Board No. 1 recently approved a plan to convert this building for housing. We support North Brooklyn Development Corporation's efforts to restore this landmark site and maintain the building's character while providing much needed housing.

## **ANTI - ARSON PROGRAMS**

Community Board No. 1 unfortunately, has the distinction of being in the top three of the community districts with the highest suspicious fire rates (88 in 2006). For 2006, the Fire Department's statistics for CB #1 show that there were: 1 civilian fire fatality; 4,099 medical emergencies (fire unit only); 3,718 nonfire and 3,968 nonmedical emergencies, 549 nonstructural fires and 555 structural fires (total incidents 9,612 – fourth highest in the borough). For 2007, for the first half of the year, CB #1 has 39 suspicious fires (ranking it fifth in the borough). The devastating 10+ alarm fire last year at the Greenpoint Terminal Market (remarked as rivaling the 9/11 terrorist attacks on the World Trade Center) shows too dramatically the need for fire protection and the full complement needed to investigate and solve suspicious fires. We must not forget that a large percentage of housing stock was lost in our communities during the arson ravages of the 1970's. It was only through prevention, education, investigation and the bringing to justice those persons criminally responsible, that the spread of fire damage was stemmed. We continue to rank within the top five community boards in terms of total incidents. As long as this intolerable situation continues to exist, it is essential that a team of Fire Marshals be specifically assigned to serve community Board No. 1 on a full time basis.

We are concerned that the consolidation, re-deployment and continuing attrition of Fire Marshal personnel has greatly decreased the efficiency of this unit and its ability to effectively perform its role. Today, there are only 80 Fire Marshals and 19 Supervisors for the entire City of NY. In 2002 the FDNY had four Marshal Bases (one in each Borough, except Staten Island). Today there is just one Fire Marshal Base in the entire City!

We seek the Red Cap Program (called this because its 50 Fire Marshals wore red caps to make their presence known in the neighborhood) to be reinstituted. These "Red Caps" worked in two-person teams around the clock responding to every fire. The advantage of the Red Cap is that investigators are on the scene immediately, not waiting to be notified that a blaze was suspicious. Teams of Marshals and Police Detectives worked to investigate arson-related fires and to prosecute the criminals that started them.



## **FDNY/EMERGENCY MEDICAL SERVICES**

We continue to be in such "shock and awe" with the Mayor's decision to close Engine Company 212 that we are compelled to once again reiterate our extreme and vehement opposition to any Fire Station closings. The future of our community depends on this essential service. The Administration plans to issue an RFP for reuse of the building and we advocate that the site be sold to a local community group that would provide a variety of general functions (health, safety & human services; community advocacy and education; workforce development; historic preservation; real estate services; home improvement assistance). The redeveloped site may provide: office, workshop, classroom and multipurpose space. Community Board No. 1 believes that the development for the site should accomplish several important goals: redevelop the Firehouse into an active space for community, educational and cultural use; reuse the Firehouse in a manner that directly benefits the surrounding community; preserve the character and appearance of the Firehouse; create a financially feasible and economically viable project; rehabilitate the Firehouse in accordance with existing zoning and other regulatory controls; and serve as a clear example of high-quality, sustainable design and construction.

With the closing of St. Catherine's Hospital in 1964 and the Greenpoint Hospital shutdown in 1982, **the Greenpoint/Williamsburg community remains void of any hospital facility within its confines.** Although vibrant and expanding; the communities of Greenpoint/Williamsburg have an older population, and thus rely on the Fire services, EMS, Engine Companies with defibrillators to be the "man on the spot" when needed. In 2005, fire companies responded to 3,860 emergencies as "Certified First Responders-Defibrillators" in Community Board No. 1 and for the first 6 months of 2006: a total of 4,621 Emergency Medical calls were answered, ranking our district as the second highest in Brooklyn with EMS responses.

As a community in renaissance we have seen a rise in population by 2.8% during the year 2000 census. We believe that this figure is far short of the actual increase (the notable growing population includes many new families with young children, and there is a boom in the restaurant/bar type businesses with many patrons attracted from both inside and outside the community). In fact, Mayor Bloomberg acknowledges the City's increasing population in his PlaNYC which addresses the challenges facing the city. By 2010 it states that NY will have added a population the size of Salt Lake City and in the year 2030 Brooklyn's population is to increase by 11.4%. An increased risk of fire is connected with restaurant operations, as well as possible food/choking hazard emergencies. Many of these restaurants are located on the first floor of wood frame buildings that have residential units above them. We remain concerned about the lack of fire and emergency medical service coverage in this section of our district.

This exodus of the commercial use to that of residential is extremely problematic mainly because most - if not all - of the properties are wood beam construction with an extreme potential for fire. Additional projects already completed or those that are in the works which create further housing units includes the: HPD - Schaefer Brewery Site: 350 units; Domsey Site: 540 units; Kedem Winery: 450 units. The former Domino Sugar site (11 acres) at our waterfront's edge is being considered for development by the Community Preservation Corporation: 2,200 units (we look forward to a dialogue toward developing the site as a major source of affordable housing). Pending variance requests currently under review, if approved, will create additional housing units. This is just a preliminary compilation of how the population and land use is changing on a daily

basis in our area, especially with the recent zoning. The rezoning of the Greenpoint/Williamsburg waterfront and specific inland areas will most certainly create a catalyst for what will most likely result in extremely ambitious housing projections for our waterfront and other areas in the district.

In the interim, as the waterfront and inland areas continue to evolve, we continue to plead with the Mayor to create services in this area that is most certainly void of fire stations, hospitals, and other essential City services including infrastructure and public transit systems.

How did we close a firehouse on the heels of a major rezoning plan that reportedly will create several thousand additional housing units to an already overburdened area. **Surely someone in the Administration advising the Mayor did not do the math!**

We applaud the Fire Department's efforts to attempt to bring better service via the concept of housing EMT bases strategically located in the community. A location was identified and secured within Community Board No.1 (332 Metropolitan Avenue). However, we are distressed that 332 Metropolitan Avenue has yet to have a groundbreaking and that the FDNY has made little attempt if any, to site a location to serve the northern portion of Greenpoint .

The FDNY in recent years collaborated with the DOT (in Staten Island) on addressing speed bump concerns. The increase in these barriers caused many FDNY personnel and residents to worry that there may be considerable increases in response times for ambulances and fire apparatus. The initial study proved that these mounds yield an increase in response time. DOT routinely seeks our Board to support requests for speed bumps. We therefore, must oppose any such requests until a proper study is conducted demonstrating the safety of this alleged speeding deterrent. We request that further study be done specifically in our district to evaluate these areas of concern.

## **PARKS & RECREATION**

### **INCREASE STAFFING**

The over 91 acres of parkland situated in Community Board No. 1 represent an extremely valuable resource, the potential of which, however, remains to be realized due to the continued erosion of Park Department staff. Clearly, 23 "real" (1 manager, 5 supervisors, 17 full time workers) maintenance workers cannot begin to supply even minimal coverage of our heavily utilized parks, and underscore the need to provide for the proper maintenance of these facilities. We currently have 5 slots for workers (playground associates) who provide recreational services for youths and administer programs in the district. Although two are located in playgrounds and three at the renovated Metropolitan Pool -- this number is insufficient to fully serve Community Board No. 1's district. According to the 1990 census, our District contains over 51,600 residents who are 19 years of age or less, and hosts a heavily used regional park (McCarren Park). We have found that the number of children in the district is steadily increasing as can be seen with the corresponding increases of public and private school enrolled pupils (kindergarten - 8<sup>th</sup> grade). A minimum of 5 more supervisory staff positions and 30 employee staff positions are badly needed. Specifically, additional maintenance staff must be assigned to the following facilities: McCarren Park, Cooper Park, Sternberg Park (Lindsay Park), Sgt. Dougherty, P.S. 84 Playground, Martinez Playground, La Guardia Playground, Bushwick Houses Pool. Beyond this, it is essential

that adequate recreation staffing be assigned to Metropolitan Pool and such major facilities as McCarren, McGolrick and Sternberg Parks. Finally, firm commitments to secure adequate, year round, recreation, security and medical first aid staffing at McCarren Pool, after the facility reopens, is essential and must be made a very high departmental priority.

### **McCARREN PARK AND POOL (P-819)**

Since its opening in 1936, McCarren Pool has been a valuable Summertime resource to the youth of our community, and North Brooklyn, and it is imperative that its reconstruction proceeds, as promptly as possible. Community Board No. 1 is pleased that a community consensus was reached in February 2001 regarding the derelict facility. We support the feasibility plan presented by the consultant firm, Vollmer Associates, to redevelop the site to include an Olympic size pool, a multi-purpose year round facility and an ice skating/inline skating rink. This concept has gained support from the Community and the Board's McCarren Park Pool Task Force and we look forward to achieving funding for the project. As of June 2007, the Mayor has allocated \$50 million for construction of a new pool and recreation area with retention of the bathhouses and archway. The Board has supported a feasibility design strategy that was presented by the Parks Department regarding the site at the end of June 2007. We continue to urge funding for this project. We look forward to reviewing the design for this facility and hope that the funding will be advanced for an accelerated construction phase. While we believe that the Administration has projected a new vision, we will monitor the advancement of this project carefully. Last year the Mayor budgeted \$1million toward this facility which yielded no action by the agency.

Most of the acreage, especially the adjacent Abate Playground has received benefits of renovation or upgrading. These efforts have restored the majority of this park's recreational uses. In fact, these areas are now more heavily used than ever. In fact, parents of children who use the facility ("Park Moms") take an active role in the playground and make recommendations to the Parks Department for improvements. The pool's derelict and abandoned condition does not provide any positive use and has become a severe problem for public safety.

McCarren Park is basically divided into three large parcels with different park uses. Each parcel is separated by roadways from each other. We seek the Parks Department to address the need for additional comfort station facilities as the only one available is in the existing Park Field House located in the portion with the baseball field. The walk is too far for the children at the playground and isolated from the handball courts, running track and soccer field.

We thank Council Member David S. Yassky for scheduling funds for a portable ice skating rink to be located in McCarren Park, and for funding the recently completed renovation project in the park's Oval Track & Field, which included installation of a state of the art synthetic turf and improvements to the area's drainage. As part of the rezoning, the Administration has put money in the budget for lighting the soccer field and we look forward to its implementation. Preferences for its use must be given to bonafide Greenpoint/Williamsburg youth groups.

Community Board No. 1 supports Council Member Reyna's plan to increase our community's open space by connecting two parks at Rodney Street and Marcy Avenue by constructing a platform that would sustain a park over the Brooklyn Queens Expressway in the areas bounded by Borinquen Place to Marcy Avenue, Broadway and

Rodney Street. At last someone has thought outside the box to provide much needed open space.

### **METROPOLITAN POOL (P-986)**

Met Pool now serves Community Board No. 1 in a more effective manner than ever before. The City should further support the valuable voluntary efforts of the Friends of Met Pool by assigning additional recreation staff to this facility and extending hours of operation to further meet the needs of the community.

### **OTHER PARK PROJECTS**

The Board supports the City's funding of renovations for the various playgrounds. In our view, the upgrading of these deteriorated recreation areas constitutes a major need.

We reinforce our past support for those additional park reconstruction projects: Greenpoint Playground, La Guardia Playground, Classon Playground, any additional projects in the inception stage. The Tennis Courts at McCarren Park are heavily utilized during the warmer season. As dusk approaches, play is made easier by the cool of the evening. Players have requested that lighting be placed in the park to allow practice and matches to continue into later hours. The courts are in need of immediate resurfacing. Lighting at the handball courts in McCarren Park will allow play to extend into early evening.

### **GRAND FERRY PARK**

The New York State Power Authority's offer of \$300,000 to revamp the park must be expeditiously embraced by the New York City Parks Department. **This money, which was secured by Community Board No. 1 and donated by NYPA in 2004 has yet to be spent. Continued foot dragging by Parks has resulted in inferior service to residents of our district.**

### **MANHATTAN AVENUE STREET END PARK**

As part of the Manhattan Avenue reconstruction, a park was designed where the street meets the bulkhead and we look forward to construction being completed this fall.

### **SAND PARK**

The Williamsburg Bridge reconstruction project is progressing rapidly and we look forward to the rehabilitation of Sand Park, the mapped park playground beneath it. Community Board No. 1 demands the restoration of this mapped parkland to its "pre-destruction" use by the NYC Department of Transportation in reconstruction of the Williamsburg Bridge. Once this park is completed, it will serve the community with additional recreational space and begin a connection between the waterfront and the upland blocks. The Williamsburg Waterfront 197-a plan seeks the development of a waterfront promenade circumnavigating the DOT property under the Williamsburg Bridge and providing an additional "greenway" for the community. We call upon the Mayor to intervene on our behalf and restore this park in as much as the DOT and Parks have continued to fail to begin a meaningful dialogue to restore this park.

## **STERNBERG PARK**

We thank Council Member Diana Reyna for funding projects to reconstruct the Sternberg Park and Playground, including a new comfort station and installation of a state of the art synthetic turf which opened in Summer 2006.

Community Board No. 1 continues to support the valuable work that volunteers do to help our neighborhood parks and we hope that the Parks Department will increase their efforts in this area. Efforts to instill pride about our parks are applauded. We look forward to the resuming of the Parks Department efforts to display historical markers and educational plaques in the District's inventory.

In order to better address public safety, lighting in each of the Board's parks need to be evaluated and enhanced. Increased lighting will allow better visibility at their perimeters and interiors.

Convenient location of comfort stations is a constant request made by park users. We urge upgrading of facilities that now exist and the introduction of new ones in those parks that greatly need them. **We are pleased that the Department of Environmental Protection has funded a station in Greenpoint Playground. We urge the Parks Department to monitor these comfort facilities and keep them well maintained.**

## **EAST RIVER PARK**

A State park has been designated for a portion of the former BEDT site (Kent Avenue/North 7<sup>th</sup> Street) and funded by New York State. **Although the site was designated in 2000, the State's Office of Parks, Recreation & Historic Preservation has yet to fully open this nearly 9 acre park.** The Board has consistently supported the opening of this park for all to enjoy, yet the State has chosen to do so minimally for the public. According to the agency, the State park is open only on weekends for the public between 10 AM to 8 PM. However, the park can be used for private events by permit at other times. This boils down to a privatization of our public resources and lack of access for our waterfront.

The park should be opened for the full public's use (and not as a money producing venue). It should be opened with regular hours for the area's residents. In addition, canine visitation should be allowed with leashes mandatory.

## **GREENPOINT MONITOR MUSEUM**

Community Board No. 1 is pleased to learn that the NYS chartered Greenpoint Monitor Museum received donated land at the Bushwick Inlet (where the historical iron clad ship was birthed) for the construction of a museum in honor of the USS Monitor. The ship's construction here was a major event in the community's history – we support the museum's efforts to keep alive the memory of the USS Monitor. The museum seeks to retain its donated property as it will act as a catalyst for additional donations as it moves forward with founding a home at the site. At this current time a proposal is moving forward at the Department of City Planning, in conjunction with the NYC Department of Parks and Recreation, to demap streets in this area around the Bushwick Inlet, from North 9<sup>th</sup> Street to Quay Street, for the purpose of establishing parkland. These entities must respect the issues raised by the Greenpoint Monitor Museum and partner to make their dream a reality.

## **RETENTION AND EXPANSION OF PARKLAND**

As the pertinent City Planning Department studies indicate, Community District No. 1 is one of the most under-served area with regard to park and recreation services. Thus, we would strongly oppose the elimination of any currently mapped parkland in our district or usage/renting of same for other than parkland/recreation unless as per current City policy, equivalent space is developed as parkland in the immediate vicinity. We also strongly support the establishment of additional parks and playgrounds within our borders.

Community Board No. 1 continues its support for the development of appropriate small parks on triangles. The Southside and South Williamsburg have few local parks, and the triangles, such as where Heyward, Wallabout and Wythe Avenue come together, should be implemented.

We are delighted to see that the Administration proposes the expansion of the Waterfront Park to the Bushwick Inlet. This proposal will provide much needed recreational space to our residents and insure some greening of the waterfront. The proposal also suggests the inclusion of a Waterfront Access Plan (WAP). While we support this concept, we most certainly want to be directly involved in the design process. The Administration should commence the condemnation procedures to demonstrate a good faith gesture to our community while carefully retaining jobs and relocating existing businesses.

## **THE GREENPOINT-WILLIAMSBURG WATERFRONT ACCESS PLAN**

The Department of City Planning proposed a Waterfront Access Plan (WAP) tailored to the specific conditions of our district's waterfront and to establish a coordinated framework for public access to the Greenpoint-Williamsburg waterfront in advance of development. This plan takes advantage of this opportunity to enlarge existing waterfront park spaces and to mandate connections to the neighborhood at important locations. In addition, the zoning text changes allow the WAP to combine public access requirements on parcels spanning multiple blocks, allowing several smaller spaces to be combined into a single, larger and more useful public access area, which is not possible under existing waterfront zoning regulations. Community Board No. 1 looks forward to the various elements of this open space network which include: existing and proposed waterfront parks (including Newtown Barge, the former NYC transmitter site, the planned state park/former BEDT site, street end park at end of Manhattan Avenue); mapped parkland at Bushwick Inlet; a continuous shore walkway; public access to piers; supplemental access areas; upland connections and visual corridors. As internal mechanisms continue at the Parks Department, we look toward the further development and implementation of the Parks Department's "Master Plan". Our Board endorses the Greenpoint-Williamsburg Open Space Design Guidelines and Master Plan with the caveat that the City and the Monitor Museum principals continue a meaningful dialogue and that Community Board No. 1 reserves its decision on the museum/boathouse to be sited in the Bushwick Inlet until said dialogue is conducted.

## **WNYC TRANSMITTER SITE**

We look forward to the work proposed for the WNYC Transmitter site. Conceptual designs denote a passive park, recreational area, gardens, benches and

lawns as well as renovation of the 1930's World's Fair house as well as access to the "Floating Pool". This site represents a portion of the Parks Department's Master Plan and should be the first stage of development for a waterfront promenade. Community Board No. 1 urges that this work to reconstruct the park begin soon and expeditiously completed!

## **TREES**

In the Fall of 1996 Community Board No. 1 was dealt a devastating blow with the discovery of the Asian long horned beetle found infesting many of its street and backyard trees. In an effort to contain this foreign pest which has a voracious appetite for sugar maple trees, the US Department of Agriculture and the State Department of Conservation/Forestry Division along with the New York City Park's Department studied methods employed by China for eradication. An area of infestation was identified and "quarantined", a heavy infestation was found in the heart of Greenpoint (a significant number of trees in McCarren Park fell to the beetle) spreading towards adjacent neighborhoods of Northside, Southside, Central, East and South Williamsburg.

The most effective method was to cut down infected trees and remove them. In the period of 1997 and 1998 over 1000 trees in parks, on the street and in backyard/private property had to be destroyed. This represents a large portion of the district's green canopy and efforts to replace it are a high priority for this Board. This year, a new method of eradication, using a pesticide, is being tested. We hope that this method will work and help to halt the spread of the beetle.

The Community Board's Ad Hoc Committee on Asian Long Horned Beetle Infestation worked diligently with residents, community leaders, groups, elected officials and agencies to develop a Strategic Plan For The Regreening of Greenpoint-Williamsburg which was subsequently adopted by Community Board No. 1 in August 1 1997. This plan received support of elected officials and the Mayor's Office. The plan's vision is "Greenpoint-Williamsburg will be a greener, healthier and more beautiful community" with a goal to make every street in Community Board No. 1 a "Tree Lined Street". To further preserve our greenery it is important that our parks and street trees receive the utmost attention and maintenance from horticulturists and forestry personnel.

We urge that all efforts to regreen our community be maintained and that the strategic plan be used to implement such efforts. Community Board No. 1 supports an increased allocation for street tree planting as well as funding for maintenance of this vital resource. We urge that additional programs, such as DEP's grant initiative under federal funding to do tree planting in specific areas that they have identified as recipients of heavy truck traffic (i.e. BQE corridor), be utilized to help accomplish this effort.

Community Board No. 1 seeks the Parks Department to immediately remedy hazardous problems with the multiple plantings of Bradford pear trees along Graham Avenue. These trees are notorious for having weak forks with resultant falling limbs, a condition that has been noted by the Director of Forestry, who has related that these trees have weak branch connections, and it is the most common call for limbs down across the city. Forestry no longer plants them, but uses new varieties that are less susceptible to limb breakage. The removals of these old Bradford pear

trees are necessary for the public's safety. Each removal must include immediate replacement with a more suitable and stable tree species.

Community Board No. 1 was pleased to learn that the Mayor is allocating additional funding for greening the City. A tree survey initiated by Community Board No. 1 noted the numbers of trees needed inside/outside of the Park owned property. The survey revealed 64 pits in need of plantings needed in various parks in our District. Community Board No. 1's allocation for street tree plantings is extremely limited and the District still has not recovered from our lost canopy due to the Asian Longhorn Beetle infestation. CB #1 has asked that since these locations noted in the survey are within or around the NYC Department of Parks own property, that any plantings to fill these empty pits not come out of our Board's meager allocation for street tree plantings, We continue to urge the Parks Department will take immediate action to provide other sources of supplemental funding to green and maintain its own landscape and street borders. It is our hope that the Mayor's increased interest and allocation of funding for tree planting will be used to further green our district.

### **THE GREENING OF GREENPOINT-WILLIAMSBURG**

Community Board No. 1 acknowledges the fine efforts of our very own (homegrown) MarJam Building Supply setting the pace with the creation of the "Green Depot".

We would also like to mention Metro Fuel Energy's proposed endeavors toward the creation of a bio-diesel facility that could give CB #1 a cleaner fuel source and independence from foreign oil.

We are proud to represent a district that is leading the way toward a Greener Planet.

### **HUMAN SERVICES**

#### **YOUTH SERVICES**

More than 51,600 residents of Community Board No. 1 are 19 years of age or less, and a very high percentage of this population resides in the poorest portions of the district. Unless an effective network of youth service programs is established, many of these youths will never have a fair opportunity to succeed in life, and will instead be attracted to the alternate lifestyles of crime and drugs. In light of this, the appallingly small allocation for delinquency prevention and after school programs funded by the Department of Youth and Community Development remains a perpetual source of frustration to the Board's Youth Service Committee.

The Beacon program located at 850 Grand Street Campus has offered a valuable resource, but is not enough to service the approximately 51,625 youths of our district. Unless the City and State agree to substantially bolster this modest allocation, and a 100% increase is not-out-of order, its impact upon the youth of Community Board No. 1 will remain slight. We were pleased that the City expanded Beacon Programs citywide and, as a result, additional Beacon programs for our area have been made available at JHS 126 and JHS 50. The Beacon Program at JHS 126 has served as an anchor for a newly formed "Greenpoint-Williamsburg Youth Soccer League" that has over 500 youths. There is extremely limited open space to accommodate these



youngsters to play concurrent games and we urge that additional space be made available for this use.

### **YOUTH EMPLOYMENT**

The Department Of Employment must continue to develop and expand local sponsorship within Community District No. 1 for the City's "Summer Youth Employment Program". The Department of Employment must take a more aggressive role in addressing program sponsorship in each Community Board area. We urge the City to increase its outreach within the community to obtain non-profit agency sponsors who will adequately service our youths.

### **TEEN PREGNANCY**

One of the most serious problems involving youth is adolescent pregnancy, which had reached epidemic proportions throughout North Brooklyn. We are pleased to learn that statistics in this area are starting to show a decline. It is essential that a systematic approach to this problem is continued aimed at preventing unwanted pregnancies from occurring in the first place and providing educational and social services to the teen mothers in order to prevent long term welfare dependency.

### **DAY CARE AND SENIOR CENTER SERVICES**

Community Board No. 1 is served by 30 Day Care/2,956 slots 9 Head Start/799 slots, 18 Group Day Care/2,100 slots, 2 Day Care-Voucher Sites/8 slots and 1 LPOS/49 Slots and 9 Senior centers serving an average of 1,083 daily meals. We strongly urge continued support of the City's extensive tax levy commitment to maintain day care and senior center services at least at their current levels despite devastating budget cuts, and urge that it be maintained as long as the need exists. In particular, the need for new day care centers, head start program and an increase in meals-on-wheels program is rising in the District, especially in the South Williamsburg area.

We recommend that the City promptly act to meet the unmet needs that currently exist in the District: the lack of adequate day care services in Greenpoint and the lack of a full senior center to serve the Southside/South Williamsburg. Although we acknowledge the severe funding constraints that the City faces in this area, we must also note that these needs are real and accelerating, and cannot be adequately addressed by existing resources.

### **SOCIAL SERVICES**

The New York City Department of Human Resource Administration reports that during the period of fiscal year 2006 there are nearly 69,000 persons assisted by the agency in Community Board No. 1 (52,560 Medicaid only; 6,600 Public Assistance; 38,763 Food Stamp Recipients, and 8,971 SSI). We rank third (3rd) highest in the Borough and rank seventh (7th) Citywide in the number of persons receiving Medicaid, and rank second (2nd) in the Borough and rank fourth (4<sup>th</sup>) City wide with the number of persons receiving food stamps. Because of the quantity and complexity of the social service needs that exist in Community District No. 1, we believe that it would be most appropriate for the establishment of a multi-service center in the community. (We believe that the 30 Thornton Street "Job Center" facility complies with the requirements specified by the Human Resources Administration for such a Center.)

The continuing need for a K-1 OFS Office requires immediate attention. We are extremely disappointed in the closure of the Marcy Avenue office as users at this facility will now have to travel further out of the district to obtain services.

Community Board No. 1 supports increased funding for Managed Care education (such as through the Managed Care Consumer Assistance Program) in Greenpoint and Williamsburg. In addition we support an increase in funds for vocational training, job placement and workforce development in low-income areas of the District.

### **HOUSING FOR THE HOMELESS**

We continue to support and urge a continuation of the reduction in the census at the remaining temporary shelter at the former Greenpoint Hospital. The positive positions taken by the Community Board are well known to the City. We applaud the revised policy changes by the City and look forward to the eventual results, a reduction/elimination of the "warehousing" of the homeless in our Community District and throughout the City. Expensive temporary housing must be replaced with permanent low-rent housing, including housing for single individuals, in each Community District. We also urge the expansion of support services to identify and address individual medical/social needs of homeless individuals residing in city and private facilities.

### **HOMELESS SERVICES**

Community Board No. 1 approves the downsizing plan that decreased the census at the former Greenpoint Hospital Site, as the City has agreed to do at all other "armory" type shelters. We agree with the City's decision to limit the overall census at any one site to 200 persons or less, and we hope that this number can be further reduced.

In the past, Community Board No. 1 supported the development of compassionate and effective programs for the homeless. We share the City's basic policy to provide shelter to those who request it and, in 1983 were the only Board in Brooklyn to positively respond to the Mayor's appeal to suggest potential shelter sites.

Our recommended location, the former Most Holy Trinity Convent, was initially identified as a shelter for homeless women, and subsequently opened as a model S.R.O. facility. We have supported this excellent private shelter administered by Most Holy Trinity Parish, and stand ready to assist the efforts of other local community groups to establish similar programs.

In the past we opposed this facility because (1) its unduly large size both incapacitates it from providing adequate resources to its clients and negatively impacts the surrounding community, and (2) other community oriented uses for this site, such as the one endorsed by Community Board No. 1, as proposed by the Greenpoint Renaissance Enterprise Corporation (GREC) are far more appropriate. The Board has supported the City's efforts to downsize the temporary men's shelter to a census of 200 (the City had agreed to do this downsizing at all other armory type shelters. Opposition to the shelter, and all renovations that will further entrench this use, remains strong. The Board stands ready to work with DHS to ensure the proper operation of this facility (now named "Barbara S. Kleiman Residence") and a total phased-out elimination of this temporary facility to more permanent affordable housing.

The City should review regulatory policies toward private facilities, in which, homeless individuals reside such as, the Greenpoint Hotel. Also, the City must insure that adequate support services are provided to maintain the safety of surrounding residents and to minimize quality of life problems.

Community Board No. 1 vehemently opposed the Department of Homeless Services' and the Doe Fund's advancement of a shelter at 89-111 Porter Avenue. We are truly saddened that the Appellate division failed to find merit for appeal when the City found a loophole in the ULURP process and sited this "homeless" shelter in the heart of a city designated "in place industrial park"

## **HEALTH**

### **WOODHULL MEDICAL AND MENTAL HEALTH CENTER**

The Board believes that all steps must be taken to improve the quality of services delivered at the facility. We also urge that Health and Hospitals Corporation's Brooklyn Regionalization Plan continues in such a way that it will not in any terms undermine the integrity of Woodhull as a full fledged hospital. We continue to encourage the administrators at this facility to advise Community Board No. 1 of its needs.

### **AMBULATORY CARE**

With the closure of Greenpoint Hospital came a strong commitment to this community from HHC to provide medical services to the district by maintaining two clinics within the confines of Community Board No. 1. As a result of this commitment, two satellite facilities were established by the Woodhull Medical and Mental Health Center. As we stated in previous years, we believe that the clinic at 960 Manhattan Avenue presented "a positive action that was, providing a valuable health resource in the North Greenpoint Community". To the dismay of CB #1, this satellite facility was closed as its lease expired. The Board strongly advocated for its reopening in the immediate community. The Greenpoint satellite was eventually located to a newly renovated facility at the ground floor of 875 Manhattan Avenue.

The 279 Graham Avenue location of the Williamsburg Satellite with bigger quarters and expanded services has worked well. The under-served Southside community could also greatly benefit by having a clinic within its confines and HHC should explore establishing an additional site for this segment of the district.

### **PEST CONTROL**

Community Board No. 1 remains concerned about an increase of the rodent population in the district. The City must promptly address this epidemic on a community-by-community level. Steps should be taken to regularly bait problem areas and coordinate efforts with the MTA/NYC Transit and other city agencies that are responsible for their own pest control. The Health Department must initiate aggressive programs to address the urgency of this dilemma and install checks and measures to monitor and insure that the MTA/NYC Transit are in fact involved in a pest control program.

Demolition, new construction, and street reconstruction have greatly increased in our district. These activities are known for creating problems with rodents and other pests. It is vital that pest control measures are strictly adhered to and that these sites are monitored for compliance.

It has been noted Community Board No.1 has several transfer stations located within its confines and these facilities are seen as a major draw for rodents and other pests.

We continue to support the Department of Health's efforts to inhibit the growth of mosquito infestation and combat the spread of the deadly West Nile Virus. The constant flow of water in the bowels of the abandoned McCarren Park Pool facility poses a recurring threat of West Nile Virus to the Greenpoint/Williamsburg and surrounding community.

## **RECENT HEALTH TRENDS**

Community Board No. 1 ranks third out of the 59 districts citywide with a high number of asthma cases. We remain concerned about the epidemic rise in cases of asthma in the district. Funds must be earmarked for additional testing, education and specialized treatment. Several years ago there was a CDC cancer and asthma study conducted in this District and we strongly support a new, updated study be carried out. In addition, the DEP ought to conduct a study of air and traffic pollution (which is particularly bad in our District) and their environmental and health impacts.

We continue to support efforts by the Department of Health & Mental Hygiene, DEP and HPD to thwart lead poisoning as it is a very serious condition, especially for children. Children with lead poisoning may develop health, learning and behavior problems. Education about lead poisoning is important so that people can make their homes safe and healthy as well as learn about treatment and access to testing.

Recent reports about AIDS in New York City have yielded the following figures for Community Board No. 1: the rates of new HIV diagnosis in Greenpoint and Williamsburg-Bushwick health districts range 0.50 & 1.30 per 1,000 persons/population. The combined rates for our district are above the rates for Brooklyn (0.68), New York City (0.84) and the US (1.14). Rates of people living with HIV & AIDS show Greenpoint at 5.5 and Williamsburg-Bushwick at 12.1 per 1,000 persons/population which again, is above the rates for Brooklyn (6.4), NYC (9.2) and US (3.2). We urge that the medical community continue addressing this grave disease and that additional programs be developed toward prevention, education and treatment. As the only New York City hospital within blocks of Community Board No. 1 Woodhull Hospital must be aggressive in addressing the needs of all of our constituents.

We raised concern about contagious diseases which could spread from localized outbreaks such as meningococcal disease (meningitis), shigellosis, tuberculosis, and hepatitis. We urge our health officials to carefully document these cases, provide curative measures and conduct public education to increase awareness about recognizing symptoms, carrying out prevention and accessing treatment.

We urge that additional resources be allocated to prepare for outbreaks of avian influenza (bird flu) which is being noted by world health officials as a possible pandemic.

Community Board No. 1 is also deeply concerned about the rising instances of diabetes, cardiovascular, heart disease, high cholesterol and osteoporosis in Greenpoint and Williamsburg. We urge the City to provide additional funds and programs for diet therapy, nutritional support and education for our district. Additional women's health services (such as a clinic with birthing rooms) are needed in our community.

## **TRANSPORTATION AND INFRASTRUCTURE**

### **TRANSPORTATION BLUEPRINT STUDY**

Community Board No. 1's position on a comprehensive study has shifted. Recent, promising dialogue with the Deputy Mayor of Economic Development's staff, NYC DOT staff, and MTA-NYC Transit staff, indicates that we can instead collaborate on fast-tracking several needed improvements for Community Board No. 1, and work as a team to prioritize budget monies for Community Board No.1's transportation infrastructure needs. We would prefer to apply available study funds to funding actual projects instead, and look forward to a continuing, close working relationship with the City's Administration to realize Community Board No. 1's goals for adequate mass transit, safer streets, more accessible and safer walking and biking environments, and better driving and parking conditions for delivery trucks and motorists. We urge the City and State to budget money to adequately forecast transit and traffic growth projections, so we can plan accordingly. <sup>(1)</sup>

It must be stressed that the time for sitting back is ended. We no longer need a proactive approach, but a reactive one! The L train is so overcrowded that commuters are turning toward alternate sources that are already beyond capacity (i.e. G train line; cross town buses). In addition, many of our bus routes are so convoluted that they fail to provide direct and expedient access to key commuter hub points. The failure of the Administration to respond to our mass transit crisis is a shameful blot on its legacy.

### **BRIDGE IMPROVEMENT**

Since Community Board No. 1 is nearly surrounded by the East River and the Newtown Creek, it is not surprising that the quality of our local bridges remain continuing concerns. Emphasis must be placed on adequate continued coordination (access/egress) to our community during any upcoming construction work. We must express deep concern about traffic impacts on the community during any bridge reconstruction. We urge that such construction proceed with on-going monthly maximum community input. There have been repeated delays on work to reconstruct the Grand Street (Penny Bridge). We urge that this work progress and that every effort is made to ensure that there are adequate safety measures and detours in place. The Grand Street Bridge is particularly dangerous as the narrow width of the bridge does not allow for two lanes of vehicles, especially trucks, to pass at the same time. Community Board No. 1 supports the alternative which is a Steel "Basket Handle" Tied Arch design. This project must precede the Kosciuszko Bridge reconstruction agenda.

The City-Wide need to upgrade its East River bridges is of great concern to the Board as it relates to the Williamsburg Bridge. Its closing in 1988 caused both traffic and economic hardship to the surrounding community. This century old landmark literally opened North Brooklyn to Manhattan and, through the implementation of the extensive repairs contained in BR-253, will continue to serve the people of the City for at least a century to come.

An issue of particular concern is the upgrading of the pedestrian walkway that serves as a vital link with the Lower East Side. Work on the both walkway and bikeway is nearing completion. All efforts must be made to ensure the implementation of improvements, which should, as much as possible, aim to enhance security on these

paths. This includes installation of emergency call boxes and cameras on these stretches. Community Board No. 1 requests the City to directly involve it with all discussions on repair, design and plans for all bridges in the district as they are being developed, not after the fact. We continue to support the safer methods and construction protocols that have come forward to remove lead paint, including testing and clean-up of any contaminants needed with this type of construction work. We urge continued adherence to these strict and comprehensive protocols in order to provide the best protection for our community's residents as well as those who work here.

### **BROOKLYN-QUEENS EXPRESSWAY (BQE) RENOVATION**

Community Board No. 1 is actively involved in both the review of plans and construction phases of the renovation of the Brooklyn Queens Expressway situated between Metropolitan Avenue and Kingsland Avenue. We have found that the inclusion of an independent engineer for the community in this project was a valuable resource.

Through a carefully structured partnership of Community Board No. 1's Ad Hoc Committee, City and State agencies, elected officials, Ombuds office and the independent engineer, this project was delivered on target, without extensive cost overruns while meeting a multitude of community concerns. This partnership is a model that must continue in future projects. We particularly look forward to a similar relationship with New York State DOT in reconstructing the Kosciuszko Bridge (inclusive of a drainage plan). The New York City Department of Transportation must also conduct immediate detour studies so that this project could commence with little impact on vehicular traffic/pedestrian flow including, but not limited, to the widening of the Grand Street Bridge.

Community Board No. 1 remains opposed to condemnation of any property with the implementation of the Kosciuszko Bridge's reconstruction. In response to the Draft Environmental Impact Statement (DEIS) both Community Board No. 1 and the Brooklyn Borough President requested that NYSDOT pay attention to the following issues:

- BR-5 alternative (bridge replacement with a permanent bridge on the eastbound side) is superior to replacement of the existing bridge to other bridge replacement alternative and appears to provide the best combination of improved physical and performance attributes
- The allowance for an Independent Engineer in the contract. This bridge spans the Newtown Creek. It is a major connection to the BQE and for those persons traveling to or from Queens. An independent consultant funded with this construction project is a must for this community as it will be greatly impacted by the future work to improve the structure and its approaches. It is the Community Board's experience, gained with the major reconstruction of the BQE (in the early 1990's), that the independent engineer connected with this project was a most invaluable resource that greatly served the community providing engineering and technical knowledge.
- Traffic and noise conditions - abatement of traffic and noise conditions on Meeker Avenue needs to be addressed collaboratively by both NYC and NYS DOT.
- To address traffic conditions on Meeker Avenue; consider/study feasibility of extending Meeker Avenue across Newtown Creek to form a continuous service road
- Study suggested detours as part of the construction period impacts.

- Address community's concerns about any contingency arising from the underground oil spill during the construction period.
- The development of a benefit/cost ratio for each alternative as a means to standardize comparisons of the alternatives.

There are continued serious problems with the BQE at Vandervoort Avenue because the radius for turns is insufficient, especially the left turning point. The intersection of Morgan Avenue and Meeker Avenue (westbound) needs serious re-thinking as the fork condition creates a hazard for both pedestrians and motorists.

Continued maintenance of the BQE is extremely lacking, decking of the viaduct and rutting of the asphalt on both the roadway and exit/entrance ramps is obviously apparent and severely lacking of regular maintenance.

## **STREET RECONSTRUCTION/PLANNING**

The deplorable physical state of our local streets is an ongoing problem. It is essential that the City prioritize the street reconstruction projects scheduled for Community Board No. 1.

The Board is pleased to note that the work planned for the section of Manhattan Avenue between Ash Street and the Newtown Creek bulkhead has made excellent progress, particularly with the construction of the park along the bulkhead.

Reconstruction of Flushing Avenue and the Kent Avenue/Franklin Street projects are underway. While DOT has distributed updates to the Board, we note that it often is not sent to us in a timely enough manner for further distribution throughout the community.

Additionally, we welcome DOT to join us at occasional transportation committee meetings to update the public on the progress of these projects. We have learned, particularly through the Kent Avenue/Franklin Street project, that unforeseen traffic problems can arise, such as the heavy truck volumes which suddenly were routed onto Calyer Street. In the case of Calyer Street, an excellent resolution was put forth by Calyer Street residents: Banker Street was converted from a northbound one way street to a two-way street. The truck traffic was diverted onto this primarily industrial corridor, offering Calyer Street residents immediate relief.

It is clear that the most successful street reconstruction projects are those that are planned with close collaboration with the community, and we urge DOT to work with the Board to continue to reach out well in advance of these projects, as well as throughout construction.

The industrial zone situated beneath the Kosciuszko Bridge is in dire need of repair. Although it is currently M1-3 industrial space, the development potential of this area – either residential, commercial or industrial – is severely restricted by an inadequate infrastructure. Some streets have either never been paved, or had sewers installed underneath them. The Board has worked closely with all affected City agencies to develop a plan for the comprehensive revitalization of this area, and we urge that the needs of this area be included in the budget.

Last year there were a number of cave-ins and sinkholes that occurred within Community Board No. 1. We have a high rate of potholes. We ask DEP and DOT to

collaborate, to determine the cause(s) of these cave-ins, and work with the Board on long-term solutions. <sup>(2)</sup>

## **SEWER CONSTRUCTION**

As one of Brooklyn's oldest communities, Community District No. 1 naturally suffers from a terribly outdated and inadequate sewer system. The continued upgrading and replacement of our sewers remains an on-going necessity. The stretch of Graham Avenue, from Meeker Avenue to Metropolitan Avenue, continues to be plagued by foul sewer odors that emanate from the catch basins. To date, DEP has not been able to resolve the condition. An additional unresolved sewer related matter is DEP's failure to step up to the plate and aggressively correct numerous cave-in conditions from previous sewer pipe work that now requires trench restoration. These are sites where there was inadequate shoring, or wood shoring that was never removed and decayed causing underground subsurface voids which have subsequently collapsed. **The Department of Environmental Protections continues to drag its feet in this matter while every day these conditions worsen and present public safety hazards.**

Community Board No. 1 has forwarded the following locations since 1999 to receive priority attention:

- Catherine Street between Metropolitan Avenue and Grand Street
- Clymer Street between Wythe and Bedford Avenues
- Conselyea Street between Graham and Manhattan Avenues
- Division Avenue between Berry Street and Wythe Avenue
- Eckford Street between Norman and Nassau Avenues
- Grand Street between Humboldt Street and Morgan Avenue
- Maujer Street between Lorimer Street and Union Avenue
- Meserole Street between Lorimer Street and Union Avenue
- Montrose Avenue between Union Avenue and Bushwick Place
- Moore Street between Humboldt Street and Manhattan Avenue
- North 6<sup>th</sup> Street between Driggs Avenue and Roebling Street
- Olive Street between Grand and Powers Streets
- Powers Street between Catherine and Olive Streets
- Rutledge Street between Bedford/Marcy/Lee Avenues
- Scholes Street between Morgan and Union Avenues
- Skillman Avenue between Humboldt Street and Graham Avenue
- Ten Eyck Street at Lorimer Street
- Withers Street between Woodpoint Road and Humboldt Street

In another portion of the District, the area directly under and north of the Kosciuszko Bridge continues to be forgotten and floods constantly with the free-fall drainage from the BQE. This item also needs to be promptly addressed by the responsible environmental agencies of both the City and State.

## **THE ENVIRONMENT**

### **WATER QUALITY**

Because of our extensive waterfront, Community Board No. 1 has in the past, vigorously supported all efforts to clean the waters of the East River and Newtown Creek. The success of these efforts is indicated by the substantial water quality



improvement that has occurred in the East River, a development that greatly enhances the recreational potential of the waterfront. In recent years, ducks, geese and swans have been observed to be nesting along North 13th Street. Looking ahead, our commitment to the goals of high water quality remains as strong as ever, and the Board will vigorously oppose all efforts to retreat from this principle.

Our Board hosts the largest sewage treatment plant in the eastern United States and the cost of its upgrading is \$3.5 billion and approximately \$60 million is being spent to retrofit the old DOS MTS facility/construct a loading facility on Whale Creek for pumping and shipping out the plant's sludge. Quite frankly, DEP is not a good neighbor to Greenpoint and Williamsburg. Greenpoint Avenue surrounding the plant continues to flood.

Community Board No. 1 has not changed its position to oppose any expansion of the Newtown Creek Water Pollution Plant that would allow for an increase in the capacity of secondary treatment. We have recently reviewed items under ULURP regarding DEP's plans to upgrade the facility. This complex undertaking to upgrade the plant was approved by Community Board No. 1 with conditions and an amenities package to be included. A monitoring committee chaired by former Councilman Fisher has spearheaded the Board's commitment to this process. Kingsland Avenue was to be widened from Greenpoint Avenue towards the northern end of the street as part of slated improvements to enhance traffic flow and safety. However, this reconstruction work has not occurred and this lack of progress is of paramount concern for CB #1. Any contract penalties should be directed to the Community and not funneled into the DEP's general fund.

DEP is to demolish the sludge storage tank at Dupont Street. In previous plans, the material was to be pumped away via an underground pipe system. However, the agency changed its plans and instead would continue a barging operation to remove sludge from the Greenpoint WPCP. This project will establish a new sludge loading facility at a site on Whale Creek and the MTS operation will utilize new specially designed barges and tugboats that will reportedly fit under the Pulaski Bridge.

CB #1 feels that the application is an important step towards the realization of the parks and open space component of the Williamsburg/Greenpoint rezoning. However, our support is contingent upon DEP mitigating the landfill component of the project locally and not at a site in Jamaica Bay.

### **MOBIL OIL UNDERGROUND SPILL**

Community Board No. 1 urges the continued monitoring by NYC DEP and NYS DEC of the 1990 Mobil Oil Consent Order to remediate the free product plume in the Greenpoint area of Brooklyn.

As required by the Consent Order, in 1990 and 1991 Mobil performed a site assessment to determine the magnitude of the free-product plume and subsequently developed a remedial action plan to recover the free-product. The Off-Site Product Recovery System was designed from 1991 through 1993. Permits and approvals for construction of the facility were obtained from the NYS DEC, the NYC Department of Buildings and the NYC Fire Department in 1993 and 1994 at which time construction of the facility began. The Off-Site Free Product Recovery System began operation on September 1, 1995 and over 643,246 gallons of free-products have been recovered by

the system as of Fall 1997. Between 5 and 10 million of gallons of groundwater are pumped and treated monthly.

Additionally, since the 1980's, product recovery booms have been installed in Newtown Creek along the Peerless Importers bulkhead and since 1979 Mobil has been recovering free-product from on-site monitoring wells. By January 1999 6,706,654 million gallons of free product was recovered from on-site operations (with 1,564,326 gallons recovered of the cumulative product for off-site product plume). NYS DEC relates that over 9 million gallons have been recovered to date (according to a report by the US Coast Guard 9,106,000 gallons were recovered as of March 31, 2006). In 2004, Riverkeeper (an independent, member-supported environmental organization founded 40 years ago) has filed suit in federal court against Exxon/Mobil for a the spill.

The New York State Department of Environmental Conservation reports that there has been a noticeable slow down of seepage into the Newtown Creek at the end of Meeker Avenue and that product recovery is expected to continue for a few more years. Community Board No. 1 demands that recovery activities must continue until all of the spilled product is removed from beneath Community District No. 1 and that the board be updated quarterly by the New York City Department of Environmental Protection and New York State Department of Environmental Conservation as to the removal progress.

Revenues from the recovery of the petroleum products should be directed to the Community.

## **SANITATION**

### **ENFORCEMENT STAFFING/ILLEGAL DUMPING**

Over the past years over 41 transfer stations have been opened within Community District 1. Today 53% of all C&D, fill and putrescible waste transfer stations in Brooklyn and 25% in New York City exist in Community Board No 1. These numbers translate into a population of 17 permitted transfer stations presently doing business in the district. This makes our district the most heavily impacted area in the entire City.

We urge that strong regulatory policies be developed, enforcement be strict and unpermitted stations closed. Environmental impact area reviews should also be required, not only site reviews. We consider the newer threat to our environment posed by the transfer stations to represent an immediate challenge that must be addressed by government, and urge, that a policy be developed that requires Special Permits and require Environmental Impact Statements. These statements need to look at the cumulative impacts, not just the impact of a proposed facility. As we have far more than our fair share of the garbage industry, we seek to have no new transfer stations sited and built in our District.

To aid with the enforcement of truck traffic and pertinent regulations, we urge the use of additional weighing stations in the District.

Community Board No. 1 has reached out to elected officials to declare a moratorium on the siting or expansion of any existing or future facilities in the district and on any land on the waterfront as a marine transfer station.

One of the major sanitation problems facing Community Board No. 1 is illegal dumping, which in many portions of the district, has reached epidemic proportions. It is

essential that sufficient Sanitation Police be assigned to our community to vigorously combat these problems. No other Sanitation enforcement issue should be given higher priority in Community Board No. 1 than illegal dumping, on both streets, vacant lots and into waterways, including the policing of transfer stations. Additional enforcement police must be assigned to end illegal dumping. We have strongly urged that the Department of Sanitation reopen our neighborhood Self-Help Dump to provide access by residents as this will deter illegal discarding of household materials.

We oppose any reduction in staff and urge upgrading of the present street collection policy. We applaud the policy to initiate/increase refuse collection at public housing sites and large Mitchell Lama Development (Lindsay Park Houses). The establishment of a special unit to handle refuse collection at schools is also strongly supported by the Board. This program should be expanded to parochial schools and other not-for-profit organizations.

### **RECYCLING AND WASTE MANAGEMENT**

We continue to support the weekly collection schedule for recycling. Any consideration of a new Solid Waste Management Plan, including the Marine Transfer Station in Greenpoint, should be done in close consultation with the Board. DOS must aggressively pursue the abuse of corner wire baskets. Many baskets are overflowing on a daily basis thus detracting from the area's scorecard ratings.

Illegal posterage is out of control and can be seen on the district's streets (light poles, traffic sign rails and vacant wall spaces). The practice proves to be unsightly and promotes litter. Enforcement has been requested to help stem the proliferation, however, there appears to be no response by the Department of Sanitation.

### **SANITATION GARAGES**

The construction of a new garage to serve Community District 1 and 4 continues to go forward and we look forward to its completion. At the same time, the Department of Sanitation must expeditiously act to relocate the K-3 Sanitation Garage into a new location in Community District #3 and no longer be situated in our district. Sanitation trucks serving BK3 can be seen parked in residential areas including in front of fire hydrants on/about BK3. We have repeatedly stated these concerns about the BK3 facility and called for this practice to cease immediately. As it now stands, our district hosts no fewer than three sanitation garages, and the K-3 facility negatively impacts the adjacent residential community to an intolerable degree. The Department of Sanitation must take immediate corrective action to relocate these garages to their respective districts as per co-terminality guidelines and not juggle them within the confines of Community Board No. 1. The DOS projected relocation of BK3 to the old BK4 site is completely unacceptable.

### **CHERRY STREET SALT PILE**

The relocation of the Cherry Street Salt Pile must be done as expeditiously as possible. This open storage of salt had impeded a local business deal with the City's Office of Economic Development since 2001 and has prevented a business expansion and creation of new jobs for our local community. **In addition it is there illegally with no formal approval, salt runoff from this site continues to negatively impact this area .**

## **ECONOMIC DEVELOPMENT**

### **COMMERCIAL REVITALIZATION AND INDUSTRIAL DEVELOPMENT**

In the past Community Board No. 1 has greatly benefited from the excellent activities of no fewer than seven commercial revitalization programs, Grand-Metro, Graham Avenue, Bedford Avenue, Havemeyer-Grand, Broadway West, Lee Avenue and Manhattan Avenue which have done much to further stabilize and strengthen these active shopping-strips. In addition, the Moore Street Market has received extensive renovations and is open for business activities. We urge continued support for these endeavors in future years.

Without question (jobs) industry constitutes the economic backbone of Community District No. 1, and a substantial percentage of our residents are still employed by local industries. While Greenpoint/Williamsburg has shared in the City-wide decline of manufacturing jobs and suffers from chronic security, sanitation, facility and infrastructure problems, the core itself is strong and, with proper governmental support, should endure and prosper in the coming years. Undoubtedly, along with new residential development should come accommodating and appropriate commercial services to sustain the fundamental growth of all mixed-use neighborhoods (such as grocery stores, affordable eating establishments and clothing shops/boutiques). Such support could include capitalizing on local economic empowerment zones and tax credit programs to provide incentives for businesses to remain in the District.

### **MOORE STREET MARKET**

Community Board No. 1 was outraged to learn just a few months ago that EDC had taken action to close the market within a few months, and that the vendors have been put on notice to be out by June 2007. Reportedly, the site would be free then for future development. There was no prior contact with our Board on this matter.

We reminded the Administration that the Moore Street Market plays a vital part in the community by providing both jobs and consumer goods for area residents and shoppers City wide. The role of this market is woven tightly into the ethnic fabric of our neighborhood and thusly represents a unique historic shopping Mecca. These retail markets were traditionally designed to the assist the pushcart small businesses to operate off the city streets and into safe clean environments. The markets have evolved and represent physical and entrepreneurial landmarks today. It is highly outrageous that EDC chose to backdoor the elimination of our local market, exclude the community's input, and put at risk the long term livelihood of local businesspersons. Community Board No. 1 supports the landmarking of this institution so that it would be around for generations to come.

**We have recently learned that the merchants have been granted a terminal extension for one year. This is merely an extension of time and not a solution to the problem.**

## **EDUCATION**

We support an overall master planning effort for the Department of Education's District 14. With the acknowledged change in student population, schools in our district must be retooled to address the ever changing needs.

We continue to support our area schools and their needs that were previously related to our Board: outfitting each school with a science laboratory and to provide wireless computers and stations for the schools within the Community School District. We continue to support (1) After School, Saturday, Summer Instructional and Recreational Programs; and (2) Repair, Refinishment of our area's School Buildings. In the past, budget cuts to several capital projects caused them to be eliminated in a number of schools and many educational programs were either ceased or reduced as well as staff connected with those programs.

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

A major push by parents, community residents and teachers to reorganize the academically declining Comprehensive Eastern District High School proved to be quite successful as the 850 Grand Street Campus facility was instituted. In 1996 the Board of Education started three smaller schools, also called academies, that focused on particular themes of study (Progress HS for Professional Careers; Enterprise Business HS; and the School for Legal Studies), and eventually phased out Eastern District High School. Since that time, several other smaller schools were established in our district: The Academy for Young Writers; Williamsburg Preparatory School; Williamsburg HS for Architecture and Design; El Puente Academy for Peace and Justice; Harry Van Arsdale HS GED; Green School: An Academy for Environmental Careers; and charter schools: Williamsburg Collegiate Charter School; Williamsburg Charter HS ("Beginning with Children" was a pioneer charter school in our community for elementary school age youngsters. It grew out of a private partnership with Pfizer and opened its doors in September 1992). We look forward to our educational facilities having future success in serving the educational needs of our children.

It has been reported by the Department of City Planning that according to the 2000 Census, out of the total district's population, in the group 5 years and over: 89,085 persons are proficient and 57,775 are not proficient in English. Those persons not proficient in English had another language spoken at home. Roughly 46.5% spoke Spanish/Spanish Creole; 20.8 % spoke Polish; 20.5% spoke Yiddish (with the remainder percentage scattered in other categories). We encourage programs that will assist persons with attaining better English proficiency skills.

## **PUBLIC LIBRARIES**

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

The Leonard Branch is seeking to construct a ramp and elevator as well as other sorely needed improvements for this aging Carnegie branch. We support their efforts to have the facility wheelchair accessible. Greenpoint Branch is an existing facility that can no longer accommodate the growing needs of the community in terms of function and programming and the construction of a new facility, on its current footprint, is being sought. It is most encouraging to see that these facilities are being highly used by both young and older residents alike. CB #1 strongly opposes cuts to the budgets for our libraries.

## **MASS TRANSIT**

Mass transit is inadequate to meet the needs of our district. Local bus service is frequently delayed because of overall traffic congestion. Overcrowding on the L train is so severe that riders often must allow 2, 3, or more trains before they can board; while on the G train, growing ridership is straining the limits of the current 4-car trains and the service schedule, which is that of a non-rush-hour service schedule.

MTA-NYC Transit's E/F/G/V service change in 2001, which terminated the northbound G line at Court Square on weekdays, interfered with many commutes; service has deteriorated further: the MTA indicated that the G would run its full route on weekends, but on any given weekend, that is not the case. G riders suffer from short, overcrowded trains and a halved line most of the time. For those North Brooklyn commuters who solely depend on the G, improved service must be a priority. The Board has read with interest – not to mention a sense of irony – that the V line has the lowest ridership in the entire system – lower, even, than the G line, which makes far fewer stops.

In 2001, the G line was shortened from its then-6 subway car trains to its present 4-car trains in order to supply the newly created V line. Since the V line has been so clearly underutilized since its inception and since the crowding on the G has increased dramatically with no downward trend in sight, the Board recommends that MTA-NYC Transit reallocate subway cars from the V line and returning them to the G line to offer relief for G line riders.

Everyone agrees that the extreme ridership growth on the L train seems to have caught many agencies by surprise although we have been consistently warning them to expect this shift for several years now. We understand that more cars are on their way, but in the meantime, district residents and businesses are frustrated by the increasing unreliability of L service. The Board recommends that the MTA-NYC Transit consider implementing an express-style L train, running in morning peak hours from Myrtle-Wyckoff to 8<sup>th</sup> Avenue, and in evening peak hours from 8<sup>th</sup> Avenue to Broadway Junction. This would allow the L train fleet to turn around more quickly and service more riders.

We must also express our concern about delays in local bus service. Our bus schedules have been changed, and combined with increased traffic, our bus riders are waiting longer than ever for many routes, such as (but not limited to) the B24, B48 and Q59. Given the changes in our community – notably the increases in our nightlife, with many visitors to our galleries, restaurants, night clubs, boutiques, and our slowly-developing waterfront parks – we are seeing more ridership on local bus service, and ask the DOT and MTA-NYC Transit to develop a service plan to meet ridership demand.

We are pleased that MTA-NYC Transit has begun to install smaller, more streamlined bus shelters; we plan to request more bus shelters, now that the odds are better that they can be accommodated at certain bus stops.

We note that the City and State are collaborating on a Bus Rapid Transit pilot project; the proposed Brooklyn route terminates at Williamsburg Bridge Bus Plaza, which is within the Community Board No. 1 district. We believe it would be beneficial to CB #1 residents if the BRT could extend over the Williamsburg Bridge, so that CB #1 residents could also use the service to reach Manhattan.

Given our growth, transportation along the District's waterfront needs to be planned now. The DOT and MTA-NYC Transit must take an aggressive, proactive approach. The implementation of a new bus route along Kent Avenue would provide a much-needed service to our district, and complement service provided by other routes, such as the B61.

With the siting of the MTA's revenue depot at 46-25 Metropolitan Avenue, Community District #1 has been inundated with armored trucks flying through residential areas. The MTA must take immediate action in advising their drivers to adhere to truck route designations.

The addition of water transportation, such as ferries and water taxis, must be encouraged with any new development on the waterfront. <sup>(3)</sup> We urge the formulation of an MTA "Needs Assessment" panel to review the service in our district and make much needed service changes to better serve our community and the Authority.

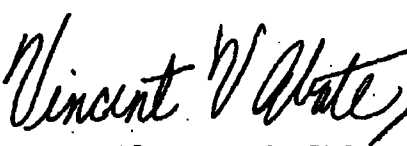
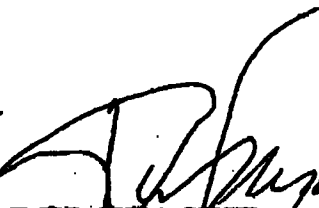
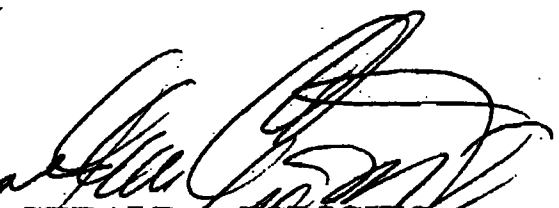
### **COMMUNITY BOARDS**

Community Board No. 1 still lacks adequate funding. The meager budget provided for our board does not keep pace with inflation and any increased operating costs. The costs for acquiring much needed newer technology, computer software, upgraded hardware as well as internet/web access capabilities is expensive. Our only restorative measure for our budget was in 1997, when a portion of the funds were restored by the New York City Council; however, it did not provide the Board with a full complement. In order to continue delivering the Board's mission per the 1989 revised City Charter, we oppose any cuts to the Board's budget, and instead, advocate strongly for increased allocations.

### **CONCLUSION**

Community Board No. 1 is prepared to discuss each of the items addressed in this **Statement of Community District Needs**. Please do not hesitate to contact us. In closing, we trust, that the City of New York will act favorably upon the items contained in this report or advise reasons for not implementing the needs of the Greenpoint-Williamsburg Community.

Respectfully submitted,

		
VINCENT V. ABATE CHAIRMAN	DEL LEAGUE THIRD VICE CHAIRPERSON	GERALD A. ESPOSITO DISTRICT MANAGER

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**Footnotes:**

<sup>(1)</sup> <sup>(2)</sup> <sup>(3)</sup> Incorporating comments submitted by CB #1's Transportation Committee Chair