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**Community Board No. 2**

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**STATEMENT OF COMMUNITY DISTRICT NEEDS, FISCAL YEAR 2011**

Community Board Two represents northwestern Brooklyn. The area includes Downtown Brooklyn – the City’s third-largest central business district and the civic center for the most populous county in New York State – the surrounding residential neighborhoods, and the former Brooklyn Navy Yard, which now operates as an industrial park.

The residential areas include the rowhouse neighborhoods of Brooklyn Heights, Boerum Hill, Fort Greene and Clinton Hill as well as the smaller waterfront neighborhoods of Fulton Ferry Landing, DUMBO and Vinegar Hill. The rowhouse neighborhoods all include vital commercial streets. The waterfront neighborhoods contain a mix of industrial and residential uses, although the latter is increasingly dominant.

All of these areas are experiencing exceptional growth. That growth is having an impact on the relationships between Downtown, the residential neighborhoods and the Brooklyn Navy Yard, creating unique opportunities and issues. The Fiscal Year 2011 Statement of District Needs of Community Board 2 that follows reflects the changes in the constituent parts of the district and the dynamic relationships between them.

**AFFIRMATIVE ACTION**

Community Board Two’s affirmative action policy aims to ensure equal opportunity for all persons in the area consistent with city, state, and federal regulations. The policy applies to all projects or construction within Community District Two.

Awarding contracts to local and minority- and women-owned vendors, contractors, subcontractors and licensed tradespersons is a high priority. City agencies are encouraged to engage developers in a "community give-back" program that would enable local residents to become gainfully employed and share in the district's economic development.

## **BUILDINGS**

Considerable new construction is occurring in the community district and that is expected to continue for the foreseeable future. The Department of Buildings needs to provide additional funding for construction inspectors to spot-check all permits involving demolition and/or foundation work, without prior notice to contractors. The incidents of contractor lack of care and control over the impact of these types of work on the stability of adjacent, often older properties has become alarming. Community Board 2 is pleased by the attention that the Department of Buildings has paid to this issue.

The Board strongly urges the hiring of additional inspectors and provision for refresher courses for all inspectors. There is a need for fire code enforcement and safety regulations. In addition, Community Board Two requests that all vacant structures be cleaned and sealed to prevent their becoming hazards to the community.

In order to serve the District more efficiently, there should be a computer linkage to other enforcement agencies, such as Sanitation, HPD and Housing Court. This would allow the City to cite flagrant abusers of the building codes and move more aggressively to rid our District of hazards.

## **EDUCATION**

The children residing in Community District Two are our future, and we must maximize our investment in them. There is a great need to eliminate overcrowded and deteriorated classrooms and to address the education of children who live in shelters. It is imperative that requested renovations of school buildings proceed on schedule. All barriers that would prevent a child from learning should be eradicated.

There are several successful programs in the district in which an institution of higher learning offers classes to middle and high school students. Such partnerships expose students to academic resources and an environment of higher education that is not found in their local public schools. More of these programs need to be established.

The recent structural reforms that created the Department of Education have had a promising start. We are hopeful that curriculum changes, staff development plans, and extended school hours lead to better education for our children. We believe that education leaders must continue to work with the community, despite the shift to greater centralization. However, of utmost importance is parental involvement at the school level, and we are encouraged by emphasis placed on the role of parents in reform plans. We are excited about efforts to improve and increase enrollment in the public schools within the district. We look to the Department of Education to make all our schools better.

There is a need for more after school and Head Start programs. The need for more day care centers and financial assistance to low income families is crucial. Community Board Two supports the use of the schools by the community after the end of the school day.

The Community Board encourages additional collaborations that will provide opportunities for new charter schools in the district. The Department of Education cannot rely solely on birth and census trends to project needs for additional seats. There is an urgent need for additional seats to support our communities' rapid growth.

The Board supports allocation of funds for the rehabilitation of the science labs within George Westinghouse High School. Funds should be allocated for the inclusion or rehabilitation of all science labs in Community District Two schools as well. Community Board Two continues to support the development of all institutions of higher education; Pratt Institute, Polytechnic University, St. Joseph's College, St. Francis College, Brooklyn Law School, Long Island University and New York City College of Technology.

### **ECONOMIC DEVELOPMENT AND JOB CREATION**

Employment goals for community development in Community District Two mirror the employment goals promulgated under our affirmative action guidelines, above. The downtown Brooklyn unemployment rate has declined steadily, reaching a low of 5.5% in April 2006 compared to 6.0% the same time the previous year. Unfortunately, with Brooklyn outpacing Manhattan in the number of new residential construction projects, the benefit to the local economy and labor market in Community Board Two has not materialized.

Major construction projects receiving substantial government subsidies – both active and passive – should be required to give residents of our District a fair and equitable opportunity in job placement programs in order to meet the demand of present and future employment markets. These developments should also utilize, integrate and include local commercial resources.

New employment opportunities continue to be needed in the community. These opportunities could come from full utilization of the Navy Yard and other areas zoned for light manufacturing, transportation, or other commercial uses. It is hoped that these facilities will provide new employment opportunities for the residents of this community.

The community is home to a skilled and highly educated workforce, and employment opportunities for these residents is strongly encouraged, but not at the expense of the manufacturing and retail workers and laborers presently in our population.

However, there is a high concentration of unemployment in the Fort Greene public housing complex. Community Board Two strongly encourages the New York City Housing Authority's efforts to sincerely address this issue.

### **PLANNING /LAND USE & ECONOMIC DEVELOPMENT**

The Downtown Brooklyn Development Plan passed in 2004 has already and will continue to stimulate growth and downtown transformation. It will be critical that this process address the cumulative impact of proposed changes and current conditions. In order for the higher density rezoning to be successful, it must address the issues and concerns of all stakeholders every step of the way to insure an open and inclusive process.

Community Board Two has the City Charter mandate to review developmental changes through the ULURP process but has had limited ability to provide resources for long-term comprehensive planning. This has hampered our ability to identify the cumulative impact of new projects on our neighborhoods. An understanding of all active components, current use, growth forecasts and future capacity assessments is a necessary ingredient to the future success of

development in the District. Throughout recent proposal reviews, there has been limited input from critical stakeholders other than the residential community. This lack of input often results in challenging and difficult positioning among business, institutions, government agencies and developers. This deficiency often creates “win-lose” situations rather than mutual resolution. Adding representation to the Community Board and its committees of diverse District representatives will increase the Board’s effectiveness in its decision-making process. Exploring ways of maximizing creative partnerships and relationships will help support a harmonic balance of economic conditions throughout the District.

### **ENVIRONMENT**

Community Board Two recommends continued monitoring and mitigation of the air quality within the District to address pollution from increasing commercial and personal vehicular traffic as well as from numerous construction and development projects. This problem, exacerbated by the extremely heavy vehicular traffic on the Brooklyn Queens Expressway (BQE), the second most heavily used highway in the region, and the growth of the Central Business District, will only worsen in the near future, regardless of the type of project constructed on the Atlantic Yards footprint.

The Board advocates for the expeditious repair and restructuring of the BQE to help alleviate the constant traffic back-ups and frequent gridlock in the District. Additionally, we believe that NYS DEC should install a monitoring station for continuous measurement air pollution and compare that data with the milestones and goals of the State Implementation Plan (SIP) to meet State and National Ambient Air Quality Standards. In conjunction with this, NYSDOT should install continuous traffic monitors (infra-red) of vehicle volumes, speeds and classification at three locations to be determined. New York State Department of Environmental Conservation, (NYSDEC) along with New York City Department of Transportation (NYCDOT), should regularly correlate, assess and report on the data to ensure that all private and public development projects institute requisite measures to mitigate pollution that outpaces SIP thresholds. Furthermore, NYCDOT representatives should continue to meet regularly with the Community Board’s Transportation and Public Safety Committee on the status of ongoing projects on the BQE and other roads/highways within/adjacent to the District. We also request that NYCDOT meet with Health, Environment and Social Services (HESSC) for updates on air pollution especially with regard to our significant level of asthma cases in the district, as well as its findings

concerning pollution.

In view of the rapid development, developers should be required to plant trees adjacent to and beyond their development site and not in other locations as “give backs.”

The efficacy of the District’s storm and sewer drainage system is of concern. DEP, in conjunction with NYSDEC, should conduct a thorough analysis of the current system’s efficacy, highlighting deficiencies, using projected construction models in order to mitigate current deficiencies, anticipate possible future weaknesses and plan for the worst case scenario. Additionally, routine storm and sewer drain cleaning and replacement remains a priority. DEP needs to ensure that sufficient water, sewer, and storm system service is planned for and maintained, in conjunction with all of the various development projects in Downtown Brooklyn. All downtown construction projects should be monitored to ensure the use of clean fuels and engine technology.

### **SANITATION**

Daily and evening garbage pick-ups at schools, senior citizen centers, commercial sites, parks, playgrounds, and public housing complexes need to continue. Community Board Two recommends that DSNY increase the frequency of pick up for public waste baskets, and electronic recyclables. The board also recommends that recycling pick-ups be increased to twice a week. More personnel are needed to address illegal dumping and to enforce the use of private carters required for commercial establishments.

While much of the District continues to receive high marks on the Scorecard Cleanliness Rating, numerous streets, sidewalks, and other public areas remain dirty due to littering, illegal dumping, and/or negligence. DSNY needs to step up enforcement efforts, in order to address these problem areas. Additionally, DSNY needs to admit and address the lack of cleanliness of the Belgian block streets in Vinegar Hill, DUMBO and Fulton Landing, that are not being adequately cleaned. DSNY needs to explore its options, in order to institute measures that will adequately address the cleanliness of these streets.

To promote handicap accessibility, special attention must be paid to



ensuring curb cuts are free of snow, litter baskets, and other obstructions.

### **FIRE**

There is a need to assess fire fighting and fire prevention needs in order to meet the continued development within the District. Community District Two recommends that the Fire Department implement a fire education program for residents who live in older housing stock. Prevention and fire abatement are major concerns due to the age of the housing stock and population density. Strong support is given to the continuance of the Fire Salvage Unit. We want to work with the New York City Fire Department to find suitable sites for EMS stations within Community District Two.

### **HEALTH AND SOCIAL SERVICES**

The District has higher incidents of infant mortality, sexually transmitted diseases, AIDS, asthma and obesity due to numerous factors including a lack of access to health providers, lack of health insurance, and lack of education on health issues. Uninsured and underinsured households with children attending public school should avail themselves of publicly financed health insurance programs. We believe that for this effort to work, the Department of Health and Mental Hygiene (DOHMH), in conjunction with Department of Education (DOE), needs to increase health education efforts concerning the above referenced health issues with an emphasis on wellness and healthy living. DOHMH community-based clinics need to expand their hours, programs, and number of staff. Specifically, the Fort Greene Health Clinic needs to be open from 7:00 a.m. to 7:00 p.m., Monday through Saturday, since Woodhull, the closest City hospital, is well outside the Community District.

Wellness and healthy living programs need to be initiated at schools, senior citizen centers, and houses of worship, supplemented by increased funding for clinical services at the Fort Greene Health Clinic, to adequately address the high incidences of AIDS, asthma, sexually transmitted diseases, obesity, and infant mortality that are disproportionately high in Community District Two, especially in the lower income strata. In addition, we recommend that DOHMH informationals and brochures be more widely distributed throughout the affected populations, via community centers, schools, churches, and other venues. We are

deeply concerned with the significantly higher infant mortality and growing incidence of lead poisoning among low-income households in Fort Greene. DOHMH needs to redouble its efforts to combat infant mortality and the incidence of HIV/AIDS in the District by instituting mobile educational and primary care vehicles to bring educational and clinical services to the people and link them to services elsewhere.

Community District Two, with only five percent of Brooklyn's public assistance recipients, has a disproportionately large number of Human Resources Administration (HRA's) Brooklyn based cases managed at the Linden Job Center in Boerum Hill. Community Board Two continues to shoulder a disproportionately high number of homeless shelters, assessment, and intake sites, due largely to the absence of a rational and equitable policy on the part of DHS. Accordingly, we recommend that no additional social service facilities, be they public or private, be sited in the District if they do not serve Community District Two residents. As such, Community Board Two has adopted an official position opposing the addition or expansion of homeless facilities. We recommend vigilant monitoring, as well as monthly updates on their operations by DHS. Community Board Two requests that the HESSC meet with DHS to discuss our 'Fair Share' concerns.

Due to the district's growing infirmed, elderly, and disabled populations, there is need for an assessment of the adequacy of home care services. Additionally, free transportation services for these populations need to be more widely publicized by DOHMH and the MTA.

Rodent infestation needs to be monitored due to new and stalled construction projects. DOHMH must be consistent in its efforts at pest control in and around the District, specifically at schools, parks, vacant lots, contruction/demolition sites. DOHMH needs to intensify its enforcement efforts, in order to compel private owners and developers to address this problem on their property and reduce the proliferation of rats and other vermin.

## **HOUSING**

The Board recognizes the need to maintain affordable housing and supports attractive incentives that require developers to include affordable housing with new multi-unit construction. Affordable housing and the



rehabilitation of existing housing stock, especially for rental units, is most urgently needed, particularly in the eastern portion of the District. The Board supports federal loan programs for private home improvements. It should be noted that our District has attracted enormous amounts of private, tax-producing investments ranging from individual brownstones to apartment rehabilitation and new construction. However, there is still a critical shortage of subsidized rental housing and low interest rehabilitation loans for homeowners to maintain and upgrade their properties.

Community Board Two endorses HPD's consultant contracts that target specific housing programs applicable to this community. Private developers and investors should be made aware of the needs of this District and should be encouraged to target a portion of their units to residents who cannot afford market-rate housing.

Additionally, the New York City Housing Authority (NYCHA) must properly manage and maintain their housing units. This includes additional community policing and returnign PSA 3 to all its housing areas to ensure prompt attention to residential safety concerns and sanitation concerns. Further, residents of public housing should be informed of the proper procedure to follow in the event of fire emergencies.

Community Board Two requests that HPD enforce Auction and RFP development and rehabilitation time lapses. When there is a default on services, immediate discussion should take place with the Community Board and community based organizations to review and advise on further development alternatives. Enforcement of existing laws, particularly by the Buildings Department, is essential.

### **LANDMARKS**

Community District Two is landmark rich with eight historic districts. We should do all we can to preserve our historic housing stock. There are additional areas that are deserving of city landmark status. These include the Strategic Workers Housing of World War II (the Ingersoll and Whitman housing developments) and a Naval Station Historic District, as well as the expansion of

the Clinton Hill and Fort Greene Historic Districts. Landmarking is a major catalyst for economic development and preservation.

### **LIBRARIES AND CULTURAL INSTITUTIONS**

The District's four public library branches – Clinton Hill, Walt Whitman, Brooklyn Heights and the unique business library – serve a very important need in the community. Community Board Two recommends the Mayor and the City Council increase Expense Budget allocations to ensure that library personnel are adequate to provide services.

The Board supports the Brooklyn Public Library in its efforts to provide full service in all of its branches. It is strongly recommended that the city allocate much needed capital funds to facilitate the repair of the facilities. Roof and exterior repairs are needed to protect and preserve the libraries resources. Community Board Two is especially concerned about the Clinton Hill branch library, which requires replacement of its air conditioning system and other major capital work.

Community Board Two has some of the finest arts and cultural institutions in Brooklyn. These include the Brooklyn Academy of Music, the Mark Morris Dance Group, the Brooklyn Music School and the Paul Robeson Theatre, as well as other diverse and high quality art galleries and performing arts groups throughout the District. The major challenges facing many of these institutions include the need for the restoration of funding. By promoting Downtown Brooklyn as an entertainment destination for all New York City, the District will increase its economic strength.

The Board strongly recommends increased funding for textbooks, computers, and other resources that supplement learning and knowledge gathering.

## MASS TRANSIT

The Downtown rezoning plan, the Atlantic Yards project, and Brooklyn Bridge Park are significant considerations for planning Brooklyn transit for the foreseeable future. These developments must be accompanied by a comprehensive transit and transportation plan for the District and beyond to better support the growth envisioned for the area. We continue to support the study for a downtown trolley loop to provide transportation for residents and businesses of the newly developing residential and commercial neighborhoods to downtown and major transit stops.

The Downtown Brooklyn Development Plan necessitates that New York City Transit (NYCT) evaluate the entire bus network to accommodate new residents and bus patterns. Community Board Two encourages the further study of Flatbush Avenue for Bus Rapid Transit, accelerating the implementation of bus tracking using global positioning systems and posting of waiting times at bus stops. In addition to specific transportation projects to support the expected growth in the residential and office-worker population, we look to NYCT to improve the appearance and overall quality of existing subway stations. We look forward to continued progress on the project to renovate and connect the Jay Street-Borough Hall to Lawrence Street station and the completion of the Long Island Rail Road terminal. The Lawrence Street subway station should be renovated and repainted to match Jay Street with the planned station connection. The accumulation of water on the steps at Lawrence Street station must be alleviated. We urge the institution of a free “walking” transfer between the Lawrence Street and Jay Street stations from now until the stations are connected. This should be done through-out the system to enable commuters to reduce their transit time. All stations must be equipped with a functioning, intelligible public address system to inform patrons of train delays or other emergency conditions.

We must begin to reduce car traffic by discouraging car use by City employees for whom cars are not critical. Community Board Two urges the Police Department to give attention to vehicles illegally parked in the bike lane on the Adams Street service road. This effort can continue with the employees who use the downtown Court Street parking area adjacent to Borough Hall.

The need for an overall traffic and transit model is acute, given the planned development in Downtown Brooklyn, at Atlantic Yards, and at Brooklyn Bridge Park. A major goal of mass transit in Brooklyn is the construction of a new tunnel from Downtown Manhattan, with stops in Downtown Brooklyn as it

connects with the LIRR at Atlantic Avenue.

### **TRAFFIC AND TRANSPORTATION**

The Brooklyn-Queens Expressway (I-278), East River bridges and local traffic converge in Downtown Brooklyn making traffic congestion a critical issue for Community Board Two. An important traffic consideration for the community is pedestrian safety and we believe all development, as well as measures to improve traffic conditions, must be designed to promote pedestrian safety. We continue to advocate for a traffic modeling system as part of a full Downtown Brooklyn Transportation Blueprint to study actual effects of proposed traffic plans or mitigations of environmental impacts.

The neighborhoods in Downtown Brooklyn are in many instances separated by heavily traveled arterial routes such as Tillary Street, Atlantic Avenue, Flatbush Avenue and Adams Street. We recommend that special attention be afforded pedestrian safety on these corridors, which currently have high pedestrian accident rates. In addition, we feel it is important to connect residential neighborhoods and local retail to the proposed commercial and residential development. We also recommend the implementation of the study of a reconfigured pedestrian ramp off the Brooklyn Bridge and the redesign of the pedestrian/bicycle walkway to Tillary Street with a mid-block crossing on Adams Street.

The Downtown Traffic Calming Study has been completed and the Department of Transportation has begun to implement its recommendations, with more improvements currently in design at the Department of Design and Construction. As part of this work, detailed analysis should be done of dangerous, high-traffic intersections with emphasis on pedestrian safety. Community Board Two recommends the use of countdown crosswalk monitors and pedestrian signals to improve pedestrian safety.

Street paving and sidewalk replacement is essential to restore the neighborhoods of the District to their unique character, which will foster pride and economic development. In doing this, all of our citizens must be cared for. Wheelchair and handicapped access ramps are needed for all our public buildings; curb cuts are needed at all intersections. With the development of MetroTech, Atlantic Yards, Brooklyn Bridge Park and the anticipated growth resulting from

the Downtown rezoning plan, increased pedestrian traffic will require wider sidewalks and greater attention to the quality of the streetscape.

If local and arterial roads remain in their same poor condition, the district faces ever-increasing congestion and gridlock. With this congestion has come a corresponding increase in air pollution Downtown and along the I-278 corridor. Congestion will also hold back future economic growth and damage stable residential communities. The success of the Downtown Brooklyn Development Plan will be dependent on repair and enhancement of the infrastructure. Given the importance of the BQE in serving all these developments and the impact of spillover traffic on local streets, it is imperative that all environmental impact statements, whether under CEQRA or SEQRA, assess the capacity of the road to accommodate any traffic assigned to it.

The on-going work on the Brooklyn-Queens Expressway – reconstruction of the deck on the Nassau-Concord and Park Avenue viaducts – must include timely notices to the community about delays and detours. Every effort should be made to mitigate the problems created by this necessary work, especially in areas where there is significant pedestrian activity by children.

The City must continue to study the possibility of East River Bridge tolls and congestion pricing with consideration given to air pollution and congestion impacts as well as revenue generation. Technology that would eliminate the need for actual toll booths and plazas should also be investigated and tested well-ahead of the decision to institute tolls. In general, it is critical that the City keep the toll planning process open with careful consideration and opportunity for full participation by the local community. The impact of single direction Verrazano Bridge tolls should be studied with a goal to reduce Downtown truck traffic.

Finally, many streets and intersections urgently need infrastructure repairs and improvements. Streets that require reconstruction include parts of DeKalb Avenue, Myrtle Avenue, Fulton Street, Adelphi Street and numerous segments in DUMBO. In DUMBO and other areas of Community District Two, historical Belgian block streets are in need of repair from years of neglect and substandard street restoration by utilities working in the area.

### **PARKING AND ENFORCEMENT**

Community Board Two looks to the Police Department to ensure pedestrian safety and quality of life in our neighborhoods. However, the department has not done enough to enforce regulations Downtown governing the use of parking permits. This deprives visitors of short term street parking and hurts local merchants whose customers use metered parking. In addition, we request:

- Development of a residential parking system for district residents to ameliorate the impact of commuter parking in a mass transportation hub.
- Development and enforcement of a protocol for all government agencies to discipline employees who abuse “placard parking.” Further, we request an extension and strict enforcement of the “No Authorized Permit Zone” that exists.
- Stricter enforcement of requirements, safety standards, insurance and out of state registration of dollar vans. Enforcement of the commuter drop-off/pick-up stops at Hoyt and Schermerhorn (and, once again, ticketing of illegally parked “special permit” cars that obstruct the drop-off/pick-up process). This site should be re-evaluated, since it is not close to the subway entrance and may have been a bad choice. A new site may be helpful in enforcement.
- Greater efforts from the Truck Enforcement Unit to ensure that trucks stay on truck routes and comply with weight and length restrictions.
- More traffic control agents at the busy intersections of the community to keep order, fine drivers who block the box and minimize unnecessary congestion.
- Speed limit signs on Atlantic Avenue and off-peak signal timing adjustments as traffic-calming measures.
- In addition to enforcing parking regulations, including the use of parking placards and parking in bicycle lanes, we request more emphasis on ticketing motorists, bicyclists and pedestrians for violations.
- Accelerate the installation of muni-meters in all commercial areas of Community District Two.
- Investigate the use of market-priced metered parking along appropriate, busy commercial streets.
- Restore 4-7 PM parking at meters on Atlantic Avenue.
- Installation of red light cameras at major intersections.
- Study the wider implications of the proposed loading system for Myrtle Avenue.



### **PARKS AND RECREATION**

Based on DCP guidelines, Community District Two is significantly deficient in both active and passive parkland. While the planned creation of park space from the Brooklyn Bridge Park is a welcome addition, this park is a regional park that will draw people from throughout Brooklyn and the entire city. Also, the park is located at the western edge of the district near the water making it not easily accessible for most local park users in the district. The creation of so many additional housing units resulting from the Downtown Rezoning Plan and the planned Atlantic Yards development will only further diminish the ability of residents to take advantage of essential park space.

Community Board Two has made the development of additional open space, particularly active space, and recreational facilities and the upgrading and maintenance of existing facilities a top priority. Chief among these are the funding for the final phase of McLaughlin Park plus funding for the desired intergenerational recreation center at South Oxford Street.

Another site of particular concern is the complex of Cadman, Walt Whitman Parks and the Brooklyn War Memorial. The southern part of Cadman was reconstructed and has become a source of conflicts between competing user groups. Whitman Park will be under construction and would help to some degree when opened. A priority for us is to have the northern part of Cadman Park and the facilities in the War Memorial restored to provide for more community use. Sixteen Sycamores is a top priority given the dense residential housing recently built in the surrounding community.

The Board recognizes that there is an urgent need to expedite the pace of rehabilitating the existing parks to better serve more people. Lighting, both in and around all streets adjacent to parks, tree planting and pruning, landscaping and erosion control are needed, as are rehabilitation of pavements, playing courts and amenities, such as comfort stations and water fountains. Redesign of sufficient numbers of park pathways and facilities to make parks accessible to the disabled are crucial capital items.

Pending construction will remove the play space at the P.S. 8 schoolyard for two years while Brooklyn Bridge Park funding for Squibb Park is not in

current budget. There is an urgent need for Squibb Park to be restored and made secure for community use.

Community Board Two commends the Department of Parks and Recreation on their efforts to place new trees throughout the district. The new tree plantings have enhanced the physical aesthetic and offer positive environmental effects of cooling, improving air quality and lessening noise impact. The board encourages the continuation of this program and supports an increase of plantings in areas of high traffic volume. Additionally, the board supports increased funding for the Urban Forestry division to increase and maintain park and street trees.

### **WATERFRONT**

The waterfront along Community District Two has three distinct sections; the Brooklyn Bridge Park, a Consolidated Edison plant, and the former Brooklyn Navy Yard, now an industrial park.

There is a vital need for continued funding of all aspects of the development of Brooklyn Bridge Park. Construction is underway at Pier 1 and Pier 6 but funding for the other piers and the Squibb Park connector needs to be secured from a combination of City and State, and possibly Federal funds under the Stimulus programs. This is especially critical in view of the severe deficiency in public open space and recreational opportunities detailed above. However, the waterfront park, located on the edge of the district, will be a regional asset and is not a substitute for adequate local parks, particularly in some of our most underserved areas that are at the eastern side of the district.

The minimization of adverse impacts on the surrounding communities, preservation of historic sites in the development areas and respectful treatment of burial sites in the former military facility.

Completion of the Brooklyn Waterfront Greenway for pedestrians and cyclists along the entire length of the district is strongly supported.

### **POLICE**

We are very proud of the quality of policing in our Community District. This applies to the 84<sup>th</sup> and 88<sup>th</sup> Precincts, Transit District 30 and Housing Police Service Area 3. The Board supports foot and bicycle patrols in our neighborhoods as an effective crime prevention strategy as well as an enhancement of civilian and police relations.

In view of the increased development in and around downtown Brooklyn, it is critical that a special enforcement unit of the NYPD be created for the area, which is the third largest Central Business District in New York City. The 84th and 88th precincts do not have sufficient personnel to address the enormous traffic enforcement duties: rampant double parking, illegal parking in bus stops, fire zones, and loading zones, trucks on off-limits streets, illegal use of parking passes, ubiquitous horn honking, and illegal vans that interfere with the proper use of licensed vans.

In this age of budget cuts we believe there is an increased need for evaluation by all law enforcement agencies to ensure that resources are being most effectively employed. Our precincts are losing too many experienced officers to more lucrative positions outside of the department. Measures to retain our uniformed officers must be instituted if the quality of policing is to be maintained.

The urgency in locating a site for the new 88th precinct house is stressed so that the current schedule may be adhered to for acquisition with design and construction to be completed in a timely manner.

### **YOUTH SERVICES**

Community Board Two supports the continuation of quality youth services and programs in our District and the development of more such programs to adequately serve all youth in need of such programs. The Board continues to foster a collaboration between existing youth services providers and other interested local entities.

We are particularly interested in Career Technical Education programs to

provide our youth with the tools and socialization skills they need to face an ever-changing world. The public schools in our District need to be revitalized, renovated, and expanded, where crowded, to ensure that our youth have the proper environment in which to learn. Programs that help to build character, broaden the horizons of our youth and provide a vocational component to their learning experiences are of top priority of Community Board Two. Toward this end, we support the Beacon program's school-based community centers as one component within the development of a range of youth services programming.

As noted above in our discussion of parks and recreation needs statement, Community District Two has an acute deficiency in appropriate facilities for youth. The District contains less than half the recommended amount of acreage of active space. There is no city-run recreation center in the District. Our District needs upgrading of its public school facilities and expansion of after-school program opportunities. The community board supports the Mayor's initiative to increase accessibility to school yards and encourage his administration to do so in the parts of Community District Two that are underserved for recreational opportunities.

In planning for Brooklyn Bridge Park, all efforts should be made to encourage free/low cost access to youth for sports and recreational activities. We encourage the proposed renovation, upkeep and staffing of McLaughlin Park at Tillary and Jay streets.

Finally, there are problems that are prevalent among certain segments of our youth population including juvenile crime, teenage pregnancy, substance abuse and homelessness. Interagency collaboration should be enhanced to ensure effective service delivery to this segment of the youth population.

Sincerely,

*John Dew*

Chairperson