

***Statements of Community  
District Needs  
and  
Community Board  
Budget Requests***

Fiscal Year  
2026



**Brooklyn  
Community District**

**14**

November 2024

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# 1. COMMUNITY BOARD INFORMATION

Brooklyn Community Board 14

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Address: 810 east 16th St

Phone: 7188596357

Email: [scampbell@cb14brooklyn.com](mailto:scampbell@cb14brooklyn.com)

Website: [cb14brooklyn.com](http://cb14brooklyn.com)

Chair: Karl-Henry Cesar

District Manager: Shawn Alyse Campbell

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## 2. 2020 CENSUS DATA

The following two pages contain data from the most recent 2020 Decennial Census, which includes basic demographic and housing characteristics for New York City, the borough, and this community district. The data also includes a view of change over time since 2010.

### New York City

	2010		2020		Change, 2010-2020		
	Number	Percent	Number	Percent	Number	Percent	Percentage Point
<b>AGE</b>							
Total population	8,175,133	100.00	8,804,190	100.00	629,057	7.7	0.0
Total persons under 18 years	1,768,111	21.6	1,740,142	19.8	-27,969	-1.6	-1.8
<b>MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN</b>							
Total population	8,175,133	100.0	8,804,190	100.0	629,057	7.7	0.0
Hispanic/Latino (of any race)	2,336,076	28.6	2,490,350	28.3	154,274	6.6	-0.3
White non-Hispanic	2,722,904	33.3	2,719,856	30.9	-3,048	-0.1	-2.4
Black non-Hispanic	1,861,295	22.8	1,776,891	20.2	-84,404	-4.5	-2.6
Asian non-Hispanic	1,028,119	12.6	1,373,502	15.6	345,383	33.6	3.0
Some other race, non-Hispanic	78,063	1.0	143,632	1.6	65,569	84.0	0.6
Non-Hispanic of two or more races	148,676	1.8	299,959	3.4	151,283	101.8	1.6
<b>HOUSING OCCUPANCY</b>							
Total housing units	3,371,062	100.0	3,618,635	100.0	247,573	7.3	0.0
Occupied housing units	3,109,784	92.2	3,370,448	93.1	260,664	8.4	0.9
Vacant housing units	261,278	7.8	248,187	6.9	-13,091	-5.0	-0.9

### Brooklyn

	2010		2020		Change, 2010-2020		
	Number	Percent	Number	Percent	Number	Percent	Percentage Point
<b>AGE</b>							
Total population	2,504,700	100.00	2,736,074	100.00	231,374	9.2	0.0
Total persons under 18 years	594,378	23.7	595,703	21.8	1,325	0.2	-1.9
<b>MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN</b>							
Total population	2,504,700	100.0	2,736,074	100.0	231,374	9.2	0.0
Hispanic/Latino (of any race)	496,285	19.8	516,426	18.9	20,141	4.1	-0.9
White non-Hispanic	893,306	35.7	968,427	35.4	75,121	8.4	-0.3
Black non-Hispanic	799,066	31.9	729,696	26.7	-69,370	-8.7	-5.2
Asian non-Hispanic	260,129	10.4	370,776	13.6	110,647	42.5	3.2
Some other race, non-Hispanic	15,904	0.6	37,579	1.4	21,675	136.3	0.8
Non-Hispanic of two or more races	40,010	1.6	113,170	4.1	73,160	182.9	2.5
<b>HOUSING OCCUPANCY</b>							
Total housing units	1,000,293	100.0	1,077,654	100.0	77,361	7.7	0.0
Occupied housing units	916,856	91.7	1,009,804	93.7	92,948	10.1	2.0
Vacant housing units	83,437	8.3	67,850	6.3	-15,587	-18.7	-2.0

Source: U.S. Census Bureau, 2010 and 2020 Census Redistricting Data (Public Law 94-171) Summary Files  
Population Division, New York City Department of City Planning

**Brooklyn Community District 14**

	2010		2020		Change, 2010-2020		
	Number	Percent	Number	Percent	Number	Percent	Percentage Point
<b>AGE</b>							
Total population	160,664	100.00	164,568	100.00	3,904	2.4	0.0
Total persons under 18 years	40,031	24.9	36,180	22	-3,851	-9.6	-2.9
<b>MUTUALLY EXCLUSIVE RACE / HISPANIC ORIGIN</b>							
Total population	160,664	100.0	164,568	100.0	3,904	2.4	0.0
Hispanic/Latino (of any race)	25,165	15.7	24,726	15.0	-439	-1.7	-0.7
White non-Hispanic	59,590	37.1	61,736	37.5	2,146	3.6	0.4
Black non-Hispanic	56,948	35.4	46,445	28.2	-10,503	-18.4	-7.2
Asian non-Hispanic	15,147	9.4	21,317	13.0	6,170	40.7	3.6
Some other race, non-Hispanic	1,131	0.7	2,332	1.4	1,201	106.2	0.7
Non-Hispanic of two or more races	2,683	1.7	8,012	4.9	5,329	198.6	3.2
<b>HOUSING OCCUPANCY</b>							
Total housing units	60,417	100.0	62,254	100.0	1,837	3.0	0.0
Occupied housing units	56,852	94.1	59,355	95.3	2,503	4.4	1.2
Vacant housing units	3,565	5.9	2,899	4.7	-666	-18.7	-1.2

Source: U.S. Census Bureau, 2010 and 2020 Census Redistricting Data (Public Law 94-171) Summary Files  
Population Division, New York City Department of City Planning

**Statement on Data Accuracy**

Under Title 13 of the U.S. Code, the Census Bureau is legally bound to protect the privacy of individuals participating in the decennial census. To adhere to the law and to avoid the disclosure of information about individual respondents, the Census Bureau has historically applied a host of techniques, such as top- and bottom-coding, imputation, table- and cell-suppression, and data swapping. The Census Bureau is employing a new technique with the 2020 Census, referred to as the Disclosure Avoidance System (DAS), based on differential privacy. With this approach, the Census Bureau “infuses noise” systematically across census data and sets a quantified disclosure risk, referred to as the Privacy Loss Budget (PLB).

While the new DAS approach may diminish the risk of disclosure concerns, it comes at a cost to data accuracy. Consequently, 2020 Census data users should be aware that all sub-state counts, except for housing units (which are unaffected by the DAS), may be adjusted to protect the privacy of Census participants and may be subject to reduced accuracy. Because DAS noise infusion is randomized, it is impossible for data users to know the degree to which any individual statistic is altered. However, it is possible to say that in general the relative size of errors decreases as counts increase. Consequently, data users should have greater confidence in the accuracy of the data as counts get larger. Further, an evaluation of a Privacy-Protected Microdata File (PPMF), treated with a Disclosure Avoidance System like the one applied to 2020 redistricting data, showed that counts of 300 or more rarely have sizable errors (error beyond +/- 10% of the count). Therefore, while data users need to be cognizant of data accuracy limitations, they should have confidence in conclusions based on sizable counts, which are relatively unaffected by the Census Bureau’s latest disclosure avoidance method.

### 3. OVERVIEW OF COMMUNITY DISTRICT

Located in the heart of Brooklyn, Community Board 14 comprises the diverse and dynamic communities of Flatbush, Midwood and eastern Kensington. The district embraces 2.9 square miles. In 2022 the population decreased to 152,340 from 160,660 in 2010. CD14 remains among the most diverse in New York City; and is the most diverse in Brooklyn as measured by the racial diversity index. Approximately 35% of the district is White; 13% is Asian; and 16% is of Hispanic origin and the Black/African- American population has decreased from 35 percent in 2010 to 30 percent in 2022. Within these racial categories, there is a rich myriad of nationalities and cultures. Nearly 42% of our District's population is foreign born as of 2022, down from 47% in 2010. The poverty rate in the district is 21%. It is slightly higher for those 65 and older at 22% and is alarmingly higher for household with children under 18, at 36%.

The vast majority of needs previously identified in this annual District Needs Statement have not been met by the responsible agencies in a meaningful way. In fact, the city is at a high point of dysfunction. Agencies have been slow to respond to issues that arise, changes in policy are having negative impacts at the local level and an expanding reach of investigations has left high level resignations and confusion and concern in their wake. Meeting priorities that are identified at the local level represents an investment in the community, which pays off when crises strike and positions our community to be safe, productive, and resilient.

To the extent that the city continues to fail to respond meaningfully to local needs, and to not prioritize and in the case of City of Yes proposals even consider community level data, we remain vulnerable. It is imperative that agencies get refocused on baseline services and local issues and to respond meaningfully to the community members represented by our district needs and related budget requests.

## 4. TOP THREE PRESSING ISSUES OVERALL

### Brooklyn Community Board 14

The three most pressing issues facing this Community Board are:

#### **Other - Write In (Required)**

Because there are so many issues, various needs and many demographic, socio-economic and policy shifts everything is a number one priority for someone. It is important that all city agencies have the capacity to serve the public and it is imperative that the city coordinate internally and across departments to meet community needs. Currently this is not happening in NYC. Meaningful local consultation has fallen off a cliff. The Department of City Planning passed three zoning text amendments but would not provide district level environmental impact statements and could not speak to how the various elements of these complex proposals will interact at the local level. To the extent that capacity, accessibility, equity and resiliency improvements are being made by agencies and utilities alike, there is insufficient coordination so that roadway disruptions are extended and use of the public right of way and public space in general is poorly planned. Affordable housing and housing security are urgent concerns. Getting information from the Department of Homeless Services regarding shelters in the district is nearly impossible. Now there is an investigation into whether shelter contracting followed proper procedure. It takes street outreach teams hundreds of interactions with unsheltered individuals to convince them to accept services. It's time for a paradigm shift such as expanding the New York Street Homeless Advocacy Project (SHAP) which is a volunteer outreach initiative including those with lived experience to advocate for and offer services to unhoused New Yorkers. Every year for over a decade we have had to request for the restoration of some baseline DSNY service or another. The Department of Sanitation defunded Manual Litter Patrol (MLP) – a baseline service, while simultaneously increasing enforcement on the very community they are supposed to serve. DSNY suggests we ask city councilmembers to fund "cleaning". In a district with five overlapping city councilmembers, this means that MLP is not provided equally throughout the district. Furthermore, every time we move a dollar from one account to another within the city, it loses value. The loss of efficiency is equivalent to the loss in service. In the past elected officials have been asked to fund baskets and basket collections. These are baseline services and should be paid directly through DSNY's own budget so that the services are provided equally throughout the district. This way additional council grants can support special projects, such as graffiti removal, catch basin clearing or tree pit maintenance, none of which fall within any agency purview. The department is offloading the cost of public waste containers onto Business Improvement Districts (BIDs) while simultaneously failing to provide vendor enforcement in those same BIDs. The city will impose a monopoly by requiring NYC residents to buy a single sourced garbage can. Flooding continues to be a concern in the district. Infrastructure resiliency includes street conditions/roadway, street bridge, mass transit maintenance and infrastructure; street flooding; maintenance and cleanliness of institutions, natural assets, and public space. There are five chronic flooding locations in the district that flood every time it rains more than 1.5 inches an hour. Yet, there are no city-based solutions. The Comptroller's office paid \$4,826,552 in sewer overflow claims from (2017-2021). There are numerous emergency sewer line repairs in the district. Yet, DCP did not consider local environmental impacts in any of the COY proposals. These facts underscore the need for capacity for proactive upgrades and interagency coordination. DOT has one of the most expansive portfolios in the city. Their ability to coordinate within the department is often obviously challenged. Coordination across city agencies is worse. Trench repair requests continue to languish. DOT continues to add asphalt to sinking streets. Three road bridges are scheduled for repair but the full scope has not been determined. The purview issues surrounding Newkirk Plaza disqualify the Newkirk Street bridge from a component contract and likely put the timing of repairs beyond the horizon. DOT installs traffic calming devices with only spotty dialog with emergency responders and no maintenance plan. DOT has allowed Citibike to install docks that force people to step into the Caton Avenue truck route to dock the bike even though the sidewalk along the Parade Ground is extra wide. The revenue that the city collects for the public bike share program was a mere \$1.4 million in 2023. The department was not able to provide a cost report or share what Lyft makes on the project – probably more than that. For-profit uses of the



public street space including bike parking stations, reserved ride share parking and electrical vehicle charging stations compete with public uses such as bike lanes and bus lanes. DOT cannot explain how these competing interests are prioritized. It is difficult to have confidence in expanding programs under DOT's watch when the agency has not responded to repair requests, has not maintained other assets, and has not improved the time it takes to respond to speed hump requests (typically more than 3 years) or stop sign studies.

**Other - Write In (Required)**

Several of CB14 priorities have lingered on this list for years and even decades without being addressed or in some cases meaningfully acknowledged by the relevant agencies, including the establishment of a pedestrian plaza at Newkirk Plaza, open space expansion, and relocation of the 70th police precinct house. CB14 has advocated for Newkirk Plaza to be activated as a public plaza since DOT began the pedestrian plaza program, still to no avail. We have been told that a resolution is "imminent" for the past 10 months; defying the definition of imminent. Conditions on the Plaza are in a downward spiral even though the plaza is already a plaza. MTA has indicated a willingness to sign agreements for plaza use, and the Flatbush Development Corp wants to serve as the community partner. Mayor Adams made this same demand of the di Blasio administration in 2019; therefore, we have high hopes for a resolution we he became mayor. Alas. The lack of agency accountability for the plaza must end and adoption into the DOT Pedestrian Plaza program makes the most sense. Community Board 14 has the highest percentage citywide of residents who live more than a quarter mile away from a park. This is more than an issue of recreation - it has serious public health ramifications. Health disparities are exacerbated by the lack of outdoor recreational amenities. The African burial ground at Bedford Avenue and Church Avenue was transferred to the Department of Parks and Recreation in 2022 to develop an important memorial. To date, they still have not completed the first step: gathering local input. This is a location that CD 14 identified as suitable for open space over a decade ago and now that the site has been identified as hallowed ground, we trusted that it would be adequately funded and opportunities for community input would be maximized in a variety of forums, with focus on the descendant community. The community is looking forward to the installation of the Shirley Chisholm memorial sculpture at the Parkside entrance to Prospect Park. A welcome and education center should be added to this project. In addition, CB14 has requested that Umma Park and the Campus Road Tot Lot be fully rehabilitated. We are grateful that there has been a councilmanic allocation for Umma Park from Councilmember Rita Joseph. Still, we believe that DPR should have agency over their own capital budget so they do not rely solely on council allocations. This would ensure that parks are rehabilitated according to need, rather than the vagaries of districting. The 70th Police Precinct must balance responding to crime, gang activity, quality of life complaints, and community relations in a racially, ethnically, religiously, and socio-economically diverse community. They do so from a precinct house that is located as far away from the heart of the district as can be. OMB approved a site search for a new precinct house three years ago but only three locations have been reviewed (and all rejected). This is a request that has been acknowledged, agreed upon, yet has been pending for over 30 years. Given the current state of the NYPD, it is difficult to remain hopeful that a site search is continuing. In the meantime, the current 70th precinct house is in constant disrepair. It leaks and floods and must depend on volunteer community members for maintenance. Capacity to tow vehicles relies on headcount, tow vehicles and tow lots, all of which are under resourced. NYPD cannot fill school crossing guard jobs. There was a time when they would put a police officer at a crossing guard post when needed. Perhaps we need a return to that policy.

**Other - Write In (Required)**

We receive more service delivery requests for issues related to DOT than any other agency. Community members generate requests for traffic studies; street conditions; for traffic calming such as speed humps, stop signs, traffic signals; changes in alternate side of the street parking; sidewalk conditions; bike lanes that make sense and more. In addition, DOT has initiated installations of pedestrian islands; curb extensions; bike lane expansions; and safety measures near schools. The requests and initiatives too often do not intersect. With so many projects and requests and with the increased development in the area, CB14 continues to encourage DOT to implement changes based on data and studies of the specifics of the areas that will be affected by projects and to include the community in the early phases of proposal development. Such projects need to

be carefully coordinated other agencies. We should not have to hear from FDNY that pedestrian islands and speed humps impede their emergency response times. That costs lives. DSNY brooms should still be able to get along curves after bike lanes have been installed. Private entities that are making money off of the use of taxpayer supported public space should be responsible to maintaining, and cleaning those spaces and consideration for additional service should be sewn into their contracts. DOT could be much better coordinated with SBS so that bus lane installations, delivery windows, and Citibike stations support economic development.

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# 5. SUMMARY OF COMMUNITY DISTRICT NEEDS AND BUDGET REQUESTS

## HEALTHCARE AND HUMAN SERVICES

### Brooklyn Community Board 14

#### Most Important Issue Related to Healthcare and Human Services

##### **Other - Write In (Required)**

Health care and human service needs are intertwined. Services for low income and vulnerable adults, for seniors and those who are homebound overlap with disease prevention and mental health services. Substandard housing has a substantial impact on health and mental health. Once an individual has become homeless, a whole host of services have not been made available or have failed. Prevention is the best care. In a community-wide survey, affordable housing and programs for unsheltered homeless individuals ranked the highest and prevention programs ranked second. For those who are housed, CB 14 continues to rank high in severe housing overcrowding. More than 32% of our tenants are severely rent burdened (paying more than 50% of their income on rent) which is up from 29% in 2010. The district ranks second citywide in the number of serious housing code violations per 1000 units of housing. In 2019, 57% of housing units were affordable at 80% AMI, which was 13% fewer than in 2010. The percentage at 30% of AMI has also dropped from 4.9 to 3.9%. The decrease in affordability is in spite of the fact that CD14 added 2600 units of housing from 2010-2020 and the population decreased. This housing insecurity manifests in a growing number of unsheltered homeless individuals who were previously housed in the community.

It is exceedingly difficult to move a person off the street once they have become homeless. Therefore, prevention is of paramount importance. There are approximately 120,000 individuals crowded into an expansion of NYC shelter beds. The city has failed to inform local stakeholders of new shelter sites, and has failed to coordinate with CBOs to serve those sites and has failed to manage those service contracts. Increasingly, thousands of people sleep on the streets every night. Street outreach is not robust enough to convince individuals to accept services. Approximately 145,000 students are experiencing homelessness. This is one in eight.

Contracting for shelters in CD 14 has been a bewildering process. The lack of transparency is well-documented and the Community Advisory Boards (CABs) meet rarely and have not been accountable when it comes to addressing issues raised. Black Vets for Social Justice operates in a men's shelter on Duryea Place, practically on the loading dock of Kings Theater and next door to a supportive housing facility for people experiencing mental illness. From its opening on May 5, 2023 to October 24, 2023 when the Black Vets for Social Justice held its first CAB meeting, there were 263 911 calls to the shelter. In addition, residents have called 311 related to the shelter and its residents. Program and security capacity must be increased. The hotel shelter on Coney Island Avenue had People's Path in place on paper for over a year and a half before anyone from that organization showed up at the shelter. The city already had to dismiss the organization managing the Vybe Hotel shelter. These are family shelters and the city has placed an undue and unsupported burden on the local schools.

#### Community District Needs Related to Healthcare and Human Services

##### **Needs for Health Care and Facilities**

See Expense Priorities 2-11

Health: Of note is the aging of CD14's population. In 2010 those age 65 and better was 9.8%; by 2022 it rose to 15.4%. It is projected that the aging population will continue to increase as a share. New Yorkers over 60 years old are diverse and nearly 50% speak a first language other than

English. They are more likely to live below the poverty line. In CD14, this applies to 16.2% of those over 65. The provision of community services, such as senior centers and library programs; social services and direct services depend on being intertwined.

It is heartening that DFTA is ahead of the curve on recognizing the importance of interagency coordination. Through the NYC Cabinet for Older New Yorkers, all city policies can be viewed through the perspective of older community members to ensure that new agency proposals are age-inclusive.

Maimonides Community Hospital has applied for a zoning map change that will allow the addition of an infectious disease intake center. CB14 approved their application. We are disheartened that other city agencies such as DOT and NYPD has fallen short on assisting the hospital and surrounding community with parking and traffic issues and will continue to urge better cooperation and more action.

### **Needs for Older NYs**

See Expense Priorities 2-11, esp 6, 7, 10

According to the Department for the Aging's analysis of Census data, the population of older New Yorkers is increasing as a share of the total population. In 2010 it was 9% and in 2019 the population over 65 grew to 17%. The population of those over the age of 85 is increasing the most, but "younger" older New Yorkers seeking services is on the rise. From 2010-2021, the poverty rate in CD14 dropped from 22-17%. For those age 65 and older it dropped a bit less, from 26-22%, remaining higher than the full population. These shifts require new focus on providing support services for aging New Yorkers. Housing, food access, healthcare and transportation all have to be coordinated to address the needs of our aging population. The number of senior centers in the district remains flat and there has been only one housing development for seniors in 2020 when Church of the Redeemer leadership built an as-of-right, 88 studio unit building for seniors and women aging out of foster care.

### **Needs for Homeless**

See Expense Priorities 2-11, esp 2-6 and 8.

The Human Resource Administration/Department of Social Services/Department of Homeless Services, is an agency with scores of programs to prevent homelessness, run homeless shelters and provide street outreach to unsheltered individuals. In part, due to the steep increase in the homeless census due to migration and in part, due to the city's capacity and coordination challenges, those living on the streets is at an all time high. The number and percentage of homeless students is also at an all time high. This represents a current crises and a future of trauma-based needs.

A paradigm shift that scales up some of the more effective programs that seem to be making a difference is acutely needed. The SHAP program, headed by Norman Seigel and a group of volunteer trusted messengers seem to be making impressive progress on street outreach efforts. How can the city scale up successes and divert from failing contracts?

### **Needs for Low Income NYs**

See Expense Priorities 2-11, esp. 6 and 9

In an attempt to assess agency capacity and coordination needs, Community Board 14 continues to host non-profit roundtable events each year to stay aware of the needs being met by Community Based Organizations (CBO), who they are serving, and what type of support they need to manage and expand caseloads. In the past we brought the CBOs together with city agencies and nonprofit support organizations to expand their capacity and strengthen the CBO network in our community. Reimbursement contracts continue to be a strain on nonprofits. Given how many city services are provided through contracting, supporting this element of our community is critical. In 2024 CB14 organized a health issues lunch and learn series. We continue to expand ways to reach our community members with important information, access to programs and opportunities to be involved.

## HEALTHCARE AND HUMAN SERVICES

*Note: Please see Section 7 for the full content of each request*

### CAPITAL BUDGET REQUESTS

The Community Board did not submit any Budget Requests in this category.

### EXPENSE BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
2 / 36	DHS	Expand street outreach
3 / 36	DOHMH	Create or promote programs to de-stigmatize mental health needs and encourage treatment
4 / 36	DHS	Improve safety at homeless shelters
5 / 36	DHS	Other request for services for the homeless
6 / 36	HRA	Provide, expand, or enhance rental assistance programs/vouchers for permanent housing
7 / 36	DFTA	Increase staffing for homebound adult programs
8 / 36	DOHMH	Create or promote programs to de-stigmatize substance misuse and encourage treatment
9 / 36	DOHMH	Other programs to address public health issues requests
10 / 36	DFTA	Funding for a new senior center program
11 / 36	DOHMH	Animal and pest control requests including reducing rat and mosquito populations

# YOUTH, EDUCATION AND CHILD WELFARE

## Brooklyn Community Board 14

### Most Important Issue Related to Youth, Education and Child Welfare

#### **Other - Write In (Required)**

Issues related to Youth, Education and Child Welfare are intertwined and it is important to knit services and resources together and break through silos. For the past 17 years CB 14 has organized a Youth Conference, which has attracted over 500 young community members to meet with 80 organizations, agencies and job providers. The need for youth workforce development, youth employment, youth justice, youth homelessness and youth centered cure violence programs are more urgent than ever and we continue to advocate for an even greater expansion of DYCD, and ACS funding and CBO support contracts that are registered and paid on time. Contracting methodology should be reviewed by the city. It seems odd that CB6, which for households with members under the age of 18 has a poverty rate of 5% and receives \$2,9990,908 in DYCD contracts, and our district receives \$2,042481 despite a significantly higher poverty rate of 32% in households with minors. Youth workforce development garnered the most support in the youth section of CB14's community needs survey.

Cure violence programs continue to receive the highest percentage of support in the public safety section of CB14's community survey; underscoring the relationship of services to one another (the community gets it)! This is all the more pressing given that NYPD has been redirected from the robust community engagement that followed the early days of the NCO program.

As for schools, there must be a recognition that income disparities, housing disparities, and the disparities in parental educational attainment, as well as the number of first languages spoken at home, family size and more, make learning challenging in different ways in different households. In NYC one in eight school children will have experienced homelessness. The children of migrant families were added to the rolls of our public schools without a CBO in place at the shelters. This put additional family support pressures on the schools.

Community Board 14 has identified the need for expanded school seats as a budget priority for well over a decade and the Department of Education has recognized the need but has not fulfilled it. SCA refuses to participate in CB Committee meetings and didn't show up for borough budget consultations. We urge DOE and SCA to assess the post pandemic and new class size maximum rules to update the need for elementary school seats. In the meantime, new private schools and charter schools have been opened and require support such as crossing guards. There needs to be an increase in the number of guards assigned to our community and enough incentive to fill headcount.

### Community District Needs Related to Youth, Education and Child Welfare

#### **Needs for Youth Education**

See capital budget priority 2 and expense budget priorities 12-13.

There are 35 public elementary and secondary schools in the district which served more than 20,000 students pre-pandemic. In addition, there are more than 26 private/parochial elementary and secondary schools with 6709 students. The public elementary schools in our district were over capacity - ranging up to 151% over enrolled. The City has recognized our need for additional seats in the district for well over a decade and a post pandemic assessment is needed to ascertain current needs. Our schools have a higher than citywide average of ELL students, which increased as children from migrant families in shelters were added to the rolls. Over 30 different first languages are represented on one of our elementary schools. Given school overcrowding, stresses on social services, guidance counseling and technology access concerns, this district is at greater risk of grade level and on time graduation backsliding. This will be a long term issue. Services for

immigrant youth, afterschool programs and early childhood development are all rated as a top need on the district's NDA survey. Do our schools have the capacity and are they well-coordinated with CBOs and other youth and family support services to support such diverse needs?

**Needs for Youth and Child Welfare**

See capital budget priority 2 and expense budget priorities 12-13.

Twenty-five percent of CD14's population is under the age of 17; 34% is under the age of 24. The poverty rate in CD14 has increased from 17% in 2000 to 21% in 2022. Alarmingly, the poverty rate for households with children under 18 is still 32%. DYCD programs such as Compass and SYEP are in high demand in the district. The expansion of ACS programs for justice involved youth seem to be increasingly utilized by cure violence groups and by the YNCO's from the 70th Precinct. O'heh Children and Family Services was awarded the community's only Family Enrichment Center last year. Support for cure violence programs in the public safety section of CB14's budget priorities survey were the number one priority by far.

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## YOUTH, EDUCATION AND CHILD WELFARE

*Note: Please see Section 7 for the full content of each request*

### CAPITAL BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
2 / 22	SCA	Provide a new or expand an existing elementary school

### EXPENSE BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
12 / 36	ACS	Other foster care and child welfare requests
13 / 36	DYCD	Provide, expand, or enhance the Summer Youth Employment Program



# PUBLIC SAFETY AND EMERGENCY SERVICES

## Brooklyn Community Board 14

### Most Important Issue Related to Public Safety and Emergency Services

#### **Other - Write In (Required)**

A new 70th precinct house is still a high priority in the district based in part on the number of decades it has been identified as a priority combined with NYPD's investment without return in recent years. Just this month, John Jay College released results of a NYPD survey. Nearly 25% of NYPD respondents indicated that they intend to leave the job "as soon as feasible" and "dissatisfaction with...the conditions of facilities and equipment" was among the reasons.

The 70th Precinct House is a case study in poor conditions. In 2018, the NYPD Capital Unit conducted a \$1 million feasibility study to determine that the current location is unsuitable. OMB then green-lighted a site search for a new location but to no avail and it is obvious that NYPD has discontinued their efforts. There was seemingly no awareness of the need at the FY 26 budget consultation. In meantime NYPD is relying on community volunteer efforts to repair the precinct. Leaking and flooding are chronic. Buildings that don't leak from the roofs and flood from the basement should be the minimum expectation.

As the frequency of weather disasters continues to increase, the need for preparedness and response cannot be overstated. Fire safety and addressing general crime are at the core of a safe community. Yet FDNY response time has increased. The coordination between DOT installations and FDNY has been nearly nonexistent. Speed humps on fire routes and pedestrian islands have impeded response from the Cortelyou Road firehouse. Zoning text amendments that anticipate energy storage as of right, must be coordinated with FDNY capacity to respond to lithium fires.

Public nuisance complaints are on a steep rise in the district. The community outreach aspect of the NCO program has diminished noticeably as headcount is down and officers attend to patrol. It is very important that the community and its police force work together to benefit from shifts in a violence disruption and harm reduction models to deal with how youth crime and recidivism are addressed.

Towing is almost at a standstill. The CO reported at a recent meeting that they had towed seven cars off the streets in a 28-day period. The community board gets about that many complaints daily. Traffic complaints and requests for enforcement are also on the rise. There has been very little impact on speeding vehicles, trucks that travel off routes, 53' trucks that should not be on city streets, and overnight commercial vehicle parking. NYPD blames a lack of capacity including large tow vehicles, tow lot space and headcount. Capacity must be increased, and coordination must be managed.

The transfer of tobacco, electronic cigarettes and cannabis sales from agency to agency was ineffective and exacerbated a proliferation of unlicensed cannabis stores filled the vacuum. While the matter approved when enforcement was transferred back to the city, by that time stores were so numerous that now we are concerned with the number of empty storefronts left in the wake of uncoordinated policy shifts.

The transfer of vendor enforcement from NYPD to DSNY is a bad idea that has failed. As the cannabis enforcement debacle illustrated, when a policy roll-out fails the issues become entrenched, and unpermitted street vending is entrenched. The few recent enforcement efforts in this district ended up in the confiscation of 200 pounds of chicken, summonses, and in one case an arrest. Yet, all these vendors returned because without daily patrol, the infrequent enforcement actions are a cost of doing business. Legitimate street vending must be facilitated by increasing and expediting the permit process. Safe food handling, legal and safe products and balancing the interest of brick-and-mortar merchants must be managed.

### Community District Needs Related to Public Safety and Emergency Services

## **Needs for Public Safety**

See capital budget requests 3-6 and expense requests 14-16.

The men and women of the 70th Police Precinct serve our community from a precinct house that is poorly suited to their needs and to the needs of the community. The 70th Precinct House is undersized, antiquated and deteriorated. Adapt Community Network, which serves people with cerebral palsy, and the Joseph Belsky house, which serves low-income mobility impaired residents, share this very narrow, one-way street. Thus, one of the most active precinct houses is in the midst of one of the largest concentrations of multiply handicapped people in the city. Is it agency capacity or a dire lack of coordination that has brought us to this standstill? It is high time that NYPD capital get creative. Why not offer to buy-out Adapt so they can relocate their program space, and the precinct can expand to their space? In the meantime, DOT has not fulfilled commitments to review the one-way direction of Lawrence Avenue.

The number of crossing guards has not kept pace with need. Ensuring that the position offers incentives to attract and retain personnel is a priority. Having enough personnel to fill in when guards call in or take leave is another measure that should be brought into practice.

The shift to a cure violence model is well received by the borough and the precinct. The ACS and DYCD programs that support CBOs that have become trusted messengers in the community must be adequately funded and coordinated with support programs. Bringing funding and program support to the community level and making sure they work in tandem with NYPD's responsibilities is a new challenge that we trust will yield positive results.

## **Needs for Emergency Services**

See capital budget requests 3-6 and expense requests 14-16.

None of the firehouses in CD 14 are slated for renovations or generators. Given that mandatory inspections are based on Department of Buildings new construction, alteration and demolition permits and given that those permit applications are increasing, the need to ensure adequate resources for inspections is clear. Education programs to prevent fires and swift response are also key. It remains distressing that response times continue to increase for FDNY and for EMS.

The process by which FDNY approves DOT installations such as speed humps, pedestrian islands, and curb extensions has improved to ensure that local input is emphasized, but as DOT expands street and curb lane use to bike corrals, restaurants, protected bike lanes and more, we must ensure that additional amenities don't conflict with emergency response. The consideration of energy storage as of right, must align with DOB's code development and FDNY's capacity to address unintended consequences.

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## PUBLIC SAFETY AND EMERGENCY SERVICES

*Note: Please see Section 7 for the full content of each request*

### CAPITAL BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
3 / 22	NYPD	Capital investments in Towing capacity
4 / 22	NYPD	Renovate or upgrade existing precinct houses
5 / 22	NYPD	Renovate or upgrade existing precinct houses
6 / 22	FDNY	Rehabilitate or renovate existing fire houses or EMS stations

### EXPENSE BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
14 / 36	NYPD	Hire additional crossing guards
15 / 36	FDNY	Provide more firefighters or EMS workers
16 / 36	FDNY	Lifeguard training and management

# CORE INFRASTRUCTURE, CITY SERVICES AND RESILIENCY

## Brooklyn Community Board 14

### Most Important Issue Related to Core Infrastructure, City Services and Resiliency

#### **Other - Write In (Required)**

CD14 has several chronic flooding locations which have been brought to the attention of DEP for years with no amelioration. Extraordinary rain events get a great deal of attention to our hard-hit community, but no action follows. Our chronic locations flood in regular rainstorms. How can we mitigate these regular rain events and how can we better prepare for emergencies? DEP has presented Cloudburst Management and Rainfall Ready programs to CB14's Community Environment Committee. Permeable pavement is being installed in parts of the district. CB14 supports DPR's Lakeshore project. However, these are projects on the horizon.

What can be done in the short term to alleviate the loss of property and closure of businesses when combined sewer systems flood from below while the streets overflow from above? Programs to compel DEP to offset the cost of backflow valve installations never moved forward. Zoning text amendments that promise flood mitigation were promising but there will be allowances to pave over more backyard space. It's hard to know how this will balance out, if at all. It is imperative that raingarden and other green infrastructure programs be expedited.

Sanitation complaints are brought to our attention daily. Every time we bring a matter to the attention of BK14 we get a prompt response. We could not ask for better community partners. Yet, the demand and pace are difficult to meet. CD14 also has 54 dead end streets, 2 BIDs and 5 additional commercial streets within our 2.9 square miles, which require specific DSNY services such as MLP. The district is dense with old growth trees, which becomes added work for brooms during leaf season. MLP, which was eliminated, must be fully restored. As of now DSNY tells us to ask our councilmembers to pay for DSNY's responsibilities. The department seems to be increasingly reliant on councilmember funding, which only reaches the parts of the district served by that member. CD14 intersects with five council members so baseline services should come from the baseline budget to ensure that the district is served equitably. DSNY should reinstate community compost sites to complement curbside compost collection.

DSNY is also asking BIDs to pay for containers for public litter and removing public baskets. This will come out of meager BID budgets that are already stretched to supplemental sanitation services instead of DSNY's \$2 billion budget. DSNY will also require that homeowners pay for an official DSNY garbage can by 2026, again, not using their own \$2 billion and providing no exceptions regardless of household income. Vendor enforcement is nonexistent, but tickets issued to homeowners at 7:45 pm and to religious observers on Fridays seem to be on the rise. This is an agency that seems to have a lot of capacity but with so little coordination, it's not serving the taxpayers who fund it to the tune of \$2 billion.

### Community District Needs Related to Core Infrastructure, City Services and Resiliency

#### **Needs for Water, Sewers, and Environmental Protection**

See capital budget request 7 and expense request 17-22.

Flooding remains an issue in several locations. DEP has assisted Parks to maintain catch basins north of one of our chronic locations along E. 10th Street and Church Avenue, but flooding continues throughout the district. Unlike coastal flooding, inland flooding can occur with little to no warning. The cause is impervious pavement, the lack of green space and overwhelmed sewer systems. There have been about a dozen emergency sewer repairs in the district this past year, which demonstrates a worrisome strain on the systems. Ultimately, the overwhelmed system in the city streets is under the purview of DEP and they must address this issue. Bioswales, permeable surfaces, and catch basin and roadway maintenance are interagency concerns. This makes it all the more difficult to coordinate a response.

Trench restoration continues to be an issue in the district. In 2019 DOT was allocated \$60 million to address trench issues citywide, thus DEP was able to pass the ball on these projects. However, not one of the trenches in CD 14 made the DOT list. There has been no progress on this issue. DOT has indicated that it has not begun a single project with the original \$60 million and there have been no further allocations, which indicates a complete policy failure.

**Needs for Sanitation Services**

See capital budget request 7 and expense request 17-22.

Within our 2.9 miles there are 89 road miles; 54 dead ends; 20 road bridges, five underpasses, two outdoor, below grade train lines and several narrow streets. Illegal drop-offs and dumping continue to be a persistent issue in the district, but enforcement tends to land on the property that's already been victimized by the drop off. We are extremely grateful for BK14's responsiveness to the needs of our community in general and their interagency work pertinent to storm clean up, homeless encampment conditions, and derelict vehicles that are persistent issues in several locations in the district. However, policy from above seems poorly coordinated and out of touch with the needs of the very people DSNY is supposed to serve. Vendor enforcement has failed, and this failure has emboldened street vendors such that they are now storing equipment on the sidewalks. The few instances of enforcement in the district resulted in the vendors returning within a day or so. The newly passed charter revision that will provide even more capacity for DSNY will go to waste or worse if inter and intra agency coordination does not improve.

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## CORE INFRASTRUCTURE, CITY SERVICES AND RESILIENCY

*Note: Please see Section 7 for the full content of each request*

### CAPITAL BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
7 / 22	DEP	Evaluate a public location or property for green infrastructure, e.g. rain gardens, stormwater greenstreets, green playgrounds

### EXPENSE BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
17 / 36	DEP	Clean catch basins
18 / 36	DSNY	Other cleaning requests
19 / 36	DSNY	Increase enforcement of street vending
20 / 36	DSNY	Provide or expand NYC organics collection program
21 / 36	DSNY	Targeted enforcement
22 / 36	DSNY	Commercial containers

## Brooklyn Community Board 14

### Most Important Issue Related to Housing, Economic Development and Land Use

#### **Other - Write In (Required)**

The city has proposed sweeping changes in zoning to achieve more supply in the housing market to increase affordability. This is a scary proposition given that the unique character of several CD14 neighborhoods are threatened by this proposal and the evidence that supply-side trickle-down economics has not empirically proven to meet affordability needs. From 2010-20 CDD14 added 2600 units of housing yet the share of affordability decreased. Additionally, the housing stock that does exist has one of the highest rates of serious housing code violations in the city.

Housing code enforcement and building code enforcement are equally important in the district. Only 40% of renter occupied homes are adequately maintained by landlords. CB14 ranks 12th (up from 18th) of 59 community districts in the number of reported serious housing code violations. Housing code violations are correlated with health issues and is a problem underscored by the fact that the district is also one of the most severely rent burdened and overcrowded. Building new affordable housing with no substantial support to ensure that current inventory is maintained is folly. The ratio of newly built affordable housing to market rate housing has decreased. Landlords are able to secure DOB permits to upgrade and upsell units in buildings where outstanding HPD violations exist. Why? Given the fact that over 48% of the area of the district is comprised of 1-2 family homes, combined with the fact that we rank 15th in the city in terms of population density, the renters of multi-family dwellings are highly concentrated. Their dwellings should be safe, healthy and maintained.

Homeownership is up to 26%. The median income of homeowners in CD14 is \$119,880. The median income of renters is \$59,680. In CD 14, the median price of a single-family home rose from \$965K in 2010 to \$1,392,500 in 2023. Prospect Park South, Ditmas Park, Midwood Park-Fiske Terrace, Albermarle-Kenmore Terraces, are all historically landmarked neighborhoods. They comprise 6% of lots in the district, ranking CD14 18th in the City for lots regulated by the Landmarks Preservation Commission. For the time being there is a special permit district in the southern end of the district, which permits an increase the floor area ratio of single family homes (COY will likely render this designation obsolete). Communities should not have to forfeit historic contextual development in order to add to much needed affordable housing stock. It is hard to understand why we can't preserve the uniquely beautiful, valuable, and significant history of our one- and two-family residential areas while balancing the quality of affordable multi-unit dwellings.

### Community District Needs Related to Housing, Economic Development and Land Use

#### **Needs for Housing**

See budget requests.

#### **Needs for Land Use**

See capital budget requests 8 & 9; expense 23-27.

There have been three substantial and complex zoning text amendments introduced in the past couple of years all under the moniker: City of Yes (COY). One is COY for Carbon Neutrality, the other COY for Economic Opportunity and the third for Housing Opportunity. Each had over a dozen proposals within proposals. DCP could not clearly articulate how the subproposals would interact with one another let alone what the Venn diagram of all three COY proposals looks like. They refused to provide district level environmental impact statements and rushed the myriad details of the proposals through a community board process inadequately equipped to fully explore local implications. DCP placed zero value on local lived experience, local insight and unique and historic

community character. We can certainly hope for the best but it is concerning that DCP thinks that one size fits all in a city where two borough are their own island, two are on a bigger island and one is on the mainland.

Community Board 14 residents live in a mix of housing. From 2010 to 2020 over 2600 units of housing were added to the CD14 stock. However, housing costs have increased and the share of affordable housing has fallen. There is no doubt that the pressures for affordable housing are great. We rank 7th in the city in the severe overcrowding rate. In addition, the district is disproportionately rent burdened, with 50% of low-income renter households severely burdened, meaning that rent is at least 50% of household income. Our share of affordable housing is shrinking. Only 3.9% of units were affordable at 30% of AMI in 2019; down from 4.9% in 2010. There was also a fall in the percentage of units affordable at 80% of AMI in that timespan: from 70% to 57%. Only at 120% of AMI did we hold steady at about 98%. This is why people tend to ask, "...affordable for whom?"

CB14 ranks second in the number of serious housing code violations. In 2021, approximately 181.5 out of every 1000 units had a serious housing code violation; up from 154 in 2020. This is clearly going in the wrong direction. The social determinates of health, including clean, safe and well maintained housing accounts for 80-90% of community health outcomes. Building new affordable housing is folly if there are no effective efforts to preserve the current stock of affordable units.

### **Needs for Housing**

See capital budget requests 8 & 9; expense 23-27.

The District ranks 7th in the rate of severe overcrowding in renter households. The rate of severely rent overburdened households is 29% For households in poverty it is 44%! These are households spending 50% or more of their income on gross rent. This is harrowing given that being rent burdened and overcrowded contributes to homelessness. Addressing violations, and providing preventative support services, as well as adding affordable housing to the housing inventory must occur simultaneously and urgently. While numbers of housing units have increased, the ratio of affordable housing has decreased. There is a broadly expressed concern that the City of Yes for Housing does not demand any deep affordability and that most of the promise of increasing any affordability rests on market forces.

### **Needs for Economic Development**

See capital budget requests 8 & 9; expense 23-27.

There are several commercial strips in the district serving the needs of residents and attracting commerce from other parts of the city as well as tourism. Many small independent stores line Church Avenue, Cortelyou Road, Avenues J and M and Coney Island Avenue, Flatbush Avenue and Newkirk Plaza. There are two Business Improvement Districts covering three corridors: Flatbush Nostrand Junction, Flatbush and Church Avenue - and three merchant associations in our community. We face notable challenges in maximizing commercial activity throughout the District. Triangle Junction shopping mall still has Target as it's anchor store but many other national chains have come and gone, suggesting that there are questions about the fate of this development. The City continues to refuse to assign Newkirk Plaza to DOT or an appropriate agency to allow enforcement, services, and programming for economic development. The Kings Theatre, a 3300 seat live performance venue, which was a \$90 million economic development investment now must manage with the placement of a 200 bed homeless shelter practically on its loading dock. The theater was to provide a vital link in Brooklyn's cultural corridor and offer spillover opportunities for surrounding merchants. They must be well supported to spur economic activity.

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## HOUSING, ECONOMIC DEVELOPMENT AND LAND USE

*Note: Please see Section 7 for the full content of each request*

### CAPITAL BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
8 / 22	HPD	More affordable housing for low and extremely low income households
9 / 22	HPD	Low income, supportive and senior housing

### EXPENSE BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
23 / 36	HPD	Provide more housing for extremely low and low income households
24 / 36	HPD	Provide, expand, or enhance programs for housing inspections to correct code violations
25 / 36	DOB	Address illegal conversions and uses of buildings
26 / 36	DOB	Assign additional building inspectors (including expanding training programs)
27 / 36	SBS	Provide commercial lease support for business owners

# TRANSPORTATION AND MOBILITY

## Brooklyn Community Board 14

### Most Important Issue Related to Transportation and Mobility

#### **Other - Write In (Required)**

Year after year the Department of Transportation has the greatest number of outstanding service delivery requests in CD14. This is due to the sheer number of requests combined with the length of time it takes DOT to address service delivery items. For years we have advocated for Newkirk Plaza's adoption into the DOT pedestrian plaza program. In the spring we were told the arrangement was imminent, but it still has not happened. It can take years for DOT to address requests for speed reducers, signs, traffic lights, streetlights, etc. It is increasingly difficult to get DOT to repair street infrastructure. Often, DOT denies responsibility for assets they used to maintain such as dead-end infrastructure, or for their own installations. There are 54 dead ends in CD 14, most abut railway or subway tracks and need to be walled off in some way for safety. If DOT is not responsible for maintenance, then who?

As DOT's portfolio grows to include Open Streets, Citibike expansion, electric vehicle charging stations, reserved car share parking, residential streets delivery windows, while expanding express bus lanes and the bike lane network, it is unclear how competing uses are prioritized.

The streets surrounding the 70th Precinct are extremely problematic. These narrow streets are so congested that NYPD has determined that they cannot build a new precinct house on site. DOT committed to review the area and present options by the end of the summer of 2022 but has not met that deadline. It is almost 2025.

Freight mobility continues to be a problem which is exacerbated by the onslaught of 53' trucks on our streets. The Caton Avenue truck route is used as a through-route although it is designated as a local route on the DOT truck route map. It is nearly always congested and the Citibike stations require riders to step into the truck route, even on Parade Ground side of the street, where the station could have been on the extra wide sidewalk. Church Avenue, which is technically the through route, according to the DOT truck route map, is congested and includes an express bus lane for several streets. The Beverly Road bridge was partially repaired to allow parking and local truck traffic, but there is no timeframe for remaining repairs. The Parkside bridge is prioritized for capital repair, yet we have no timeframe for this work either and the Newkirk Avenue bridge cannot be added to a component contract because Newkirk Plaza has not been assigned to the purview of a city agency. DOT initiates proposals for bike paths, pedestrian islands, and pedestrian plazas. While gathering local input is time-consuming and often messy, the end result is inevitably better when there is stakeholder buy in. DOT's agreement to move a Citibike station after just a few months in evidence that valuing local input in the first place would have been more efficient. It is important for local voices to be heard at the inception of a plan, not after DOT has completed proposals without local insight.

### Community District Needs Related to Transportation and Mobility

#### **Needs for Traffic and Transportation Infrastructure**

See budget requests.

#### **Needs for Traffic and Transportation Infrastructure**

See capital expense requests 10-15 and expense requests 28-29.

New York City must recognize ownership of Newkirk Plaza. The clearest solution we see is for the Plaza to become a formal participant in the DOT's Pedestrian Plaza Program. The City's inability to determine jurisdiction over Newkirk Plaza has left several chronic issues unresolved, including a serious rodent infestation, sanitation maintenance concerns, disrepair of the brick plaza surface, and growing street homelessness challenges. The New York City Police Department, the Department of Sanitation, the Department of Buildings, and the Department of Health and Mental

Hygiene, have all been called upon to deal with myriad issues on the Plaza. Many community stakeholders, including business owners, civic and community-based organizations, and local government entities, continue to struggle to meet these challenges with little support and no permanent resolution in sight for America's first-ever outdoor shopping plaza. In the recent past, DOT provided FDC with minimal, finite funding to support limited sanitation services, painted the corrugated wall (which is their responsibility anyway) and offered but did not follow through on adding the Plaza to the SAPO system. None of these steps resolved the longstanding concerns. Once added to the program, the plaza would be transformed into a vibrant, social public space, as per DOT's Plaza Program stated mission. The lack of clarity around governance of this public space is a detriment to the ability for businesses and community groups to provide additional programming for the community that could also serve as an economic development catalyst.

All types of transportation are important in District 14. Within the 2.9 miles that comprise the District, there are 89.2 road miles, 54 dead end streets, two through truck routes, several road bridges over the Brighton Line and Atlantic RR tracks and approximately 1200 street segments. Given its Central Brooklyn location and number of thoroughfares in the District including Flatbush Avenue, Coney Island Avenue, Ocean Parkway, Nostrand Avenue running north/south; and Church Avenue, Cortelyou Road, Foster Avenue and Avenues J and M going east/west, traffic and road conditions are constant concerns. Car free commuting has leveled back up toward 2010's 74% to 73% in 2023 after falling to 62% in 2021.

Community Board 14 service delivery data show that DOT requests outnumber those of any other agency with which the Community Board interacts. Part of the reason for this accumulation is the time-lag for many DOT issue responses. Responsiveness and community input are important. Of great concern is that there is no way to ascertain an overview of DOT traffic calming measures. CB14 processes hundreds of DOT service delivery requests, but there is no way to understand how implementation of all or any combination of these requests would impact traffic flow in the district. DOT acknowledges that studies are infrequent and that cost-benefit analyses are not standard.

There are nine subway stations, seven of which are Brighton Line outdoor tracks, therefore track work affects road traffic. There are also 15 bus lines that operate in the district including express buses and select bus service routes. CB14 has advocated for the return of the B23 but now the bus redesign anticipates removing all buses from commercial Cortelyou Road and using residential Beverley Road.

### **Needs for Transit Services**

See capital expense requests 10-15 and expense requests 28-29.

There are nine subway stations in the District: one Culver Line IND stop; one IRT terminal stop and the remainder Brighton Line BMT stops. Most of the Brighton Line stations have been updated - some in full, others partial renovations. However the Church Avenue station is in serious need up rehabilitation. A public private partnership to install an elevator and make this heavily utilized station ADA compliant is very welcome. Additional improvements should be included to limit ridership inconvenient during upgrade work. We look forward to accessibility improvements and hope they will expand to the Culver line. We have asked MTA NYCT to provide us with station capacity data to take into consideration when new developments are proposed so that we can better predict the impact on local transit. This is especially urgent at the Cortelyou Road station.

CB 14 will work to maximize community input on MTA's Fast Forward Brooklyn Bus Network Redesign. This community has long advocated for the restoration of the B23 on Cortelyou Road but instead the plan currently considers removing all buses (which now only include express lines) from commercial Cortelyou Road and redirecting them to residential Beverley Road. One of the stated reasons is that the right turn from westbound Cortelyou to northbound Coney Island Avenue has been made more difficult to navigate due to DOT installations. There needs to be forward thinking coordination so that plans do not chase after unintended consequences. The community garden on the exterior side of the Church Avenue Brighton Line station house continues to be a positive addition to the community and should serve as a model for use of the commons. It is unfortunate that Transit will not take the same creative initiative with Newkirk Plaza. The East 15th Street MTA

house once issued an RFP for development but is now once again back in the hands of MTA and is once again a fallow lot and an eyesore. This property should be RFPed again, or offered an MOU for a garden or operationalized and maintained.

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## TRANSPORTATION AND MOBILITY

*Note: Please see Section 7 for the full content of each request*

### CAPITAL BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
10 / 22	DOT	Newkirk Plaza
11 / 22	DOT	Other transportation infrastructure requests
12 / 22	DOT	Rehabilitate bridges
13 / 22	DOT	Roadway maintenance (resurfacing, trench restoration, etc.)
14 / 22	NYCTA	Repair or upgrade subway stations or other transit infrastructure
15 / 22	NYCTA	Improve accessibility of transit infrastructure, by providing elevators, escalators, etc.

### EXPENSE BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
28 / 36	DOT	Other expense budget request for DOT
29 / 36	DOT	Address traffic congestion



**BROOKLYN COMMUNITY BOARD 14**  
**FLATBUSH–MIDWOOD COMMUNITY DISTRICT**  
810 East 16<sup>th</sup> Street  
Brooklyn, New York 11230

March 28, 2024

Keith Bray  
Brooklyn Borough Commissioner  
Department of Transportation  
16 Court Street, 1620  
Brooklyn, NY 11241

Dear Commissioner Bray,

I am writing to invite you back to the drawing board to resolve the public safety issues on Lawrence Avenue. This continues to be a public safety concern.

We have been actively seeking a remedy for traffic and safety concerns on Lawrence Avenue and the surrounding blocks since 2016 when CB14 first asked for a traffic study in the vicinity of the 70th Precinct house. The issues that existed then, exist now but to a greater extreme. There is an increase in personnel at the precinct, programs at Adapt Community Network (fka United Cerebral Palsy) are robust and reliant on Department of Education busing organized by the Office for Pupil Transportation. There are two new schools in the area and another that has been approved at 50 Lawrence Avenue. In addition, there are at least five new residential developments in the area. I have always been concerned; now I am alarmed.

DOT must act.

In May of 2016 we requested a traffic study. (Attachment A). In June of 2017, DOT agreed to study the area. (Attachment B). In December of 2017, based on that study DOT offered to create a right turn bay on Foster at Ocean Parkway, which was implemented. DOT offered a left turn ban from Ocean Parkway onto Foster, but this was considered ill-advised by the precinct and ultimately not implemented.

There have been several other requests for consideration that DOT has rejected outright or never conclusively responded to, including:

- A turning bay from Seton onto Foster was put on the back burner but DOT installed a traffic signal following the pedestrian fatality of a child crossing Foster by Seton in 2019. That signal is not timed to allow more than one bus to turn which creates gridlock at Parkville, Lawrence, and Webster, during school drop offs and dismissals and beyond. A request to review the signal timing has been submitted: # DOT-642365-P5P4.
- Create a loading bay at 175 Lawrence Avenue. A curb cut/loading bay would allow buses to pull in closer to the building, allowing through traffic to pass.
- Make Seton one way in opposite directions from Lawrence Avenue so that vehicles would be able to turn right or left, better distributing traffic between Foster and 18th Avenue.

- Reverse the one-way direction of Parkville and/or Webster. These suggestions were made secondary to returning the one-way direction of Lawrence Avenue, which was originally an eastbound street.

Reversing the direction of Lawrence Avenue eastbound would return it to its original layout and rationalize the grid. All stakeholders would benefit with one glaring exception, which is Adapt Community Network. Adapt has asserted for years the need to maintain the westbound pattern so that the doors of buses align with the doors of their program site, which is important for their clients who use wheelchairs. We have been and continue to be sympathetic to this convenience but are not convinced that it is a necessity. First, they have programs on both sides of the street. Second, Adapt has a pedestrian bridge over Lawrence so they could coordinate pick up on either side of the street. Third, it is hard to imagine that every program in New York City serving people in wheelchairs has a site with doors to the right of buses. What do other program facilities do?

In December of 2021, a variance application for a school at 50 Lawrence came before CB14 and a traffic study was offered but does not seem to have ever come to fruition. Therefore, we have no additional data to draw upon to predict whether this school will be the breaking point.

The changing conditions noted above necessitate an updated study and it is imperative the DOT come back to the community with solutions. We are happy to coordinate a site visit to renew DOT's understanding and update the relevant DOT representatives on new, exacerbated conditions. We'd also be glad to facilitate a stakeholder meeting in conjunction or separate from or even in lieu of a site visit. Please indicate your preference.

In the meantime, anything you can do to expedite the review of the signal timing on Seton would be appreciated. I look forward to hearing from you.

Sincerely,



Shawn Alyse Campbell  
District Manager

cc: Commissioner Ydanis Rodriguez, Department of Transportation  
Hon. Simcha Felder, NYS Senate, 22st SD  
Hon. Simcha Eichenstein, NYS Assembly, 48th AD  
Hon. Rita Joseph, NYC Council, 40th CD  
Hon. Kalman Yeger, NYC Council, 44th CD  
Deputy Inspector Gregory Mackie, Commanding Officer, 70th Police Precinct



**BROOKLYN COMMUNITY BOARD 14**  
**FLATBUSH–MIDWOOD COMMUNITY DISTRICT**  
810 East 16th Street  
Brooklyn, New York 11230

**ERIC L. ADAMS**  
Mayor

**ANTONIO REYNOSO**  
Borough President

**KARL-HENRY CESAR**  
Chair

**SHAWN CAMPBELL**  
District Manager

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Chairman Emeritus

March 25, 2024

Paige Graves  
General Counsel,  
New York City Transit Authority  
2 Broadway  
New York, NY 10004

Dear Ms. Graves,

Since 2012, Community Board 14 members and the community at large have advocated for a settlement of the jurisdictional issues related to Newkirk Plaza (the “Plaza”) by urging its admission into the Department of Transportation’s (DOT’s) Pedestrian Plaza program. It is our current understanding that DOT has approached MTA/New York City Transit Authority (“MTA/NYCTA”) about this issue, but the matter has stalled in MTA’s real estate unit. If MTA/NYCTA cannot or will not settle on an agreement with DOT, NYCTA must nonetheless accept its responsibility to participate in the maintenance and security for the Plaza, whose open-air publicly accessible walkways provide, among other things, the only access to the Plaza subway station serving the B & Q trains.

As set forth herein, after exhaustive review of the underlying documentation, there is clear and convincing proof that NYCTA, as the long-term leaseholder of the portions of the Plaza nearest the center cut-out created for the subway station – and easement holder over additional property within the Plaza – bears responsibility, at a minimum, to participate in the preservation and security of the Plaza which our residents and your commuters utilize daily. In short, as a way to resolve the prolonged stalemate on this matter, we ask for NYCTA, as a shared party to the Plaza, to join with DOT and/or the Flatbush Development Corporation (“FDC”) and neighboring property owners to enter a joint maintenance and security agreement allowing for all affected parties to participate in a solution for the Plaza’s future.

By way of background, CB14 has strived for decades to resolve the issues plaguing the Plaza. (Attached hereto as **Exhibit A** is representative prior correspondence, including a 1992 letter from NYCTA to then-Congressman Schumer advising that a title search was to be completed to resolve the issue – this apparently was never done.) As a summary of CB14’s work, we set forth the following:



- In 1986, a coalition was formed to identify a mix of public and private funding for sanitation, maintenance, and lighting at the Plaza.
- In 1992, then-Borough President Howard Golden allocated \$500,000 to fix the sidewalks.
- In 1994, NYCTA repaired the surface of the Plaza in order to protect their station beneath.
- In 2011 and 2018, DOT agreed to paint the corrugated metal walls along Newkirk and Foster Avenues.
- In 2018, NYCTA agreed to repair the iron fencing inside the Plaza to protect their assets below.

Of note, none of these projects were improvements – they were necessary repairs.

Most recently, during the de Blasio administration, then-Borough President Eric Adams was a signatory to efforts to reach a resolution to these problems. (Attached hereto as **Exhibit B** is the letter to the de Blasio administration, dated January 29, 2020, which did not receive a further response.) Now that Eric Adams is Mayor, the timing seems propitious for reaching an acceptable solution to this decades-long wait.

With the aid of Lucy Phillips, CB14's 2022 Planning Fellow from the Fund for the City of New York, as well as years of work by a local researcher, Dr. Joseph Enright, CB14 has compiled the following evidence explaining why NYCTA is responsible for part of the maintenance of the Plaza. As set forth below, due to the apparent bifurcated control of the Plaza, and the prior and continued commitment from the FDC, it is clear that the most appropriate solution to ensure the future protection and vibrancy of the Plaza is to have NYCTA enter and fund a joint maintenance and security agreement for the Plaza.<sup>1</sup>

### **History of the Plaza**

The origin of the Plaza dates back to the creation of the two track Brooklyn, Flatbush and Coney Island Railroad in 1878, a surface line which transported primarily recreation-seeking passengers to a new Brighton Beach resort at the southern edge of Kings County.<sup>2</sup> Today's Newkirk Plaza stop was originally known as the "Parkville" station, which was situated on the north side of Newkirk Avenue, on the eastern side of the tracks.<sup>3</sup> The original right-of-way was 50 feet wide. (Attached hereto as **Exhibit E** are the original granting documents from around 1878 which we obtained from the MTA. See, for instance, the middle of page 2 of same for a reference to the 50 ft. width – many contemporaneous publications reference the same dimension.) As development came to the area along this Brighton line, it became necessary to either elevate or depress the tracks below ground to avoid accidents and allow for a freer flow of traffic at roadway crossings. Thus, in 1903 New York State formed the Brooklyn Grade Crossing Commission (the

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<sup>1</sup> It should be noted that most recently, in 2022 the FDC filed an application with the DOT for the Plaza to enter its Pedestrian Plaza Program. As with the other similar efforts since 2012, the DOT has not yet responded to this filing. Notwithstanding that it does not appear the DOT owns or controls any portion of the Plaza, it still appears that the best result would be, with the cooperation of NYCTA, that the Plaza be designated as a Pedestrian Plaza under this Program.

<sup>2</sup> "History of the Work of Eliminated Grade Crossings by the Brooklyn Grade Crossing Commission," Brooklyn Grade Crossing Commission, April 30, 1918, at 9. (Attached hereto as **Exhibit C**.) A video based largely on contemporaneous photos and documents has been created by CB14 to illustrate the unique history discussed herein and can be accessed at [https://www.youtube.com/watch?v=8LT\\_tLQP73s](https://www.youtube.com/watch?v=8LT_tLQP73s).

<sup>3</sup> Sanborn Map from 1890, Map 499. (Attached hereto as **Exhibit D**.)

“Commission”), which *inter alia* mediated issues involving the newly re-named South Midwood station.<sup>4</sup> By this point, the rail line had been acquired by a subsidiary of Brooklyn Rapid Transit (“BRT”), who now operated it as a busy electrified daily commuter line for the increasingly developed areas of southern Brooklyn.<sup>5</sup>

The Commission approved a plan to depress a four-track railroad 15 feet below grade and create an express station at South Midwood, between Newkirk and Foster Avenues. This meant that the existing 50 ft. right-of-way would need to be expanded to allow for two island platforms accommodating local and express trains, and thick retaining walls to ensure structural stability for the station.<sup>6</sup> (Attached hereto as **Exhibit F** is the current tax map showing the dimensions of Newkirk Plaza as an unmapped lot, which is greater than 50 ft. in width.) To accomplish this, the BRT negotiated easements with property owners: a 2-foot easement for each retaining wall and, in exchange for an additional 12.5-foot easement on each side of the right-of-way, it would deck over the entire length and width of the extra easement. (Attached hereto as **Exhibit G** is the original easement-granting documentation we obtained from the MTA.) These original granting documents provided to the neighboring property owners, among other things, “. . . the right to use as a yard, all that part of the roof over the station platform to be erected by [the BRT] . . .”<sup>7</sup> Most telling is the grant by Henry F. Newbury and his wife Anna E. Newbury (*see* Exhibit G at page 13), which provides in relevant part that the easement shall be:

“. . . conditioned upon the faithful performance by [the BRT] of the following covenants, I. That [the BRT] shall and will ***establish and forever maintain*** . . . a suitable platform or walk not less than ten (10) feet in width at all points of the length, except at its end portions adjacent to Foster and Newkirk Avenues, where such walk or platform shall be widened to a line parallel to and distant not less than twenty-two (22) feet, nine (9) inches westerly from the easterly line of the end portions of the strip of land herein described, for the use of passengers and others in entering and leaving said building, and such platform or walk shall be located ***and forever maintained*** at for about the level of the surface of the strip of land described herein . . . and such platform or walk shall at its most westerly portion be provided with a guard railing or fence, not less than four (4) feet, six (6) inches in height, ***which shall be forever maintained*** . . .”.

(Emphasis added.)

These same easement rights carried through subsequent deeds for the neighboring properties. (Attached hereto as **Exhibit H** is a compendium of deeds compiled by Dr. Enright which reference the easement grants, and in particular the Newbury easement.)<sup>8</sup>

<sup>4</sup> See note 2, at 5. See also, “Improvement of the Brighton Beach Line of the Brooklyn Heights Railroad Company,” *Electric Railway Review*, December 1906, at 968. The station’s name would be changed again in 1907 to Newkirk Avenue, and to Newkirk Plaza in 2011.

<sup>5</sup> See note 2.

<sup>6</sup> “Improvement of the Brighton Beach Line of the Brooklyn Heights Railroad Company,” note 4, at 969.

<sup>7</sup> See Exhibit G at the top of page 3 and the middle of page 8. See also, “Improvement of the Brighton Beach Line of the Brooklyn Heights Railroad Company,” note 4, at 969.

<sup>8</sup> Accompanying documentation is available upon request.

## Ownership of the Plaza

These easement agreements outline the understood operation and ownership of the Plaza. Specifically, the portion of the Plaza deck closest to the center cut-out, and within the original 50 ft. right-of-way, appears to be controlled by Transit (as successor to the BRT), and the balance of the Plaza, while part of the easement grant to the BRT, was controlled by the adjacent property owners.<sup>9</sup> In addition, within the easement documents, the adjacent property owners were granted “a right of way over so much of the land belonging to the [BRT], . . . as lies west of a line drawn parallel to and distance six feet westerly from the easterly boundary line of the land . . . for the benefit only of the owners of the premises herein described, their employees, tenants or persons doing business with them, or either of them”.<sup>10</sup>

It should be noted that for the westerly side of the Plaza, a large multi-state realty corporation, Wood, Harmon & Company, operating as Greater New York Development Company, had purchased a large section of the vacant land adjoining that right-of-way and conveyed a portion thereof to the railroad in March, 1906, in exchange for easements, the nature of which could not be located other than by citations in subsequent deeds to “Liber 50, Page 316, dated 3/9/1906.” [Note: Contemporaneous litigation revealed Wood, Harmon – and the east side property owners as well – were all eager recipients of thousands of pounds of dirt excavated from the Cut in order to bring their vacant land up to the grade level of the new decks.] The only other property on the west side was a long-standing hotel abutting the railroad’s right-of-way at the northwest end, at the corner of Marlborough Road and Newkirk Avenue. A reference in litigation related to construction of the retaining walls indicates the railroad via the Commission obtained control of at least part of the property by condemnation, also in March 1906.<sup>11</sup> The lack of an easement with the recalcitrant hotel owner explains why the deck on the west side ends at precisely where that hotel sat.

Simply put, the BRT and the adjacent parcel owners appear to have created a mutual access agreement across each other’s portions of the Plaza. Further, the Newbury grant outlines how the BRT, and now NYCTA, bear the responsibility for maintenance of the Plaza.

In 1915, the aforementioned Henry Fitch Newbury tested this designation of respective control by building a “spite” fence around his portion of the Plaza, leaving the remaining eight feet nearest the portion of the Station open to the sky as an accessway to the subway station.<sup>12</sup> The magistrate court’s dismissal of the charge against Newbury, prompted by disgruntled community members, demonstrates the original parties’ understanding of the easement agreements. In short, aside from maintenance of the retaining wall below the Plaza, the portion of the Plaza on the adjacent property owners’ side would be controlled by the respective owners, while the portion within the original 50 ft. right-of-way would remain under the control and operation of the BRT and its successors.

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<sup>9</sup> See generally Exhibits G and H.

<sup>10</sup> See id.

<sup>11</sup> See id. The lack of development on the five lots south of the corner hotel that comprise the west side of the Plaza until 1916 to 1921 might have been attributable to the absence of a Newbury-like easement with Wood, Harmon. It also might explain why it was agreeable to the demands of Newbury et alia – who developed the east side in 1910 – that no entrance to the Station be built on the east side so as to grant them a “retail monopoly,” and why that west entrance was not built until November 1915.

<sup>12</sup> “Talk of Spite Fence Arouses Flatbush,” Brooklyn Eagle, August 24, 1915. (Attached hereto as **Exhibit I**.)

Moreover, the development of the Plaza supports the view that the BRT and its successors have never relinquished control over the portion of the Plaza within the original 50 ft. right-of-way. In 1953, the City and NYCTA entered a long-term lease to set forth the control that NYCTA has held ever since. (Attached hereto as **Exhibit J** is a copy of the lease.) Therein, the “Leased Property” is defined as, in relevant part, “. . . the transit facilities and any other materials, supplies and **property incidental to or necessary for the operation of such transit facilities . . .**” (Emphasis added.) As the walkway leading to the Newkirk Plaza subway station is indeed necessary for the operation of the transit stop, it is part of the property still under control of NYCTA. This conclusion is supported by the subsequent behavior by NYCTA. In 1977, NYCTA entered an agreement with FDC and the Newkirk Plaza Merchants Association to repave the entire Plaza. (Attached hereto as **Exhibit K** is the Agreement.) While the Merchants Association was designated as having sole responsibility over repairs to the pavers, NYCTA still “. . . **agrees that it shall continue to be responsible for those portions of Newkirk Plaza which are in any way subject to its jurisdiction.**” (Emphasis added.) This would include that portion of the Plaza within the original 50 ft. right-of-way. The issue of maintenance of the sidewalk outside of the Newkirk Plaza station came up again in 1991, as evidenced by a *Daily News* article. It does not appear a solution was reached until 1994 (discussed above), as NYCTA advised at the time that they were going to “review” the deeds. (Attached hereto as **Exhibit L** is a portion of this article.)

The same continued responsibility appears to be applicable to the western side of the Plaza – from the very beginning. In February 1916, Henry Fitch Newbury sued the BRT, requesting a temporary injunction to prohibit it from using the entrance on the western side of the station which had opened in November 1915. Newbury lost this case, presumably (there is no published opinion – Newbury died 18 months after his filing) because the court determined that the BRT retained control over the portion of the Plaza still within the 50 ft. right-of-way.<sup>13</sup>

Through the ensuing decades of the original easement grants, the BRT passed control of what became known as the Brighton Line to various subsidiaries, until, in 1940, the City of New York took control of the BRT’s successor, the BMT. (Attached hereto is **Exhibit M** which is the grant of same.) In 1953, NYCTA was created to manage the overall subway system and became a subsidiary of the MTA when that agency was created in 1968. This has been the ownership structure ever since. **Exhibit N** provides a timeline outlining the various owners, 1878-Present.

As such, the portion of the Plaza within the original 50 ft. right-of-way (approximately six to ten feet on either side) appears to be currently controlled by, and quite clearly the responsibility of NYCTA, as owner of the long-term leasehold over same. As NYCTA appears to control, and the city owns, at least a portion of the Plaza (something which would need to be surveyed to confirm the exact location of same), the duty falls partially on them to maintain and allow for proper policing of same. Arguably, maintenance responsibility for at least 10’ of the Plaza (and wider at the northerly and southerly ends) would fall under NYCTA, based on the original Newbury grant. In general, liability for sidewalks within the City falls on abutting property owners.<sup>14</sup> Here, however, the sidewalk is partially located upon the property controlled by NYCTA. As such, general premises liability rules would apply. This fact alone should motivate NYCTA to arrive at a suitable solution.

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<sup>13</sup> “Would Close Entrance at Newkirk Station,” Brooklyn Standard Union, February 14, 1916. (Attached hereto as **Exhibit N**.)

<sup>14</sup> See New York City Administrative Code § 7-210 and § 19-152

**Conclusion**

Taken together, the above information and analysis points to no other conclusion but that NYCTA retains certain responsibilities over the maintenance and security of at least a portion of the Plaza. Notwithstanding the method, with NYCTA, FDC and the neighboring property owners' cooperation, it would appear that the clear solution is to have participation by all representative parties in achieving a future maintenance and security plan for the Plaza. If MTA/NYCTA has not found a way to accept DOT's stewardship via the Pedestrian Plaza program, clearly the second-best path forward is to negotiate and fund a joint maintenance and security agreement to ensure the future vitality of the Plaza and the surrounding community.

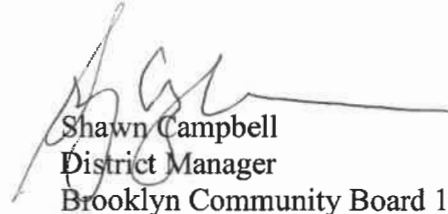
Just last month, CB14 rejected an OCM application for a new cannabis dispensary in the Plaza due to the uncertainties involved in the continued policing and maintenance of this important public space within our District. As the urgency in solving this issue remains strong, given the ongoing and constantly emerging issues at the Plaza, we respectfully request your response without delay to schedule a meeting to discuss further.

Thank you for your consideration of the foregoing, and we look forward to your response.

Best regards,



Karl-Henry Cesar  
Chair  
Brooklyn Community Board 14



Shawn Campbell  
District Manager  
Brooklyn Community Board 14

- cc: Janno Lieber, President and CEO, MTA  
Richard Davey, President, NYCT  
Ydonis Rodriguez, Commissioner, DOT  
Hon. Kevin Parker, NYS Senate, 21<sup>st</sup> District  
Hon. Rodneyse Bichotte Hermelyn, NYS Assembly, 42<sup>nd</sup> District  
Hon. Farah Louis, NYC Council, 45<sup>th</sup> CD  
Robin Redmond, Executive Director, FDC  
Gregory Alvarez, Co-Chair, CB14 Housing and Land Use Committee



**BROOKLYN COMMUNITY BOARD 14**  
**FLATBUSH–MIDWOOD COMMUNITY DISTRICT**  
810 East 16<sup>th</sup> Street  
Brooklyn, New York 11230

**ERIC L. ADAMS**  
Mayor

**ANTONIO REYNOSO**  
Borough President

**JO ANN BROWN**  
Chair

**SHAWN CAMPBELL**  
District Manager

**EXECUTIVE COMMITTEE**

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Member-at-Large

**ALVIN M. BERK**  
Chairman Emeritus

June 30, 2023

Ydanis Rodriguez  
Commissioner  
Department of Transportation  
55 Water Street, 9th Floor  
New York, NY 10041

Dear Commissioner Rodriguez,

I am writing to express concerns with the process by which DOT has expanded the Lyft Citi Bike stations in our community and to submit follow-up questions pertaining to the stations based on additional feedback from community members.

On March 8, 2023, CB14's Transportation Committee hosted a preliminary presentation by DOT regarding proposed Citi Bike stations in CD14. The proposed locations were reported to have been based on several virtual stakeholder meetings and over 600 comments. Please provide the dates of those virtual meetings. We were also informed at the time that DOT would follow up with site-specific outreach and notification to all adjacent property owners.

However, when this plan, with some adjustments, was presented again to the CB14 Transportation Committee on June 8, 2023, residents in proximity to the stations were taken by surprise and raised various objections. Please clarify and substantiate how and when notifications were provided to adjacent property owners.

It is also our understanding that DOT didn't coordinate with the MTA. Please review the proposed station on Caton Avenue in front of the Church Avenue Brighton Line station, to which MTA objects. Please provide assurance that DOT will relocate the bike station, which would otherwise interfere with riders' transfer to and from the bus stop and station house, as per MTA's analysis.

Please also reconsider the proposed station's position on East 18<sup>th</sup> Street and Church Avenue, which blocks pedestrian access to the community garden. This is at the request of volunteer community gardeners who have worked very hard to beautify and program a previously forlorn block.

Some residents object to the proposed station on Westminster Road, off Beverley Road. Their concerns are myriad and have been shared directly with DOT with alternative suggestions. Concerns about the interplay of stations on Beverley Road with shared bike lanes, vehicular volume, and the potential change in express bus routes have not been satisfactorily addressed by DOT.

There are also concerns with the proposed station on Rugby Road, off Church Avenue. The residents on Rugby Road already feel abandoned by city agencies that have not been able to ameliorate flooding on the block and now believe that the proposed bike stations will exacerbate those conditions. Is DOT able to demonstrate that these concerns are unfounded? Could you assist with flooding concerns while you're at it?

At the June 8<sup>th</sup> presentation, DOT reported that locations in the Parade Ground were still being discussed with the Department of Parks and Recreation. Please advise as to where the stations in the Parade Ground will be located. DOT has promised on several locations that the other stations on Caton Avenue that back into the truck route were to be more safely situated, but that has not come to fruition. Please address this urgent safety matter.

It is regrettable that DOT was not able to propose more requested stations along Cortelyou Road or further to the south near Newkirk Plaza. I trust that when this is considered, we can work together to ensure robust community outreach.

In the meantime, please provide the contract between DOT and Lyft. When the public right of way is transferred to a for-profit entity regardless of the taxpayer's opinions and the opportunity costs of all other public uses, we believe there should be maximum transparency in that arrangement.

I look forward to your response on these particulars and a general improvement in transparency and process.

Sincerely,



Shawn Campbell  
District Manager

cc: Hon. Rita Joseph, Councilmember, 40<sup>th</sup> CD  
Keith Bray, Brooklyn Borough Commissioner, DOT

# PARKS, CULTURAL AND OTHER COMMUNITY FACILITIES

## Brooklyn Community Board 14

### Most Important Issue Related to Parks, Cultural and Other Community Facilities

#### **Other - Write In (Required)**

New York is a city of neighborhoods. The Community Board is instrumental in ensuring that cultural and park programming; community facilities; forestry services; library facilities and services; public space maintenance; park safety; quality library programming, are accessible to the public and maintained by the appropriate agencies. Community service delivery requests for sanitation, abandoned vehicles, fallen tree branches, requests for public health, safety and voting information and so many other requests have increased or changed in nature. Citywide policies, zoning changes, and new rules might have different impacts in different districts. The many needs we have identified in previous years that remain unfunded only served to underscore inequities in our district. A healthy, vibrant, and economically sound community depends on getting service, support and input to/from the local community level. That is our role; that is where Community Boards are expert.

The number of service delivery requests have increased, the number of proposals to consider have increased, the number of meetings and events continue to increase, training requirements and new mandates have increased, however, community board funding has not. Community Boards are one of the few city agencies that have not significantly expanded budget since 2016 or funded headcount ever. The extent to which the city does not support community boards and their district office staff, is the extent to which they simply don't support local needs and input.

Community Board 14 is 59th out of 59 community districts citywide in terms of the number of residents who live more than a quarter of a mile away from a park. New open space upgraded, and well-maintained existing parks and playgrounds are high priorities. Maintenance and upgrades of all existing parks and playgrounds are a must. Capital funding for parks should be in DPR's budget so that parks can be developed and maintained according to need, not political gifts. This is a matter of equity. Prospect Park's Lakeshore project would be an excellent example of capitalizing a project for one agency that would have positive impacts for several programs across agencies such as DOT, DEP, SBS. Expanded parks access, expanding healthy ecosystems, capturing stormwater for irrigation, mitigating flooding that damages streets, homes and business should represent enough wins to get this project fully funded. Funding for Parks projects that values our community's local importance in a broad historical context should secure ongoing funding for the Flatbush African Burial Ground, which must be developed appropriately and with the descendant community's input at the forefront. Rigorous outreach to maximize inclusion is needed to ensure that stakeholders are identified and expanded and provided every opportunity to be heard. The Shirley Chisholm monument must have an accompanying educational welcome center for do her legacy justice.

As for the daily needs outside of park property, it is clear that the baseline budget for tree pruning and emergency pruning is not yet robust enough to meet the needs of CD14. Just because the tree pruning cycle has improved doesn't mean it is adequate. The number of complaints and the time to resolve are both up in CD14. Parks capacity should be augmented with better coordination and an expansion of the Citizens Tree Pruners program. Parks should be better coordinated with DCP and DOB to ensure developer compliance with tree planting requirements.

Our libraries are needed more than ever. We urge the city to reimagine the design of libraries to increase resiliency and maintain access in response to public health emergencies. The Cortelyou Road Library is a one-story building with a deep set-back. It seems ripe for expansion.

### Community District Needs Related to Parks, Cultural and Other Community Facilities

#### **Needs for Parks**

See budget requests.



## **Needs for Parks**

See capital expense request 17-20 and expense requests 30-25.

Residents of CD 14 live further away from a park than any other District in the entire City of New York, with over 70% living a quarter mile away or more. The largest park in our district is the Parade Ground at our northern border, which includes 40 acres of athletic fields, and tennis courts available primarily by permit. Areas that offer open access such as the Det. Dillon Stewart playground and the adult fitness area, are heavily utilized. Kolbert Park is in the southern end of the District and the Deputy Inspector Joseph DiGilio Playground is in the west. Umma Park is a small playground over the BMT tracks in the northeastern end of the District, which has antiquated play equipment and no greenery. There are also two tot lots in the District - on Cortelyou Road and on Campus Road. The Campus Road tot lot has never been updated. The Department itself must be adequately resourced to maintain its own inventory, instead of relying on funding provided by elected officials. While Umma Park has finally received funding through Councilmember Rita Joseph's office, it was a long time coming. It's hard to believe that Parks would have delayed so long if the Department held the pocket book.

The identification of additional space for parkland and additional greening of green streets areas is essential in our park-poor community. In 2017 a Planning Fellow provided by the Fund for the City of New York researched and provided recommendations for greening CD14.

Prospect Park's Lakeshore project would enhance park access and programming and will have positive environmental and maintenance impacts, including flood mitigation. The Flatbush African Burial Ground will be constructed as a memorial through the Department of Parks and Recreation. CB14 highly prioritizes funding that is adequate to fully realize a descendent community driven vision of this sacred and historic site. This is a high priority for our community. Newly added this year is CB14's support for an education and welcome center to complement the Shirley Chisholm monument to be installed (after significant delay) at the Parkside entrance to Prospect Park.

## **Needs for Cultural Services**

See capital expense request 17-20 and expense requests 30-25.

The cultural institutions in our community will need focused support. Performing arts venues create social capital and economic spillover effects. Situated at the approximate center of Flatbush Avenue, the Kings Theatre serves as a cultural fulcrum of Brooklyn's Cultural Corridor. It has sponsored and supported myriad community events.

Community based arts organizations tend to be small but are valued in the community. Public funding opportunities, including coordination with libraries, schools, senior centers, shelters, and other local institutions should be more broadly supported.

## **Needs for Library Services**

See capital expense request 17-20 and expense requests 30-25.

District 14's four existing branch libraries are heavily used and highly valued by the community. The Board continues to strongly support essential improvements needed at these locations and advocated for keeping libraries open seven days a week. Our local branch libraries provide programs and services that relate in important ways to our communities such as the Caribbean Literacy and Cultural Center at the Flatbush Branch, and the Cortelyou Road library's teamwork with other community groups. It is important to ensure that libraries are maintained to maximize healthy access. Community members have urged expanding library space at the Cortelyou branch and adding outdoor space at the Flatbush branch.

## **Needs for Community Boards**

CB 14 staff address thousands of service delivery requests annually. We organize an annual youth conference and nonprofit roundtable. Increasing responsibilities have been assigned and hiring staff and specialists, such as planners, policy analysts, IT assistance, would help to assess local impacts of citywide proposals, introduce more initiatives and develop longer range projects. Ultimately, we could better complement a complaint driven role with more proactive, grass roots

plans. Technology and consultant needs, as we shift out of virtual-only meetings is a significant expense. Rules as well and the Board's wish to expand language access is hampered by city support and budgetary constraints. As the most local city agency, we give voice to the individuals who make up our communities. Every city agency has had a budget expansion over the last decade. Community Boards have not had one in over 20 years. Continued agency headcount and other capacity issues as well as poor inter and intra agency coordination make it harder for city agencies to reach the most local levels and communities are all the more frustrated. We are their liaison and our role more important than ever.

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## PARKS, CULTURAL AND OTHER COMMUNITY FACILITIES

*Note: Please see Section 7 for the full content of each request*

### CAPITAL BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
16 / 22	DPR	Other capital budget request for DPR
17 / 22	DPR	Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)
18 / 22	DPR	Develop the Shirley Chisholm Welcome Center at Prospect Park
19 / 22	BPL	Create a new, or renovate or upgrade an existing public library
20 / 22	DPR	Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)
21 / 22	BPL	Cortelyou Branch expansion
22 / 22	DPR	New public parks

### EXPENSE BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
30 / 36	DPR	Forestry services, including street tree maintenance
31 / 36	DPR	Plant new street trees
32 / 36	DPR	Community Tree Pruning
33 / 36	OMB	Provide more community board staff
35 / 36	BPL	Extend library hours or expand and enhance library programs

## 6. OTHER BUDGET REQUESTS

*Note: Please see Section 7 for the full content of each request*

### CAPITAL BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
1 / 22	DCP	Process

### EXPENSE BUDGET REQUESTS

<b>Priority</b>	<b>Agency</b>	<b>Title</b>
1 / 36	DCP	Process
34 / 36	DCWP	Other expense budget request for DCA
36 / 36	OMB	Other expense request

## 7. SUMMARY OF PRIORITIZED BUDGET REQUESTS

### CAPITAL BUDGET REQUESTS

Title	Priority Agency	Request	Explanation
Process	1 / 22 DCP	<b>Other capital request for DCP</b>	<i>Please note that the following needs are in the order of the District Needs Statement narrative. Health and Human Services are first; followed by Youth, Education and Children's Services; Public Safety and Emergency Response; Core Infrastructure, City Services and Resiliency; Housing, Land Use and Economic Development; Transportation; Parks and then Other. DCP's process requires CBs to list community needs in a misleading priority order. It has been stated in the District Needs Statement that we believe that needs are intertwined within and across agencies and do not believe it serves a purpose to have needs for parks to face off against needs for libraries (for example). What all agencies need at this time is an increase in their respective and collective capacity and ability to coordinate better within and with other sister city agencies. That's priority one across the board.</i>
Provide a new or expand an existing elementary school	2 / 22 SCA	<b>Provide a new or expand an existing elementary school</b>	<i>DOE still acknowledges CD 14 as a district in need of seats. When last measured at full capacity, PS 139 was at 121% of utilization; PS 127 was 125%; PS 249 was at 128%, PS 193 at 111%; PS 315 was at 118% and the PS 152 Annex was at 146%. Since annexes are built to address overcrowding, an overcrowded annex boldly underscores the need for additional elementary school seats in the northern end of the District. The elementary schools listed above are all north of Avenue L. DOE and SCA need to provide a new needs assessment based on population changes and class size mandates. SCA no longer has the capacity to show up to CB Committee meetings to engage with community members and provide updates on ongoing capital projects or discuss building needs. Therefore it is difficult to provide specifics here.</i>

Capital investments in Towing capacity	3 / 22 NYPD	<b>Other NYPD facilities and equipment requests</b>	<i>Every day there is a community request to have a vehicle towed. These are often cars with no plates, cars switching plates, abandoned vehicles, or commercial vehicle complaints. There are also trucks and trailers-some attached, some not. When they do not have plates and are derelict, we can call DSNY and they are removed swiftly. When they have plates or a later model and/or luxury vehicles and can only be towed by NYPD, it can take several weeks and more. PD notes that there is a shortage of large tow vehicles and a lack of space in the tow pound. If that's the case we strongly urge capital expenditures to increase the number of large tow vehicles and identify an additional tow pound.</i>
Renovate or upgrade existing precinct houses	4 / 22 NYPD	<b>Renovate or upgrade existing precinct houses</b>	<i>While NYPD continues the search for an appropriate location for a new precinct house, the current precinct house floods and leaks and does not have adequate lockers, storage, parking, nor is it handicap accessible. We have hesitated to prioritize capital dollars for a precinct house that should be replaced but as conditions worsen, there's a more urgent concern. There should not be a need for volunteer community assistance to maintain a precinct house. Work orders should be addressed quickly but at this point, many work orders are putting band aids on hemorrhages. NYPD should offer to buyout and help relocate Adapt Community Network in order to build on the block. In addition, the vacant lot on the block should be explored as a potential parking facility for the 70th Precinct.</i>
Renovate or upgrade existing precinct houses	5 / 22 NYPD	<b>Renovate or upgrade existing precinct houses</b>	<i>The history of efforts to relocate this aging facility goes back three decades. In 2006, DCAS began property acquisition at 1326 Ocean Avenue and NYPD set aside \$30 million for the property, and OMB stated its commitment to identify additional funding. Construction was set to begin in 2013. It did not and the site was lost to a market rate housing development. A \$1 million scoping study to assess the feasibility of building a new precinct house on site acknowledges the locational challenges that the current site presents. OMB approved a site</i>

*search to no avail. Relocating the precinct house remains a priority. In the meantime, the current precinct house floods and leaks and does not have adequate lockers, storage, or parking, nor it is handicap accessible.*

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Rehabilitate or renovate existing fire houses or EMS stations	6 / 22 FDNY	<b>Rehabilitate or renovate existing fire houses or EMS stations</b>	<i>Fund station house renovations and upgrades at Engine 255/Ladder 157; Engine 281/Ladder 147 and Engine 250 firehouses. Including the addition of a station house generator at one of these fire stations. There are no firehouses in CD 14 with a generator.</i>
Evaluate a public location or property for green infrastructure, e.g. rain gardens, stormwater greenstreets, green playgrounds	7 / 22 DEP	<b>Evaluate a public location or property for green infrastructure, e.g. rain gardens, stormwater greenstreets, green playgrounds</b>	<i>There are several locations in the district that flood chronically in rainstorms. These locations have all been brought to DEP's attention. It is difficult to identify what and where specifically capital projects are needed. They were apparently needed in the several locations where DEP had to make emergency repairs. We ask DEP to respond to the requests pending and ADVISE as to where upgrades and repairs are needed. During City of Yes for housing public hearing testimony, several community members and their council representatives decried flooding issues throughout the city. What does it say about DEP's capacity and coordination abilities that this was such a widespread concern and that it had to be expressed at a zoning hearing? Where is the DEP platform proactively upgrading infrastructure before we get to emergency repairs? There have been five recent emergency sewer repair jobs in the district just in the past months. These emergencies take months to fix and rely on other agencies and utilities for timely coordination. Furthermore, since they are "emergency" projects there is no Community Liaison assigned to keep the neighbors apprised. If this isn't indicative of the need for proactive maintenance, what is? DEP must provide solutions because property, businesses and public areas should not have to withstand chronic flooding. What capital projects would help in these various locations: bioswales, catch basins, permeable surface additions, holding tanks?</i>
More affordable	8 / 22	<b>Provide more</b>	<i>In HPD's own Mayor's Management</i>

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housing for low and extremely low income households	HPD	<b>housing for extremely low and low income households</b>	<p><i>Report, it was stated in the capital budget section that, "HPD must work to restore lost affordable housing capacity." Affordable housing is dropping as a share of housing in CD 14. Low and extremely low-income housing is always the smallest percentage of new developments, and they tend to be smaller units such as studios and 1 bedroom, making low-income housing for families nearly nonexistent. There are also pressing needs for senior housing and supportive housing in the community. HPD reported a \$9.25 billion 5-year capital fund but no additional capital was budgeted at the time due to headcount constraints prohibiting projects from moving forward. This must be remedied to ensure that the \$250 million infrastructure funds to support housing and training technology, new supportive housing builds, capital preservation, and In Rem capital projects can be funded to meet community needs. In CB14 there are 800 housing code violations for every 1000 units. HPD must improve capacity and coordinate within and with other agencies to meet this urgent need.</i></p>
Low income, supportive and senior housing	9 / 22 HPD	<b>Provide more housing for extremely low and low income households</b>	<p><i>The need for senior housing, supportive housing and increasing low and extremely low income housing will likely see greater pressures depending on how City of Yes for housing passes. There are few mandates to create housing that generates less process and is dependent on support programs, such as vouchers. CB14 has lost housing at 30% AMI as a share of housing overall. There are very few public lots in CB14 but HPD must work creatively to identify potential sites for 100% affordable developments. There is one municipal parking lot, a DOE building on Avenue M and Ocean Avenue and our libraries are one and two story buildings. These sites should be explored and HPD should be able to explain the reasons if they are not feasible for truly affordable housing projects.</i></p>
Newkirk Plaza	10 / 22 DOT	<b>Upgrade or create new plazas</b>	<p><i>Location: Newkirk Plaza For months DOT has claimed that the adoption of Newkirk Plaza into the DOT Pedestrian Plaza Program is imminent! That's great. We're excited. Please be</i></p>



*poised and ready to make capital improvements in the plaza to get what will be a valued community asset off to a good start.*

Other transportation infrastructure requests	11 / 22 DOT	<b>Other transportation infrastructure requests</b>	<i>Ensure that sidewalks, curbs, street and bus pads are maintained at all bus stops. The bus stop at Church Avenue and East 18th street, which is a heavily utilized connection to the Brighton Line at the Church Avenue station is hazardous in both directions. The sidewalks require repair, the curbs are dilapidated and the streets have waving and pot holes. DOT installed an express lane on this stop and should have ensured bus pad, sidewalk and street maintenance along each stop during that project.</i>
Rehabilitate bridges	12 / 22 DOT	<b>Rehabilitate bridges</b>	<i>The Beverley Road bridge and the Caton Road bridge both require rehabilitation. The Newkirk Avenue Road bridge is also in need of repair but due to purview complications related to Newkrik Plaza, DOT cannot add the bridge to a component contract, which will delay repairs.</i>
Roadway maintenance (resurfacing, trench restoration, etc.)	13 / 22 DOT	<b>Roadway maintenance (resurfacing, trench restoration, etc.)</b>	<i>Six years ago, DOT identified \$60 million for trench repair but none of it was allocated to CD14, despite worsening conditions. We have been told that this funding was never applied to a repair and there is no funding for trench restoration. There must be an increase in the budget for road and street infrastructure repair. Seven locations have been submitted to DOT. 564 East 29th Street; 1781 Ocean Avenue/SE corner of Avenue M; 715 Ocean Parkway Service Road; Waldorf Court between East 17 and Dead End; Hillel Place and Kenilworth Place intersection; 464-476 East 16th Street; and East 16th Street between Avenue H and the dead end. DOT addresses these complaints by filling in the depressions with asphalt. Bus pads at the East 18th and Church Avenue station are in disrepair. Delineators are constantly strewn in streets, intersections and sidewalks. The constant need for repair should raise questions about efficiency. Can't DOT do better?</i>

Repair or upgrade subway stations or other transit infrastructure	14 / 22 NYCTA	<b>Repair or upgrade subway stations or other transit infrastructure</b>	Location: Church Ave and E 18 St <i>Church Avenue is the most heavily utilized station in the district and is in disrepair. A public private partnership is in place to install an elevator to make the station ADA compliant. Other upgrades and additional security cameras must accompany this project, especially given that this will be more heavily utilized by vulnerable community members.</i>
Improve accessibility of transit infrastructure, by providing elevators, escalators, etc.	15 / 22 NYCTA	<b>Improve accessibility of transit infrastructure, by providing elevators, escalators, etc.</b>	<i>The 18th Avenue Stop on the Culver Line is on the same block as the United Cerebral Palsey complex. This stop was recently upgraded. It's unfortunate that accessibility was not one of the improvements.</i>
Other capital budget request for DPR	16 / 22 DPR	<b>Other capital budget request for DPR</b>	<i>The Lakeshore project is a multi-million-dollar green infrastructure project that would create marshland, utilize storm water for the benefit of the park and mitigate damaging flood conditions that affect homes, businesses, and other city assets such as the Parade Ground, the SRG Precinct, bus stops and more. It is a project that would increase access to the parks for mobility limited individuals. Funding this project addresses several capacity and coordination goals. Last year the agency responded that this project is funded. That is not so. This is at least a \$20 million project and in FY 25, \$5million was allocated to the second phase. This project must be fully funded, supported and expedited.</i>
Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)	17 / 22 DPR	<b>Reconstruct or upgrade a park or amenity (i.e. playground, outdoor athletic field)</b>	<i>The Hot Spot Tot Lot on Campus Road is the only DPR asset that has not had a capital upgrade in over a decade. DPR should have greater control of capital purse strings to maintain parks and playgrounds in communities according to conditions and time between upgrades rather than relying on elected officials for capital funds. Usually those making the allocations will be term limited before the ribbon cutting. Please don't reply, "ask your elected officials." At least provide the scope estimate and support for this request.</i>
Develop the Shirley Chisholm Welcome Center	18 / 22 DPR	<b>Provide a new or expanded park or amenity (i.e.</b>	<i>A monument to community and national shero Shriley Chisholm is to be installed at the Ocean Avenue-Parkside entrance</i>

at Prospect Park		<b>playground, outdoor athletic field)</b>	<i>to Prospect Park. A full welcome center, with historic and memorial installation and a comfort station has been envisioned as well. This project should be funded. DPR should have its own capital budget to support such community investments. Instead, we anticipate the reply that the community should seek funding from Council. This is a DPR request but there should be a mechanism to choose DPR and DCLA since it is also cultural in nature.</i>
Create a new, or renovate or upgrade an existing public library	19 / 22 BPL	<b>Create a new, or renovate or upgrade an existing public library</b>	<i>Ensure that all capital improvements are needed at our local libraries: Cortelyou Branch; Flatbush Branch; Midwood Branch; and Kensington Branch are met.</i>
Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)	20 / 22 DPR	<b>Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)</b>	<i>Location: Bedford Avenue - Church Avenue The Flatbush African Burial Ground will be constructed as a memorial through the Department of Parks and Recreation. We understand that capital funding is in place. This is a continued support request assuming capital is adequate as told. CB14 highly prioritizes funding that is adequate to fully realize a vision of this important, sacred and historic site that is informed by community engagement with priority on the descendent community. We will also support expense funded to maintain and program if/as appropriate.</i>
Cortelyou Branch expansion	21 / 22 BPL	<b>Create a new, or renovate or upgrade an existing public library</b>	<i>Consider a building rehabilitation and expansion of the Cortelyou Road branch to increase space and opportunities to expand programming. The fact that this branch is a one-story building with a deep set back, suggests that there is developable space. In fact, CB14 notes this location in a HPD request suggesting a coordinated exploration of this site for both a library rehab and co-located housing (the Brooklyn Heights library is an example of such mixed use development).</i>
New public parks	22 / 22 DPR	<b>Provide a new or expanded park or amenity (i.e. playground, outdoor athletic field)</b>	<i>CD14 is about the lowest ranking community board citywide for access to public green space. There are few locations to develop parks but they should be explored. A CB14 Fund for the City of New York Planning Fellow, made</i>

recommendations in 2017, some of which are no longer viable. The agency response to this is to ask local elected officials, which raises the overall concern about agency capacity and coordination. DPR should have a capital budget capacity that is adequate to meet capital needs based on objective community assessments rather than the vagaries of overlapping, term-limited political borders.

## EXPENSE BUDGET REQUESTS

Title	Priority Agency	Request	Explanation
Process	1 / 36 DCP	<b>Other expense request for DCP</b>	<p><i>Please note that the following needs are in the order of the District Needs Statement narrative. Health and Human Services are first; followed by Youth, Education and Children's Services; Public Safety and Emergency Response; Core Infrastructure, City Services and Resiliency; Housing, Land Use and Economic Development; Transportation; Parks and then Other. DCP's process requires CBs to list community needs in a misleading priority order. It has been stated in the District Needs Statement that we believe that needs are intertwined within and across agencies and do not believe it serves a purpose to have needs for parks to face off against needs for libraries (for example). What all agencies need at this time is an increase in their respective and collective capacity and ability to coordinate better within and with other sister city agencies. That's priority one across the board.</i></p>
Expand street outreach	2 / 36 DHS	<b>Expand street outreach</b>	<p><i>Over the years, we have been told by the Department of Homeless Services that it takes an average of 250 encounters with unsheltered individuals to convince them to accept services. This suggests that services offered are not in line with the needs of those living unsheltered. More robust teams with specialized services including those to address addictions, and mental health issues must augment street outreach. Innovative approaches such as the SHAP program must be expanded in Brooklyn.</i></p>

*This program recruits volunteers, many of whom are formally "street homeless" persons and thus, more often trusted messengers for street outreach and their success rate is outstanding. In their second year, of 454 encounters, they placed 226 individuals. The increased capacity afforded to Breaking Ground last year should be coordinated with innovative outreach strategies that are already out there! For those on the street, mobile hygiene and health services should be expanded both for the immediate needs of unsheltered people and for the investment in building trust these services promote.*

<p>Create or promote programs to de-stigmatize mental health needs and encourage treatment</p>	<p>3 / 36 DOHMH</p>	<p><b>Create or promote programs to de-stigmatize mental health needs and encourage treatment</b></p>	<p><i>Nearly one in 25 New Yorkers has experienced mental illness. About 280,000 have major disorders such as schizophrenia. Forty percent of those in city shelters and 53% of those in city jails experience mental illness. From March to December of 2020, more than 17,000 calls were made for mental health assistance. This was 85 times more than the same period in 2019. The city must continue to expand mobile crises teams, and intensive mobile teams as well as HOMESTAT outreach to unsheltered homeless individuals experiencing mental illness. A Support and Connection Center should be provided in Brooklyn.</i></p>
<p>Improve safety at homeless shelters</p>	<p>4 / 36 DHS</p>	<p><b>Improve safety at homeless shelters</b></p>	<p><i>The men's shelter that opened in CD14 in 2023 has created a number of community concerns. Security, including perimeter patrols are not addressing the complaint that individuals are entering private property, defecating in the street, engaging in substance use, and locking shopping carts to fences. Interactions between shelter residents and residents of the adjacent supportive housing facility have not been positive for the clients or the community. BVSJ - the contractor has failed to establish an engaged Community Advisory Board. The impacts of this shelter are far worse than anticipated and funding to ensure adequate support, programing and safety is urgently needed. There is little reason to believe that the clients within are being well-served. There seems to be very little turnover in the census. There is very little reason to be</i></p>

*confident that the city is awarding performance and merit-based contracts. Homelessness has been a crises for a long time. The shelter system seems to be in a crises of its own.*

Other request for services for the homeless	5 / 36 DHS	<b>Other request for services for the homeless</b>	<i>While city officials advocate for state and federal funding to address the needs of asylum seekers, the city itself must step up with the resources that can be put into place. An expansion of legal services for filing documentation, support services and counseling must be put into place. These services will help people move out of shelters. The city only exacerbates the crises by not providing as much as it can despite the many strains across agencies.</i>
Provide, expand, or enhance rental assistance programs/vouchers for permanent housing	6 / 36 HRA	<b>Provide, expand, or enhance rental assistance programs/vouchers for permanent housing</b>	<i>Community District 14 ranks high in the percentage of severely rent burdened households, which is to say that they pay 50% or more of their monthly income on housing. Overall, 29% of households are severely rent burdened. This is down from a recent high of 35%. For low-income households, 44% are severely rent burdened. The share of units available at 30% AMI has decreased again. When we say that we need affordable housing, not just housing, this is the basis. The District ranks 3rd in Brooklyn and is in the top 10 citywide in the percent of renter households that are severely overcrowded. These are pressures that lend themselves to homelessness and continued expansion of prevention programs is warranted. Emergency rental assistance, one-shot deals, FEPS, CityFEPs, and the HOMEBASE program must be fully funded and the capacity of HRA to provide outreach and technical assistance must be increased. Greater coordination between programs such as WeCare to address housing vulnerabilities related to mental health needs and further support for those transition into permanent housing are needed as well.</i>
Increase staffing for homebound adult programs	7 / 36 DFTA	<b>Increase staffing for homebound adult programs</b>	<i>Case management, home care, legal services, and transportation services are generally intertwined. There is no way to prioritize the needs of one senior citizen over those of another and it would be</i>

*folly to provide transportation over home care for a senior who is need of both. The funding of these services must be designed with the approach that support services are inextricable.*

<p>Create or promote programs to de-stigmatize substance misuse and encourage treatment</p>	<p>8 / 36 DOHMH</p>	<p><b>Create or promote programs to de-stigmatize substance misuse and encourage treatment</b></p>	<p><i>Street outreach teams, NYPD, and human services organizations report that many people who appear to be unsheltered often have homes but congregate where they can access and use substances. There are few programs available to them unless they are in fact homeless or choose to seek care. This is a woeful and dangerous approach, or lack thereof. Community Mobile and Intesive Mobile teams should be expanded in Brooklyn.</i></p>
<p>Other programs to address public health issues requests</p>	<p>9 / 36 DOHMH</p>	<p><b>Other programs to address public health issues requests</b></p>	<p><i>Public health programs that address health disparities with an urgent focus on maternal health are of the highest priorities. Ongoing infection disease concerns, barriers to vaccines whether they be knowledge and understanding based, cultural practices based, language access, etc. must be thoughtfully addressed. Access to quality housing, healthy food choices and outdoor space all contribute systemically to health outcomes and thus cannot be considered singularly, let alone in competition with one another.</i></p>
<p>Funding for a new senior center program</p>	<p>10 / 36 DFTA</p>	<p><b>Funding for a new senior center program</b></p>	<p><i>Engage in reimagining an RFP for senior centers. The population of persons 65 years old and up in CD14 has increased from 10% in 2010 to 17% in 2021.</i></p>
<p>Animal and pest control requests including reducing rat and mosquito populations</p>	<p>11 / 36 DOHMH</p>	<p><b>Animal and pest control requests including reducing rat and mosquito populations</b></p>	<p><i>Rodent complaints have risen throughout the city, While DOHMH continues to increase the number of inspections performed annually, these efforts are outpaced by conditions contributing to rodent infestations. DOT's Open Streets for restaurant policy, DOB's abatement rules for construction sites should have better storage and collection policies. DSNY should be better equipped to address illegal drop offs and dumping. A better public education plan so that people understand the downside of feeding feral cats and birds is needed.</i></p>
<p>Other foster care</p>	<p>12 / 36</p>	<p><b>Other foster care</b></p>	<p><i>When asked by survey to rank public</i></p>

and child welfare requests	ACS	<b>and child welfare requests</b>	<i>safety priorities, 85% of respondents ranked support for cure violence groups, number one. ACS's Division of Youth and Family Justice and the efforts to support violence disrupters programs and organizations is a high priority from a youth service and a public safety perspective. There are several programs that ACS has introduced or grown in recent years. CD14 organizations have applied to the RFP for Family Enrichment Program. We hope they will be awarded. As for foster care and casework, the agency has made positive strides in reducing caseloads and fostered youth is at an all-time low.</i>
Provide, expand, or enhance the Summer Youth Employment Program	13 / 36 DYCD	<b>Provide, expand, or enhance the Summer Youth Employment Program</b>	<i>According to our Youth Conference attendees survey, the biggest draw for the 500 youth who attended out annual conference was jobs. It is imperative that DYCD jobs programs be expanded and dependably funded. Additional focus on building capacity at the CBO level to expand programming into underserved communities is imperative. Cure violence programs depend on significant alternatives. DYCD is poised to support new models of curing violence and expanding opportunities for future leaders.</i>
Hire additional crossing guards	14 / 36 NYPD	<b>Hire additional crossing guards</b>	<i>Additional crossing guards is an ever increasing request. New schools have opened, new developments are in the pipeline. The Community Board defers to the Police Precinct to assign additional crossing guards to new locations. It is our understanding that these positions are difficult to fill. Therefore, we request that the city demonstrates that it cares about student safety by either increasing pay to meet the labor pool or by posting NYPD or Traffic officers to augment the crossing guard labor pool as it stands. Funding should also cover substitute crossing guards so that intersections are not without this important safety measure when a crossing guard is out for any period of time. In the past NYPD would fill a vacant position with a police officer until the crossing guard returned or the spot was filled. This practice should be reinstated.</i>
Provide more firefighters or	15 / 36 FDNY	<b>Provide more firefighters or</b>	<i>Fund adequate new firefighter, Marshall, EMS and inspector hires. Given the pace</i>



EMS workers

**EMS workers**

*of development and the density that is adding to our community, it is imperative that we ensure that staffing remain optimal and that the addition of a 5th firefight on the truck is expanded to firehouses serving our community. The number of firefighters fully trained for all inspections should be at 100%.*

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Lifeguard training and management

16 / 36  
FDNY

**Expand funding for fire prevention and life safety initiatives**

*The City should transfer the responsibility for lifeguard training and management from the Dept of Parks and Recreation to FDNY. These jobs are life safety initiatives and could provide a pathway to career emergency services. This is a proposal that was studied by IBO and is supported by some councilmembers. In addition, FDNY personnel should be able to "moonlight" as lifeguards. This was a practice in the past that the city paused for budgetary reasons. Fund the payroll to ensure public safety at city beaches.*

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Clean catch basins

17 / 36  
DEP

**Clean catch basins**

*There are several locations in the district that flood chronically that have all been brought to DEP's attention. It seems that the issues can only be resolved with capital investments and that is the second highest request on CB14 capital list. In the meantime, catch basin cleaning and maintenance, courtesy flushes, rain barrels, backflow valve education, and other short term mitigation strategies are needed.*

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Other cleaning requests

18 / 36  
DSNY

**Other cleaning requests**

*Please restore MLP in the baseline budget. There are 5 overlapping council members in CD14. Those overlaps vary in size and the council members vary in their willingness to give council member allocations back to city agencies, and that's understandable. These funds are supposed to supplement, not supplant agency responsibility. There are 1200 road segments in CD 14. Given the number of dead ends, overpasses, and road bridges, cleaning is a persistent need. The evisceration of MLP was ill advised. Asking council members to refund DSNY with Clean NYC or reso funds does not ensure equal distribution of services across the district and is financially inefficient. Baseline services should come from the baseline budget. Restore full funding for MLP so the*

*district can be cleaned efficiently and equitably.*

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Increase enforcement of street vending	19 / 36 DSNY	<b>Increase enforcement of street vending</b>	<i>The addition of vendor enforcement has not been adequately resourced. There are not enough San Police and they don't cover specific areas. There is not a transparent reporting system in place. The problem has only exacerbated since shifting enforcement to DSNY. This is a failed policy and while it's in these budget priorities, it might not be a good idea to continue funding a failed policy. This one needs a paradigm shift that is balanced with fair permitting for vendors. That would take interagency coordination. As of now, we have chronic locations that are expanding and ironically creating litter and other sanitation issues.</i>
Provide or expand NYC organics collection program	20 / 36 DSNY	<b>Provide or expand NYC organics collection program</b>	<i>Reinstate community compost sites to complement once-a-week curbside collection.</i>
Targeted enforcement	21 / 36 DSNY	<b>Increase enforcement of illegal dumping laws</b>	<i>The drop down menu on this report platform lists 10 "increase enforcement" options. This board is loathe to ask for more enforcement when DSNY demonstrates an inability to aim violations at the actual offender. DSNY is failing to enforce vendor rules but then penalizes brick and mortar businesses by serving violations for the litter that vendors left behind. DSNY has not restored MLP and then issues violations to homeowners who are victims of illegal drop offs. DSNY went on a ticket writing blitz and wrote tickets for early set out at 7:30 on Fridays in a Jewish Orthodox community. We don't want more enforcement, we want appropriately targeted enforcement. An increase in cameras at locations where chronic drop offs occur, is a good place to start. An increase in stakeouts, would be helpful. The ability to open bags and increase according to addressed contents within, might help as well. These approaches seem more likely to mitigate the behavior of offenders in a manner that is more targeted than gimmicky "hall of shame" photos that only show us where but not who.</i>

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Commercial containers	22 / 36 DSNY	<b>Provide more on-street trash cans and recycling containers</b>	<i>DSNY should not expect BIDs to pay for containers. BIDs were created to supplement, not supplant city services. If DSNY is going to mandate containers, they should be provided in the same way corner baskets were provided. Please don't pass this responsibility off to elected officials either. This is DSNY's program and should be in DSNY's baseline budget.</i>
Provide more housing for extremely low and low income households	23 / 36 HPD	<b>Provide more housing for extremely low and low income households</b>	<i>Ensuring that there is affordable housing for CD14's community members at lower strata of the AMI, for seniors and those in need of supportive housing rely on HPD fully implementing Housing Our Neighbors and all components of the Housing Blueprint plan including fighting tenant harassment. These programs seem to be falling short. Our community is left vulnerable to HPD's inability to increase agency headcount and thus capacity. Interagency coordination should be put into place such that DOB will not issue permits in buildings with HPD violations unless needed to address those very violations.</i>
Provide, expand, or enhance programs for housing inspections to correct code violations	24 / 36 HPD	<b>Provide, expand, or enhance programs for housing inspections to correct code violations</b>	<i>CD14 has one of the highest serious housing code violations per 1000 units of housing in the city and it is getting worse. HPD must be granted enforcement authority that makes a difference. Inspector training and technology, fully implementing Housing Our Neighbors and all components of the Housing Blueprint plan and fighting tenant harassment are all programs that seem to be falling short. Our community is left vulnerable to HPD's inability to increase agency capacity. Interagency coordination should be put into place such that DOB will not issue permits in buildings with HPD violations unless needed to address those very violations.</i>
Address illegal conversions and uses of buildings	25 / 36 DOB	<b>Address illegal conversions and uses of buildings</b>	<i>There is need for more DOB action on illegal conversions in what would be single family homes and in multifamily buildings. Enforcement on illegal curb cuts and parking pads would move the city toward carbon neutrality. Rather than using the tools we have, there is a new zoning text amendment. Short term rentals are not enforced. Some air bnbs have been reported in the already scarce</i>

Assign additional building inspectors (including expanding training programs)	26 / 36 DOB	<b>Assign additional building inspectors (including expanding training programs)</b>	<i>DOB is operating with a 15% deficit in human resources. Many of these unfulfilled positions are inspectors. With the continued growing rate of new construction in the district, this is an urgent priority. Too many complaints are closed out due to lack of access while unpermitted work continues to the point of completion. Better timing of inspections, additional attempts and more detailed follow ups would assist in the ability to enforcement myriad violations.</i>
Provide commercial lease support for business owners	27 / 36 SBS	<b>Provide commercial lease support for business owners</b>	<i>Supporting venues that generate social capital and drive economic development is key to post pandemic recovery. Kings Theater was an EDC project that is owned and managed by a private entity and is a for profit enterprise. The city then enacted several policy decisions in the area that undermined the original multi-million-dollar investment in the theater as an economic driver.</i>
Other expense budget request for DOT	28 / 36 DOT	<b>Other expense budget request for DOT</b>	<i>New York City must recognize ownership of the Plaza. The clearest solution we see is for Newkirk Plaza to become a formal participant in the DOT's Pedestrian Plaza Program. The City's inability to determine jurisdiction over Newkirk Plaza has left several chronic issues unresolved, including a serious rodent infestation, sanitation maintenance concerns, disrepair of the brick plaza surface, and growing street homelessness challenges. The New York City Police Department, the Department of Sanitation, the Department of Buildings, and the Department of Health and Mental Hygiene, have all been called upon to deal with myriad issues on the Plaza. Many community stakeholders, including business owners, civic and community-based organizations, and local government entities, continue to struggle</i>
Address traffic congestion	29 / 36 DOT	<b>Address traffic congestion</b>	<i>The need to address freight mobility, including trucking, waterways, light rail and last mile trucking concerns are increasingly urgent. A review of truck routes is a task that DOT has started and stopped over the years. In CD 14 Caton</i>

*Avenue to Linden Blvd is a truck route. Just south of Caton is Church Avenue - also a truck route. Traffic is gridlocked on Caton nearly endlessly in both directions. There is an express bus lane has been added to Church Avenue, eliminating truck delivery windows. These conditions have pushed more traffic onto sidestreets. The proliferation of 53' trucks on our streets is dangerous testament to the city's inability to coordinate interagency issues. We have turned to DOT, NYPD, and NYS DOT for relief, to no avail.*

Forestry services, including street tree maintenance	30 / 36 DPR	<b>Forestry services, including street tree maintenance</b>	<i>Flatbush and Midwood boast 11,237 street trees, including 121 different species according to DPR's census. Argyle Road is considered the "leafiest" in Brooklyn. A more robust pruning cycle is still necessary. Requests for emergency pruning and fallen branches are increasing in the District. Fallen limbs, branches and entire trees too often were reported for pruning but not addressed. Paying claims instead of service is poor policy. DPR needs a better funded and more robust contracting practice in addition to an increase in the budget to bring the work in house.</i>
Plant new street trees	31 / 36 DPR	<b>Plant new street trees</b>	<i>There is a lack of enforcement when it comes to developers and planting requirements. Elected officials have used reso funds to plant trees where it was a developers responsibility. Where planting is the city's responsibility it should be properly funded and then adequately pruned.</i>
Community Tree Pruning	32 / 36 DPR	<b>Forestry services, including street tree maintenance</b>	<i>While DPR struggles to build enough capacity to address tree pruning needs, there should be an effort to better coordinate the Community Tree Pruners program. Reportedly, residents who would like to become qualified to become tree pruners, cannot get into the program. If DPR doesn't have the capacity to accept help expanding capacity, that's a real problem!</i>
Provide more community board staff	33 / 36 OMB	<b>Provide more community board staff</b>	<i>Every year we manage hundreds of service delivery requests, a youth conference, a nonprofit roundtable. We've added a lunch and learn series,</i>

and a YLC. Increasing responsibilities have been assigned and hiring staff and specialists, such as planners, policy analysts, IT assistance, would help to introduce more initiatives and develop longer range projects. As the most local city agency, we give voice to the individuals who make up our communities. To support serving communities equitably, it is imperative that the city fund and provide language access services at the CB level.

Other expense budget request for DCA	34 / 36 DCWP	<b>Other expense budget request for DCA</b>	<i>DCWP is the licensing and main enforcement agency for the sale of tobacco and e-cigarettes. The pace of inspections is slow, and the enforcement mechanisms is inadequate. More stores sell these items without a license than with one. Report of sales to minors and sales of flavored vapes are prevalent. A significant investment must be made in adding and training inspectors. At the state level, OCM is stepping into cannabis enforcement. The Sheriff's office has had impact on some enforcement. NYPD has been marginalized but remains involved where possible. This is an inefficient and ineffective approach.</i>
Extend library hours or expand and enhance library programs	35 / 36 BPL	<b>Extend library hours or expand and enhance library programs</b>	<i>The Community Board supports the continuation and expansion of programs that are so valuable in connecting our community members to literacy and culture. From small children, to teens, adults and older adults, the breadth of library programming is impressive and invaluable. We are grateful that branch managers and program directors are so active with the board and always willing to share and update us regarding new programs and services.</i>
Other expense request	36 / 36 OMB	<b>Other expense request</b>	<i>DCP and OMB - improve DNS and budget process.</i>