



**CITY OF NEW YORK**  
**Community Board No. 2**

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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 2008 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.

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 a hazard 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 in his or her academic environment 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 at Public School 8, and 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 board recommends that preparations begin for creating a new middle school for the increasing population of young families in the DUMBO neighborhood. 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 higher education; Pratt Institute, Polytechnic University, St. Joseph's College, St. Francis College, Brooklyn Law School, Long Island University and City University of New York 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. Currently, the downtown Brooklyn unemployment rate has declined steadily over the past fiscal year – reaching a low of

5.5% in April 2006 compared to 6.0% the same time last 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.

Likewise, the community has a concentration of high unemployment within certain segments of the District that is disproportionately higher when compared to others. In light of the borough's downward unemployment rate, the community strongly encourages 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 on 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.

### **ENVIRONMENTAL**

Community Board Two recommends continued monitoring and mitigation of the air quality within the District in order to address pollution from increasing commercial and personal vehicular traf-

fic caused by heavy usage of the Brooklyn-Queens Expressway (BQE), as well as that associated with unmitigated volume to capacity of the existing roadways and numerous construction and development projects that have had and will continue to have the cumulative effect of introducing into the air increased levels of CO, CO<sub>2</sub>, SO<sub>2</sub>, NO<sub>2</sub> and particulate matter. This problem, exacerbated by the extremely heavy vehicular traffic on the BQE, the second most heavily used highway in America, and the growth of the Central Business District, will only worsen in the near future, regardless of Build/No Build conditions associated with the Atlantic Yards Arena and Redevelopment Project. 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 and NYC DEP should conduct mobile and stationary source analyses, utilizing CAL3QHR modeling and EPA's MOBILE6.2 model, and compare that data with National Ambient Air Quality Standard, New York City's CO de minimis criteria and DEP's interim guidance criteria in order to establish the quality of the air in the district. The agencies should, as necessary, ensure that all private and public development projects institute requisite measures to mitigate pollution that outpaces those thresholds. Furthermore, DOT representatives should meet regularly with the Community Board's Health, Environment (HESS), and Social Services and Transportation and Public Safety committees to update Community Board Two on the status of projects it has undertaken regarding the BQE and other roads/highways within/adjacent to the District, as well as its findings concerning pollution. DEP representatives should meet regularly with the HESS Committee to discuss its findings and efforts to mitigate pollution.

Additionally, mitigation measures for the BQE – including alternate traffic routing, highway tunneling, plantings, and others – must be explored, analyzed, and instituted, in order to minimize air and noise pollution. In view of the rapid development, the Board recommends developers be compelled to plant trees adjacent to and beyond their development site, not in other locations as “give backs.”

The efficacy of the District's storm and sewer drainage system is a large concern. DEP, in conjunction with State DEC, should conduct a thorough analysis of the current system's efficacy, highlighting deficiencies, with both the Build/No Build models associated with the Atlantic Yards Arena and Redevelopment Project, in order to mitigate current deficiencies, anticipate possible future weaknesses to the system, and plan for the worst case scenario. Additionally, routine storm and sewer drain cleaning and replacement remains an issue of high priority, as evidenced by the existing condition of a collapsing sidewalk along the southern boundry of Fort Greene Park on DeKalb Avenue, as well as by backups at intersections along DeKalb Avenue, as easterly as Vanderbilt Avenue and as westerly as St. Felix Street. These two related problems have long existed, been often tackled, and never solved. DEP needs to take a long hard look at them, and, in conjunction with DEC, DPR, and DOT, work collaboratively to institute measures that will amoralate these problems once and for all. Additionally, CB2 requires the collaboration of DEP in order 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. Development plans for downtown should ensure that clean fuels and clean engine technology are used to mitigate pollution.

### **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 recom-

mends DSNY reduce garbage pick-ups in some parts of Boerum Hill to twice a week, while increasing recycling pick-ups to twice a week throughout the District.

The many unfenced lots throughout the District require vigilance to prevent illegal dumping. DSNY should compel private owners to clear, fence, and maintain their lots or, in the absence of owner's compliance, execute same and bill the owners in order to mitigate the increasing proliferation of rats and other dangerous vermin. 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. Although adequate street sweeping is critical to community cleanliness and health, 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, which, by virtue of their own equipment, are not receiving adequate cleaning. DSNY needs to explore its options, in order to institute measures that will adequately address the cleanliness of these streets, as they are not going to mysteriously transform into solid concrete or asphalt any time soon.

All too often vehicles are moved to the alternate side of the street only to have street sweeping not occur. Scheduled for four days in most parts of the District, street sweeping needs to be reduced to two days a week with strict adherence to staying on schedule.

To promote handicap accessibility, special attention must be paid to ensuring curb cuts are free of snow, litter baskets, and any 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. Strong support is given to the continuance of the Fire Salvage Unit. Prevention and fire abatement are major concerns due to the age of the housing stock and population density. 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. While Community Board Two applauds Councilman David Yasky's efforts to require physical examinations of all children attending public school, the effect of which would compel those households who are un/under-insured to avail themselves of publicly financed health insurance programs such as Child Health Plus and Family Health Plus, we believe that for this effort to work the DOHMH, in conjunction with DOE, needs to step up health education efforts concerning the above referenced health issues/conditions, 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 no less than 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 2, 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 HRA's Brooklyn Region Job Centers. 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.

Community Board Two recommends DOHMH conduct a scientific analysis of the health of the District, in order to obtain a baseline from which to proffer its and private collaborative partners services. 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.

The issue of homelessness continues to be a ponderous one. 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. While DHS continues to cite the need to retain a single men's drop-in center within the District, they have failed to provide data supporting that claim or to provide clear and convincing evidence of the rational behind the clinically unsound policy of relocating this facility from Bond Street to 200 Tillary Street, thus co-locating it with an existing medically infirmed, chemically addicted (MICA) program for single women. Community Board Two has adopted an official position opposing the addition or expansion of homeless facilities. The Community Board views the relocation of the Bond Street Drop-In Center to the same building as the Tillary Street shelter for MICA women to be dilitorious to both populations served by the two facilities and the community. We recommend vigilant monitoring, as well as monthly updates on their operations by DHS. Community Board Two requests DHS discuss our 'Fair Share' concerns.

Rodent infestation is increasing at an alarming rate, due in large part to the continuous development and contruction occuring in the District. DOHMH needs to step up its efforts at pest control in and around the District, specifically at schools, parks, vacant lots, contruction/demolition sites, and step up enforcement efforts, including the issuance of summonses, fines, penalties, and liens, in order to compel private owners and developers to address this problem on their property and reduce the proliferation of rats and other vermin. Regarding lead levels, the Board will meet with representatives from the Buildings Department, HPD, and NYCHA to discuss their plans to eradi-

cate lead paint problems at the facilities they regulate or manage to improve and ensure the health and well being of families and children.

### **HOUSING**

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. For too long Clinton Hill has been neglected. 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 recognizes the need to continue HPD's consultant contracts throughout the District to 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 see that its housing units are managed and maintained properly. This means increased police protection by returning PSA3 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 protocol to take 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 has seven historic districts. We are landmark rich and have a need to capitalize on this. We should do all we can to preserve our historic housing stock. There are additional areas that are deserving of city landmark status. Every effort should be made to preserve these areas for future generations. These include the Strategic Workers Housing of World War II (the Ingersoll and Whitman housing developments), a Naval Station Historic District, the National Register-listed DUMBO Historic District and the expansion of the Clinton Hill and Fort Greene Historic Districts. Landmarking is a major catalyst for economic development and preservation. Community District Two should be a leader in this area. The regulations of the Landmarks Preservation Commission should be enforced and fines collected dedicated to landmark-related activity.

### **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 to fund the maintenance of the facilities. Roof and exterior repairs are needed so that the books and equipment can be protected and preserved.

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, and the Paul Robeson Theatre, as well as lesser known, 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 greater funding and exposure. 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 library books that follow current New York City Department of Education school curricula.

### **MASS TRANSIT**

We believe the Downtown rezoning plan, the Atlantic Yards project and Brooklyn Bridge Park are the most 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 propose a downtown trolley loop to provide transportation for Downtown residents and businesses between major transit stops and to serve some of the newly developing residential and commercial neighborhoods. We also call on New York City Transit (NYCT) to evaluate the downtown bus network in light of the Downtown Brooklyn Development Plan. Community Board Two encourages the further study of Flatbush Avenue for Bus Rapid Transit.

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 progress on the project to renovate and connect the Jay Street-Borough Hall and Lawrence Street stations, the completion of the Atlantic Avenue subway station and Long Island Rail Road (LIRR) terminal, and completion of work on the DeKalb Avenue station. The Lawrence Street subway station should be renovated along with the planned station connection. We urge the institution of a free “walking” transfer between the Lawrence Street and Jay Street stations from now until the stations are connected.

We must begin to reduce car traffic by discouraging car use by City employees for whom cars are not a critical means for accomplishing their work. This effort can begin with the employees who use the downtown Court Street parking area adjacent to Borough Hall as well as those who park in the bike lane on the Adams Street service road.

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. Two hundred of the subway cars that



MTA plans to discard should be salvaged and repaired to increase subway capacity. The extension of the Clark Street Subway station platform to allow mass transit access to Brooklyn Bridge Park should be a priority for this area of the District.

### **TRAFFIC AND TRANSPORTATION**

Because the Brooklyn-Queens Expressway (I-278), East River bridges, and substantial local traffic converge in Downtown Brooklyn, traffic congestion is a critical issue for Community Board Two. The most 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 first from the point of view of the pedestrian. We continue to advocate for a traffic modeling system in order to study actual effects of proposed traffic plans or mitigations of environmental impacts.

The various neighborhoods in Downtown Brooklyn are in many instances separated by heavily traveled arterial streets 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. One specific request involves the restoration of 4-7 PM parking at meters on Atlantic Avenue. We also recommend the implementation of the study of a reconfigured pedestrian ramp off the Brooklyn Bridge.

The previously prepared Downtown Traffic Calming Study has now been officially accepted and the Department of Transportation began 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 for possible new traffic lights or stop signs.

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 pollution emissions 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.

The planned 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 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.

Finally, many streets and intersections urgently need infrastructure repairs and improvements. Streets that require reconstruction include Willoughby Street, parts of DeKalb Avenue, Ashland Place, Washington Park, Fulton Street, Adelphi Street, Ryerson Street and numerous segments in DUMBO. Better alignment of Ashland Place where it crosses DeKalb Avenue is needed since the abrupt reduction of two lanes of traffic into one creates a very hazardous condition for pedestrians and motorists. Attention should be paid to Lafayette Avenue from Flatbush Avenue, along the construction area near the Brooklyn Academy of Music and through the intersection with Fulton Street and Ft. Greene Place. In DUMBO and other areas of Community District Two, historical cobblestone 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. We urgently request extension and strict enforcement of the no “special permit zones” since most government personnel use their permits for all-day commuter parking. This abuse 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.
- Stricter enforcement of requirements and safety standards of dollar vans. Enforcement of the ‘dollar van’ drop-off/pick-up zones 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 and minimize unnecessary congestion.
- Speed limit signs on Atlantic Avenue and off-peak signal timing adjustments as traffic-calming measures.
- More emphasis on ticketing motorists for moving violations rather than parking violations.

**PARKS AND RECREATION**

Department of City Planning (DCP) guidelines recommend 2.0 acres active plus 0.5 acres passive recreation lands per 1,000 residents, plus 0.15 acres additional passive space per 1,000 daytime visitors. Using these guidelines, Community District Two needs 262 acres of park land/open space – 197 active recreation acres and 65 passive acres – based on 2000 census population data and the environmental impact study for the Downtown Brooklyn Development Plan for daytime visitors. As of 2006, the district has 124 acres, 47 percent of the recommended amount. Even using DCP's more modest guideline of 1.5 acres of open space per 1,000 population in highly urban areas, CB2 is still significantly deficient (63 percent) at 124 acres.

From 1990 to 2000, the district experienced an increase in resident population of 4,086, bringing the total to 98,620 with the addition of 2,767 more households. However, no additional parkland was added in the district between 1990 and 2000. (Community gardens transferred to the Department of Parks and Recreation were already in existence under other agencies.) Since 2000, about six acres were opened at Brooklyn Bridge Park, including a playground on the site of a city owned parking lot at the foot of Main Street, and construction of a roughly one acre park at the site of the former South Oxford Tennis Club was completed in June 2006. Funding for a desired recreation center was still not budgeted as of spring 2006. Since the 2000 census, dormitory expansions undertaken by Polytechnic University and Brooklyn Law School are close to complete and the last Metrotech building was completed. New Federal and State courthouses were recently completed and the NYC School Construction Authority plans to site two high schools (1,000 students) in the former Family Court building. Several large scale residential buildings have been completed, or are close to completion. Many smaller residential projects are proceeding throughout the district as housing demand continues to be very strong. Beyond these projects, the rezoning of the commercial core of Downtown Brooklyn for greater bulk and density anticipates 6.7 million square feet of new development within 10 years; 4.5 million square feet of office space, 939,000 square feet of retail space and 260,000 square feet of community facility/cultural space, plus 979 additional residential units, the plans for some 400 of which have already been presented. Not included in these figures is the pending proposal for massive development at the Atlantic Yards. The influx of people in a far more densely built environment already has created increased demand for refuge in the district's parks and open spaces, demand that will increase as each new development is completed. However, for all the new development occurring and anticipated, the City plans provide only about one additional acre of privately-owned passive open space. It should be noted that while the eventual completion of the Brooklyn Bridge Park over the course of the next 10 years will add a significant number of park acres, that park is a regional one located at the extreme edge of the district, furthest from the district's most poorly served communities. While a most welcome project, it will not serve as a substitute for an adequate neighborhood park system.

Because the already acute deficiency in usable open space will only worsen, 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 second phase McLaughlin Park plus funding for the desired intergenerational recreation center at South Oxford Street.

Another site of particular concern is a threatened existing park, Walt Whitman Park. That park, sandwiched between the Federal Courthouse and the site of the new Office of Emergency Manage-

ment headquarters, is currently the construction staging area for the Federal Courthouse expansion and threatened with encroachments by both agencies for security reasons as well as by the daily activities of the two buildings. Community residents created a redesign for the park that would better serve neighborhood residents and schools with active recreation space once the courthouse construction is completed. The community has been working cooperatively with local elected officials and involved Federal and City agencies for implementation of the plan for several years and construction should be completed by fiscal year 2006, but the only funding in place is for half of Cadman Park across the street, which is under construction as of spring 2006.

In addition to seeking more open space acres and recreation facilities, 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.

Maintenance of the parks and security are critical needs. Resumption of permanently posted park enforcement officers in the district is essential. Their presence in the parks is necessary to preserving park resources and enforcing posted parks regulations to create safe, secure, pleasurable parks. Restoring and maintaining clean, working comfort stations, safe drinking water fountains and performing regular clean up and garbage pick-ups are high priorities for all parks and playgrounds.

Recreational personnel are urgently needed to ensure effective and safe programs, especially at Fort Greene Historic Park, Crispus Attucks, Cadman Memorial-Walt Whitman, Commodore Barry and McLaughlin Parks, and all playgrounds and schoolyards within the district.

Increased numbers of trees and other plantings throughout the district are needed for their aesthetic enhancement and positive environmental effects of cooling, improving air quality and lessening noise impact. Greater resources are needed for the Urban Forestry division of the Department of Parks and Recreation to increase and maintain the park and street trees. Programs to increase plantings in areas of highways and high traffic volume need support and expansion.

### **WATERFRONT**

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

There is a vital need for continued public input and review of all aspects of the development of Brooklyn Bridge Park – the access study, the design and implementation – to achieve maximum public access and benefit. 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 greenway for pedestrians and cyclists along the entire stretch of waterfront is strongly supported.

### **POLICE**

We are very proud of the quality of policing in our Community Board. This applies to the 84th and 88th 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 prevent 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.

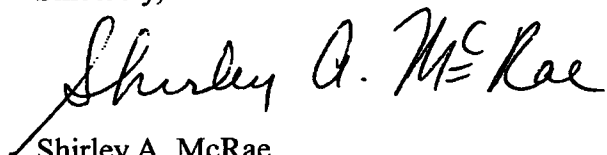
We are particularly interested in Career Technical Education programs to provide our youth with the tools and socialization skills they need to face an ever-changing world. The public schools in our District need to be revitalized, renovated, and expanded, where crowded, to ensure that our youth have 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 to 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.

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, efficient service delivery to this segment of the youth population.

Sincerely,

A handwritten signature in black ink that reads "Shirley A. McRae". The signature is written in a cursive, flowing style.

Shirley A. McRae  
Chairperson