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DISTRICT NEEDS STATEMENT FISCAL YEAR 2010

INTRODUCTION

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

Numerous parksland located throughout the district further enhance these scenic vistas and provide a multitude of diversified athletic and passive recreational facilities to thousands of residents and visitors throughout the year.

Known primarily as a residential community, the stability of the district depends greatly on the viability of its commercial sectors and housing stock. Dissecting the geographic district, the commercial corridors of 3rd Avenue, 4th Avenue, 5th Avenue, Fort Hamilton Parkway, 11th Avenue, 13th Avenue and the bustling 86th Street strip, provide the goods, services and employment opportunities for the community. One and two family homes comprise the major portion of the housing composition and aging multiple dwellings together with some new structures, line Shore Road, Ridge Boulevard and 4th Avenue, while smaller clusters of four to six story structures are randomly situated in other areas of the district. Limited vacant land had inhibited active development of new housing stock and Special Zoning District implemented in 1978, has precluded high-rise construction and inconsistent development.

MARTY MARKOWITZ Borough President

While our senior citizen population continues to rise, the ethnic and racial mix of the district's population continues to shift with the out-migration of earlier established ethnic groups and the influx of Middle Eastern and Asian settlers and more recently, Eastern European.

The overall population consists primarily of middle income, blue-collar and white-collar workers, who contribute significantly toward our district's low unemployment statistics. Consequently, our district continues to serve as a vital tax resource base for New York City.

The stable demographic indicators limit the availability of public funding programs for this community. Fortunately we are endowed with concerned, energetic, civil minded citizens who work and actively participate in self-help programs through local community organizations. Accordingly, these efforts have impacted positively on the vitality and stability of our district and our Community Board has supported, assisted, participated and championed many of these activities.

Constantly aware of the dedicated perseverance and outstanding contributions of the people of our district, our Board continues to proactively advocate to preserve and strengthen our community's stability by petitioning for improvement of the municipal services our district is entitled to receive.

SENIOR CITIZEN HOUSING

A portion of our Community Board has been formally classified as a Naturally Occurring Retirement Community (NORC). The need for housing of all types for the rapidly increasing and diversified senior citizen population is growing. High rentals are generating a mobile, transient tenancy and the lack of decent, affordable housing for our elderly population on limited income, presents a very serious problem.

TRANSPORTATION

HIGHWAYS

Currently, Community Board Ten's Committee on Transportation reviews the condition of local roadways and reports its findings to the New York City Department of Transportation. In recent years street resurfacing has moved to an eighteen month cycle. Only thirty percent of requested roadways in Community District Ten were paved this cycle.

The maintenance of street markings at our crosswalks is of paramount concern to our communities as well as the upkeep of traffic control stop signs and street signs. Maintenance personnel staffing levels as well as heavy-duty equipment allocations for the Bureau of Highways must be upgraded. The provision of a small rago-milling machine as standard equipment for Brooklyn's in-house resurfacing force is a positive step to effectuate qualitative productivity and to eliminate ponding and flooding conditions on our streets.

In its planning role, the Board has called repeatedly for a comprehensive traffic study of the entire Community Board Ten area. There have been a growing number of traffic control devices installed that have adversely affected traffic patterns. The New York City Department of Transportation currently uses a national standard to determine the feasibility of a traffic control device. Many Board Members remain frustrated that traffic control devices should not be installed without Community Board review.

A comprehensive study of the 65th Street corridor was also requested due to growing community concerns of the changing dynamic of this four lane truck route that filters off and toward the Brooklyn Queens Expressway. Several civic leaders, community organizations concerned about a growing number

Another long term need we have identified requires the promulgation of regulations to improve the communications and coordination network affecting street cut activities which are conducted by utility companies, private contractors and inter-governmental agencies, as responsible work practices are central to the successful implementation of needed improvements. The District Office has strived to work with all utility companies to coordinate appropriate notification of street cut activities particularly during the resurfacing cycle.

ARTERIAL HIGHWAYS

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

VERRAZANO NARROWS BRIDGE

Traffic on the Verrazano Bridge and its approaches has reached the saturation point, not only during the rush hour but also frequently at off-hours. The approach ramp of the Verrazano Narrows Bridge has reached its life expectancy and is currently undergoing and extensive rehabilitation which is now near completion. Future capital improvement work on the upper level is also listed on the Capital Improvement Plan.

Traffic flowing from Brooklyn enters from multiple access points exceeding the capacity of the bridge. The 6 lanes on the bridge then reduce to 3 on the Staten Island Expressway, exacerbating the problem because the bridge traffic has nowhere to go.

Community Boards 10 and 11, together with Council Member Vincent Gentile formed a task force to discuss traffic issues in 2005. Local elected officials continue to work together to address mounting traffic issues plaguing the communities of Bay Ridge, Dyker Heights and Fort Hamilton spurred by the approach ramp rehabilitation project, summertime travel season and accidents that occur on the VZ bridge that can cripple the flow of traffic.

Better traffic management is needed in Bay Ridge, Dyker Heights and Bensonhurst, particularly during normal rush hour, as well as summer related backups caused by sharp volume increases. Greater capacity is needed on the Staten Island Expressway. Moreover, other pathways in and out of New York City, particularly the Hudson River tunnels must be made accessible to all trucks to reduce the pressure on the Verrazano Bridge.

TRAFFIC

Traffic related issues are a major concern in our district. New Initiatives are needed along our commercial strips to provide more off-street parking. The proliferation of both legal and illegal curb cuts (which remove a public parking spaces for a private spaces) have impacted local residents who must circle to find parking both on their residential blocks and merchants complaint that this has also diminished the number of parking spaces available to shoppers who look to find local parking.

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

The State Department of Transportation is currently in the planning phase of the total rehabilitation of the Gowanus Expressway which includes the study of a tunnel alternative. Repairs to this 4-mile stretch will take many years. We are anticipating our streets will be impacted by excessive volume. To this end, we are serious urging the complete coordination with City and State DOT and Community Board Ten to ensure safety to all of our residents.

MTA

Our local subway, when operating properly, provides an extremely valuable resource to the entire community. Therefore it is obvious that all aspects of mass transit need to be continuously improved and updated. The modernization and rehabilitation of the 86th Street Station including handicapped accessibility on the R Line continues to be a top Community Board priority. The remaining stations on the R-Line 95th Street, 77th Street, Bay Ridge Avenue are also in need of modernization. The N line at both 8th Avenue and Fort Hamilton Parkway provide express service into Manhattan. Both stations are also in dire need of rehabilitation and capital improvements scheduled to commence this year were pushed back by the MTA.

The MTA proposed eliminating Express Bus Weekend Service. This plan was met with enormous community opposition. Funds were secured from Albany and the Mayor's Office. Express Bus Weekend Service, specifically the X-27 and X-28 remains a valuable form of transportation to scores of commuters including the disabled, seniors, students and local residents.

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

PARKS

A significant amenity for our community's urban environment is provided by the quality and viability of our district's parklands. The parks within our district have an advantageous geographic proximity to magnificent natural vistas and offer the availability of numerous athletic and recreational facilities, which provide thousands of our municipality's citizens with a variety of recreational opportunities.

As these parklands are among the most highly utilized in our city, the ever-increasing demand for the use of these facilities is commensurable to the increasing need for their expeditious restoration.

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

There has also been unanimity of concern expressed by all of our city's Community Boards regarding the severe reduction of maintenance personnel, especially in the area of newly rehabilitated park sites. While the citizens of our community have endeavored to address the need for improvements in our parks through their commendable efforts to organize volunteer clean-up programs and ambitious fund raising campaigns, these initiatives cannot replace the urgent need to enhance the ongoing maintenance services in our parks on a daily basis. The provision of the needed resources will improve the maintenance operations and productivity levels to restore the parks to their former viability. *Maintenance operations is critical to preserving refurbished parks in the Community District 10 area.

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

69TH STREET PIER

The most precious jewel in our community's crown is the 69th Street Pier. The Pier has finally been completed and our community is thrilled and continues to celebrate the opening of the restoration of this important recreational landmark. The reconstruction of the Pier is viewed as a great opportunity for our district. The new Pier is serving very distinct and important goals: A) the creation of the most attractive passive recreational facility in our district. B) A properly designed and maintained Pier that will also serve as the impetus to economically revitalizing of the entire commercial strip along 69th Street. However, we still await a very important function of this Pier...the creation of an

additional and alternative form of commuter transportation, especially during the time of the Gowanus Expressway reconstruction, by way of the Ferry Service.

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

PARKS – FORESTRY

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

We are still noticing problems created by deferred tree maintenance. Tree pruning is currently on a ten year cycle, and stump removal services are at about a two to three year waiting time. Trees need to be continually maintained; otherwise the trees will suffer from neglect and foster public hazards.

ENVIRONMENTAL PROTECTION

Street undermining and street collapses caused by underground water leaks is an ongoing problem most evident this past year by three recent street collapses on 4th Avenue at 73rd Street, 73rd Street between Fourth and Fifth Avenue, 76th Street between 3rd and 4th Avenue on 86th Street between Shore Road and Fort Hamilton Parkway, which is scheduled to be repaired this Fiscal Year and 6th Avenue between 84th Street to 65th Street which is currently being studied for capital improvements.

Other capital commitments included in the 10-year plan involves the replacement and extension of trunk and distribution mains, upgrading cement pipe sewers, and refurbishing the sewer and waste water systems.

These infrastructure initiatives provide a long range forecast for improving the systems viability. However it neglects to address the immediate crucial need for ongoing, cyclical preventive maintenance programs for catch basins that will ultimately provide adequate drainage for the prevention of overflow and flooding on our streets and roadways. This program is an essential mechanism in relieving conditions and its implementation must not be overlooked or delayed. Support is needed to provide resource gains to the Department of Environment Protection to enhance the agency's capabilities to protect the quality of our drinking water, to continue water conservation initiatives, fulfill major capital improvement program commitments, and improve the maintenance of the complex infrastructures that protect our environmental concerns.

POLICE

We continue to support new initiatives; however we want reassurance that the 68th Precinct will receive its fair share of Police Officers. Specific Police Department initiatives to address the quality of life problems such as community policing and other strategies are commendable, yet their implementation can only be effective through the augmentation of the Police Department's Personnel resources.

It is essential that additional police and civilian work force including school crossing guards be assigned to the 68th Precinct to maximize the safety of our residents. Toward that end, Community Board Ten of Brooklyn will continue to direct its efforts, and Police manpower to remain our Board's top priority.

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

EDUCATION

The quality of our educational facilities has a direct bearing on the stability of our community. Much needed capital improvements need to be addressed. Fort Hamilton High School is well over 150 percent capacity and in need of modernization especially electrical upgrades to meet the challenges of the increased capacity and to keep up with technological equipment necessary for proper learning.

Additionally, overcrowding in our schools is creating many reasons for concern. Early childhood center space is critically needed throughout Community District Ten. We will continue our commitment to support the school's capital improvement programs for our district and to advocate for equitable funding for our schools.

LIBRARIES

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

SANITATION

Essential to the viability of any community are the capability of the sanitation services, which are provided. In our district, we have focused our efforts to support timely cyclical equipment replacement with special emphasis on mechanical brooms, which must withstand the rigors of extensive use. Leaf collection and cleanup by inadequate

mechanical brooms is a recurring cause of complaint in Community District Ten. Residents have long requested vacuum trucks that are more effective at leaf removal and are utilized in other municipalities.

In FY 2009 the second garbage collection of public receptacles along our commercial strips were eliminated due to budget cuts. This is a direly needed service that must be restored.

DEPARTMENT OF BUILDINGS

The multifaceted functions of the Department of Buildings provide essential services, which are seriously constrained by limited staffing levels and ineffective enforcement mechanisms. The need for expeditious service as it relates to code enforcement, construction monitoring, structural safety inspections and zoning compliance, poses a major concern for our community. Augmentation of the agency's inspection levels, the expansion of the computerization program and the reorganization of the existing enforcement systems, must be addressed expeditiously to keep pace with the multitude demands for that agency's services. The demand for this agency's services has expanded since all of Community District Ten were rezoned.

ZONING

Within the past few years Community Board Ten surveyed the entire district to determine the effectiveness of its zoning, particularly the Special District Zoning in Bay Ridge, and determined that there were serious deficiencies. Many older homes located on larger lots were purchased by developers and demolished. These one/two family frame houses essentially defined this community's character. Sadly, many were replaced with uninspired six family units. The growing developments quickly increased the density of the community and put unacceptable pressure on our municipal services.

The Board worked together with community leaders, local elected officials and the New York City Department of City Planning to rezone the Special Bay Ridge District which was completed in March of 2005 and the contextual rezoning of Dyker Heights is finalized July 25, 2007. The Community Board is now looking to address further issues mentioned in its Case for Preservation Zoning that deal with the issue of Special Permits, curb cuts, storefront gates and signage.

HOUSING

Our Community Board has worked closely with the Department of Housing Preservation and Development to identify and address the need for improvement of deteriorated buildings in our district. The housing survey our Board had initiated over a decade ago, provided a mechanism to facilitate the upgrading of targeted problem buildings through that agency's network of resources. These procedures were effective but also very slow moving, since monitoring activities by Code Enforcement had been limited and litigation systems are very complex and time consuming.

Our efforts to correct the deterioration of our housing stock must be supported by the Department of Housing Preservation and Development. Additional assistance must be rendered by the city agencies to our Board, in monitoring the upgrading of problem buildings and offering the resources of their supporting services to this project.

YOUTH SERVICES

Community Board Ten fully supports activities for youth that includes recreational, tutorial and community based counseling. It is unfortunate that we are unable to provide the services we need. Additional needs must be addressed by offering a myriad of programs for our youth.

HUMAN SERVICES

There is a broad range of human needs service providers located within our district. These services are available through government agencies, not-for-profit or volunteer groups and the private sector, that offers their assistance to fulfill the needs of the community. As public awareness of the availability of these services is limited, the agencies involved must expand their outreach and communications network to arouse public awareness from the affected population groups that include the frail elderly, the home bound, the handicapped, youth, single parents and the economically disadvantaged.

COMMUNITY BOARDS

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

Community Board budgets have not increased and proposed cuts for future years threatens staffing needed to fulfill charter-mandated responsibilities. Adequate funding should be made available for community Boards so that they can fulfill their charter-mandated responsibilities.

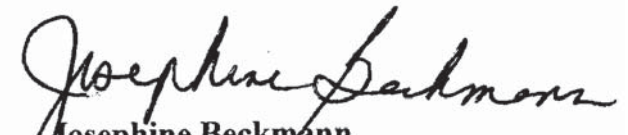
SUMMARY

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

Respectfully submitted,



Dean Rasinya
Chairperson



Josephine Beckmann
District Manager