

**Community Board Ten Board Meeting Attendance
Norwegian Christian Home
Monday, March 16, 2015 – 7:15 pm**

Board Members Present: 32

Greg Ahl
Elizabeth Amato
Jumana Bishara
Allen Bortnick
Jaynemaric Capetanakis
Kevin Peter Carroll
Shirley Chin
Judith Collins
Doris Cruz
Ida D'Amelio
Donna Mae DePola
Khader El-Yateem
Ann Falutico
Judith Grimaldi
Ronald Gross
Stephen Harrison
Victoria Hervas-Castaneda
Bob Hudock
June Johnson
Habib Joudeh
Brian Kieran
Nikolaos Leonardos
Nick Nikolopoulos
Susan Pulaski
Dean Rasinya
Husam Rimawi
Linda Sarsour
Joanne Seminara
Joseph Sokoloski
Lawrence Stelter
Sandy Vallas
Mary Ann Walsh

Board Members Excused: 15

Paul Cassone
Michael Festa
Barbara Germack
Brian Kaszuba
Katherine Khatari
Stella Kokolis
Rhea McCone
Mary Nolan
Adil Oualim
Mary Quinones
Dilia Schack
Eleanor Schiano
Joseph Shaia
Brian Walsh
Lori Willis

Board Members Absent: 3

Anna DeMetz
Tony Wu
Jonathan Yedin

Ex-Officio:

Councilman Vincent Gentile

COMMUNITY BOARD TEN GUESTS

Date: March 16, 2015 - 7:15 PM

Subject: CB10 Board Meeting - Norwegian Christian Home

PLEASE PROVIDE AS MUCH INFORMATION AS POSSIBLE. THANK YOU.

Name/Address	Phone #	Fax #	E-Mail Address	Organization/Affiliation
Andrew Gounards	718- 802-3795		Agounards@ brooklynbp.ny.gov	BBPO
BOB CASSARA			bob.cassara@VERIZON	Bklyn HPO NET
Hon KEUNG WU	917 399 4777		jatonwu@YAHOO.COM	
Hui Shan Lam	917 519 1398		sandy.lam14@hotmail.com	
Nicholas Chouling	738 927 0297		twinkl@comcast.net	OFFICE OF Assembly member Nick LaRocca
P. Jull	718 757 7081		—————	93rd St Res.
Clare Mazza			Mazza@Freehill.com	
Judge Edwards	347 401- 9764			
Keith Dowd	718 748-0209			93rd St Res
ROSA CASELLA				N/A

COMMUNITY BOARD TEN GUESTS

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Name/Address	Phone #	Fax #	E-Mail Address	Organization/Affiliation
<i>Dino Ferrera</i>				
<i>Julio Quaglian</i>	718) 238-6044		quaglian@ny.senate.gov	Senator Golden
<i>L A Fedura</i>	718 531-5299			
<i>Art Kagan</i>	212-669-7719		akagan@comptroller.nyc.gov	NYC Comptroller Scott Stringer
LINDA ORLANDO 260 65th St 23L	347 385 2010 718 238 9135	718 238 9135	LINDORLANDO@aol.com	
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**COMMUNITY BOARD TEN BOARD MEETING
MARCH 16, 2015 – NORWEGIAN CHRISTIAN HOME
MINUTES**

Vice Chair Cruz called the meeting to order at 7:30 PM and invited Peter Lovett, Deputy Center Manager, Fort Hamilton Senior Center, to lead the Honor of the Pledge.

PUBLIC SESSION

Andrew Gounardes from Borough President Eric Adams' office announced that tomorrow they are celebrating St. Patrick's Day with an 8AM breakfast which is open to the public. One of the honorees is Community Board Ten's Board Member, Kevin Peter Carroll. Next Monday night is the Greek Heritage Celebration, and on Monday, March 30th is a celebration of Women's History Month.

He gave an update regarding the Illegal Conversion Forum which was held at the Knights of Columbus a couple of weeks ago. The Borough President's office is working on a bill with Council Member Gentile and Council Member Jumaane Williams, who is the Chair of the Housing Committee, for a comprehensive approach to illegal conversions, first by creating a new building code violation which comes with a fine of \$15,000 per illegal unit. It would penalize any property owner who creates three or more units illegally. It also expands the criteria by which building inspectors can gain access to buildings so it makes it easier to get a warrant. The fines against the property owner are lienable and these fines would be used toward housing displaced tenants for three months. It takes the financial incentive out of converting the home illegally. So far the response from council members has been very strong. City Council Speaker has been asked to fund a portion of this bill for \$1 Million for the first year.

Finally, Andrew noted that this Wednesday the Bay Ridge Historical Society is holding its first meeting of the season with a presentation on the newest book by Matthew Scarpa on Old Bay Ridge and Ovington Village. The meeting is open to the public and will be held at 7:30 PM at 9000 Shore Road.

Bob Cassara noted the Brooklyn Housing Preservation Alliance held their first Illegal Conversion Town Hall Meeting on February 26th with over 300 people attending. He thanked DM Beckmann who was one of the guest speakers that evening, as well as Marnee Elias-Pavia from Community Board 11, and Jeannine Bardo. A clear message was sent to the City and the agencies that we have had enough and they need to act immediately. A City-wide agency task force is expected to be formed and BHPA would like passage of the legislation Andrew Gounardes spoke about. Also a special court for illegal home conversions needs to be formed that would push through the issuing of the warrants. The character of the community needs to be preserved. No one should have to leave this community that they love due to this problem. People and businesses that play by the rules should not have to compete with those who do not. We need the community to be involved by reporting illegal activities. If you see something, say something. Report it and get a complaint number. Report it to the Community Board and the elected officials. Bob announced that BHPA will march in the St. Patrick's Day Parade and encouraged everyone to attend. There is a proposal about zoning and the Brooklyn Housing Preservation Alliance will be coming out with a statement on that as well. Visit their website at brooklynhpa.com.

June Johnson announced that she is running the 2nd Annual Blood Drive at PS 102 on Thursday, March 26th from 3:00-7:30 PM in memory of her son Mathiew Johnson. The first drive last year was a huge success, with 100 pints of blood collected, compared to a normally successful drive which collects 30-35 pints. Her granddaughters will be manning a table that will be set up with arts and crafts, crayons and markers for children who come with their parents. It will be a celebration. Let's remember every drop counts; blood saves lives.

Larry Morrish, representative for Assesmbly Member Felix Ortiz, said that he met with him and gave him Community Board Ten's Capital & Expense Budget list. He announced that Donna Mae DePola's Resource

Counseling Center is hosting a comedy night on March 31st. Tickets are \$60 and he encouraged everyone to support the center.

Nicholas Chamberas from Assembly Member Malliotakis' office noted that there was a great turnout for the illegal conversion meeting. He noted that Albany is in session and Assembly Member Malliotakis is fighting very hard to increase the Tuition Assistance Program threshold. It is now capped at \$80,000; they would like to see it raised to \$100,000 for a family. He noted that one of her priorities is restoring graduate assistance TAP, which was eliminated for graduate students a few years ago. Finally, he encouraged everyone to go www.thetollsaretoodamnhigh.com to sign the petition.

Allen Bortnick spoke on the Cross Harbor Tunnel, noting there is another suggestion that is practically cost free and can be instituted almost immediately. If we notify the trucking companies and truckers that they can come into New York City from 8:00 PM to 5:00 AM at half cost they are going to jump at the opportunity. One of the tractor trucks coming through pays \$100 every time they hit the toll site. A lot of these companies are paying as much as \$100,000 a year in tolls for a truck. If truckers can save \$50,000 they would be happy to do so. This will mean we will have to set up staging areas before they hit the toll site so they can wait until the 8:00 PM entry, and some similar matching places in the City for those trucks that do not have the ability to unload after midnight. In addition, we could also institute scales at toll sites. Much of the damage to the roads comes from overweight trucks that have violated the carrying regulations. We can also ask that the trucks increase the quality of what they are using to prevent muffler noise from diesel trucks. This would be savings for them, lighten truck loads during the day, and let them have bridges and roads more to themselves at night. This could go in as an alternate suggestion as Option 11, and he hopes the Community Board will go along with the idea and send in two suggestions rather than just one.

Jonathan Viguers from the Mayor's office announced that enrollment for Pre-K opened today and there will be information sessions scheduled in all five boroughs. Pre-K space is needed and he encouraged anyone with any ideas as far as commercial space, back rooms in churches or religious institutions, or any other available places, to please let him or the Community Board know so they can make sure all the kids get into Pre-K this year. BM Johnson asked if the churches will be given a rental fee and was told they will. BM Bortnick noted there was an interesting interview on the radio today regarding Pre-K and the separation of church and state, and asked what activity if any is being involved at his end. Jonathan replied that the Mayor released a new policy a couple of weeks ago that there will be breaks for prayer in Pre-K to allow more institutions to participate. That is the current policy.

Acting Supreme Court Justice Genine Edwards introduced herself and said she will be coming to future meetings.

John Quaglione from Senator Golden's office announced that today the State Assembly passed the Human Trafficking Bill increasing the penalties. Now the Governor has to sign it. He announced an Easter Egg Hunt on April 4th on Shore Road and 79th Street. The Brooklyn Nets are donating prizes and the Brooklyn Library will have the Bookmobile available. They are starting a pothole survey tomorrow with volunteers from Xavarian and Fontbonne patrolling the neighborhood. He encouraged everyone to email him or call the office to report any potholes. Finally he announced the Senator For A Day Essay Contest for 3rd, 4th and 5th grade students. This year the theme is bullying. Anyone interested must submit their essay of no more than 200 words by April 17th.

Vice Chair Cruz asked for a motion from the floor to adopt the amended Agenda. Motion by BM Vallas, seconded by BM Sokoloski. Agenda adopted as amended.

Vice Chair Cruz asked for a motion from the floor to adopt the Minutes from the February 23, 2015 Board Meeting. Motion by BM Harrison, seconded by BM Mary Ann Walsh. Minutes adopted as written.

PUBLIC HEARING

Zoning and Land Use Committee Chair Falutico rendered the Committee report. See attached.

Motion: CB 10 to approve the DCA Renewal Application for an unenclosed sidewalk café with 7 tables and 24 seats at Areo Restaurant Corp., 8420 3rd Avenue; License No. 0858542-DCA. 31 in favor; 1 Opposed – BM Harrison. Motion carried.

Motion: CB 10 to approve the DCA Renewal Application for an unenclosed sidewalk café with 17 tables and 34 seats at Mussels & More Ltd., 510 80th Street, License No. 1360728-DCA. All in favor. Motion carried.

CHAIR'S REPORT

Chair Kieran said he was happy to see we had a full house tonight compared to our last meeting and thanked everyone for coming out. He knows it is not easy for everyone to make time in their busy lives and schedules and he and the community appreciate it. The work we do is appreciated by a lot of people.

DISTRICT MANAGER'S REPORT – See Attached

BM Rasinya asked how long it will take before the Department of Education changes over from Styrofoam trays. DM Beckmann replied that all schools will be using compostable trays by September 15th.

TREASURER'S REPORT – See Attached

COMMITTEE REPORTS

JOINT TRAFFIC AND TRANSPORTATION AND ENVIRONMENTAL COMMITTEES

Traffic and Transportation Committee Chair Capetanakis rendered the Committee report. See attached.

Chair Kieran asked what the Committees' recommendation is and Committee Chair Capetanakis replied it is to cut down the choices from 11 to five and to have more information given to us in Tier 2. When we have that specific information about exactly how this will impact our community, then we will be able to make a better endorsement. We are not the only community board being asked and we do not know what will be coming as the choices they will eventually be looking at from the other boards. The Committees thought this gave us the most options to look at with the benefit of our community in mind.

BM Stelter remarked that no "station" is planned at 10th Avenue, but trains would emerge from the tunnel at a portal near 10th Avenue. Trains would continue across Brooklyn to Queens and beyond, yet some would back into the 65th Street yard to serve the southwest Brooklyn waterfront. BM Seminara asked if our community will have the highest impact of any other community. Committee Chair Capetanakis responded that looking at the different alternatives it does seem that we are going to be the hub of where things start off because they are looking at the 65th Street location. They have also been looking at 51st Street, but it looks like it will be 65th Street and that is whether they use the water alternatives or the tunnel alternatives. These things are so expensive, millions to billions of dollars, and years and years for things to get built. It is something that could potentially change the fabric of the community. Before we have more specific information we cannot endorse anything at this time, but we can ask for more information about two of the water alternatives we felt were most reasonable, and information gathering regarding tunnels because we do not know what the final response will be. If we do not ask for that information about how it will affect our community now, we do not know if we will get it. Again, "no action" is turning into some action based upon the initiatives that are already in place

that will go through. They are not looking at it with these enhancements that are in place. They need to do that to provide us with a full picture. BM Seminara asked if there will be public hearings at some point and was told there would be. After they narrow it down in Tier 2 in the springtime, their time line is in the summer for their recommendation.

DM Beckmann noted that today she received a letter from State Senator Simcha Felder basically requesting that there be a hold off on public comments and no time limit. He asked us to join him. Port Authority is giving us a hard deadline of March 20th to comment on this stage, which is the first EIS. The second one has not yet been funded. This one took several years. They said every letter is required to be responded to.

BM Johnson asked how many trucks they can carry across the harbor with the water solution. Committee Chair Capetanakis replied that right now in their executive summary that we received, there are varying numbers on any of these different options. For example, with no action there is 163 trucks; when you look at the enhanced rail car float it went to 216 truck trips with 1-6 trains. The truck float/truck ferry alternative gave 563 trucks coming in between the 51st Street yard and our yard on 65th Street. Each page for the water alternatives gives different number of trucks and truck trips. The barge water alternatives made sense to them. The other water alternatives load on/load off got even more expensive.

BM Bortnick noted that another thing they brought up was a 300 mile rail trip going up and down back into the City and frankly they poo-pooed that away as 300 miles being too much. Time wise it is only about 6 or 7 hours, and the trains are the cheapest means of transportation available. Committee Chair Capetanakis said the trains go up to near Albany in order to cross the Hudson River. BM Stelter noted the town is Selkirk. He added that the railroad bridge at Poughkeepsie has been converted into a High Line-type park. Committee Chair Capetanakis said that right now it is causing a big diversion of trains to go all the way up towards Albany and all the way back down toward Long Island. They are saying this is inefficient. Chair Kieran said that they lump the 50 counties together and talk just about some of them. They want a response from us. He asked if the Committees are saying they are adopting the no action option. Committee Chair Capetanakis replied that they went through all the alternatives and narrowed it down to five with the no action option. However they do not know if these five will be picked. They will not give us the information until they get to Tier 2. We want to have the most information to make the best recommendation.

BM Harrison commended Committee Chair Capetanakis for doing an unbelievably good job. He thinks this is probably going to be the biggest thing the community has every faced, and that BM Seminara asked a very good question about how much this will affect our community. There is no question because we have the entrance way at 65th Street and we have the rail right of way to Long Island and upstate. We are ground zero for this entire thing. That is 58 counties that will be depending on this community. He thinks we have a special relationship, much more so than someone in Staten Island or Queens. He pointed out that it is something we have to keep a sharp eye on.

BM Falutico commended Committee Chair Capetanakis for a really great job. There is no getting away that the tunnel will go under our neighborhood. She feels we have to make it clear that if we are bearing the undue burden we get preferential treatment. She also does not see why the barge location freight and rail terminal have to be one and the same. We need to be hard with them because once they start giving us resolutions it will be harder for us. Committee Chair Capetanakis said she put in her report closure that our community deserves enhancements and improvements for bearing this burden for the Northeast corridor, and we would like this to be part of the criteria for any alternative. We are trying to put that out there so that we are certainly trying to make sure our community is taken care of and that we do not know all the specifics until we get to Tier 2. Once again, it is fact-finding for us.

BM Cruz said it is a very complex proposal that has been around for a long time. One of the most recent proposals is to have almost all of the rail traffic going through Maspeth, and that community had huge opposition and basically stopped the proposal. She read recently after the meeting that Jersey City and Fresh

Pond do not like the proposal. We clearly see that we will bear the burden of this proposal and she wonders if we are being too neutral and not saying enough to protect our community. Maybe all we are saying is that options need to be explored, but this community cannot bear the burden of 54 counties, and she thinks that was the strong feeling at the Committee meeting.

BM Sokoloski said that we are not agreeing to anything in Tier 1; we are just cutting down the options. Committee Chair Capetanakis said that is all we were asked to do. We cut them down to five and are not endorsing one. BM Seminara thinks we should say that explicitly and to add that this community should be compensated in a way that is appropriate because of the burden. In addition to that, it seems that the impact to our community will be greater and we should be given greater weight with regard to infrastructure changes, positioning, and any impact for any construction that has to be done.

BM Rasinya does not know if we will have a bigger burden more than any other county because although everything from the 54 counties comes out here at 10th Avenue it is not getting unloaded. So other counties may be getting the bigger burden. Although everything passes through here it is not like another location where they are unloading freight. Committee Chair Capetanakis said that with no action, we are looking at four trains coming in at 65th Street. As those four trains go along, when they get to Fresh Pond, two trains will go one way, four trains will continue north and six trains will go to Nassau and Suffolk Counties. They would meet at that Fresh Pond yard so the majority of those trains and additional trucks are not going to be at 65th Street. If they are talking about combination alternatives, that will be something that is years in the making and years in the public commentary. Chair Kieran asked if those trains going to other locations have to come through here. Committee Chair Capetanakis said they would come to this depot and we would become the hub. Each of these alternatives has just as many different numbers of trains, etc. so we would like to know what the impact would be with these estimates. We do not know the exact information as far as vibrations; they have not gotten to those specifics. Chair Kieran said we can have some qualifying language now and work on more specifics later.

BM Harrison thinks it is important to look at one more aspect. They are taking all the freight from all over the United States and having it come here. They are going to be funneling it through our community. And yet in 2035, which is the target they used, it is expected that the millions of dollars that will be spent on this will reduce truck traffic by between .1% to 1.6%. Although he considers this to be an extremely important project, when he asked some simple questions like why we do not have a tunnel being planned in Westchester, or why we are not thinking about water borne transportation to southern New Jersey, he does not see the type of planning that is really necessary when we are talking about 2035 reducing truck traffic by .1%. One problem is that we are dealing with Port Authority which only has jurisdiction over a small geographic area. Under the circumstances, he thinks we should be adding something to continue to explore other possibilities and other regional possibilities in order to reduce it a greater percent. He does not call this large thinking.

BM Bortnick echoed BM Harrison and said to Committee Chair Capetanakis that this is one of the clearest and most easily understandable reports we have received in years. He thinks she should be complimented for it. He added that he spoke with Greg Giordano, District Manager of Community Board 5 in Queens, who offered the suggestion that he did, to contact Greg Giordano to see what he thinks and have two people working on this instead of one. As BM Harrison said, .1% alleviation does not necessarily mean that hundreds of millions of dollars should be spent here against tens of millions further north in Westchester or similar location. Chair Kieran said it seems like everyone is of the mind that there should be more consideration, information and discussion. This should not lead us on a path that we cannot change, that we are irrevocably bound by whatever we start out with. The suggestion is nice since it has multiple choices out of the ones they gave us. That is in front of the entire Board now with the recommendation of the Committee. We can act on that fairly easily at this Tier 1 stage. The question is what language would you like to add. If you want to say let's vote on what the Committee voted on and then select language by the entire Board.

BM Stelter recalled that at the meeting he had asked why we cannot have freight trains use the new Tappan Zee Bridge. He was informed that the bridge was designed with provision for commuter rail service, but not for

freight trains. Moreover, the Tappan Zee Bridge is beyond the 25-mile radius of the Statue of Liberty which marks the end of Port Authority jurisdiction.

Chair Kieran said we could probably add that as advisory language that it did not make sense for our community in South Brooklyn, but the question is did anyone call the vote on the Committee's recommendation. Let's take a vote on this recommendation from the Committee. BM Harrison made a motion to add language. He does not want to vote on the recommendation until he knows what language we are putting in. He wants general language to the effect that we are voting on this because we are required to do so. We believe there should be a regional effort in order to solve this problem rather than putting everything basically through this one little funnel in the Bay Ridge area. Chair Kieran said maybe not to abandon alternates in the region even if we go ahead with what is being recommended. Our concerns are what the impact as it stands right now would be for our community and for all of South Brooklyn.

BM Rasinya asked if the MTA is the bigger area. Chair Kieran said they are a larger area with regard to commuter rail, but he does not know how that goes to freight. BM Rasinya suggested asking Port Authority to coordinate more with the MTA to find alternatives. One of the things Port Authority did say when they were talking about moving goods on rail north was that they have to use existing rail lines; they are not building new railroads. So whatever they use has to be existing. Going north on rail gets into a heavily used corridor for passengers and it would put a big question mark on when they could do it, blackout times, because it gets into conflicting with commuter rail lines.

Committee Chair Capetanakis recapped what we had, saying to the extent that Community Board Ten should be compensated with greater input to Tier 2 alternatives. Community Board Ten also asks not to abandon alternatives in the border region and that community enhancements and improvements within Community Board Ten be part of any criteria for alternatives that impact within the bounds of our community. BM Bortnick suggested substituting "must" for "should", and when it comes to asking for something "would you please" does not belong there; "we require." BM Harrison noted that this is the Port Authority's proposal and it bothers him that we are not approaching this from a regional point of view. He thinks we should vote on what we have right now and he has no problem asking if we can recommit something, a different question, to the Traffic and Transportation Committee, which would be to consider whether we could write a letter to the Governors of both New York and New Jersey regionally and bring the point up that it has to be addressed on a regional basis and not just at Port Authority level. Chair Kieran said maybe that could be adopted in a letter to the elected officials who have a say over it; the Commissioners of Port Authority themselves, to the Governors of New Jersey and New York State.

BM Falutico asked if we must observe the March 20th deadline and DM Beckmann replied that we must reply by March 20th or we lose our opportunity to comment. That is a hard fast deadline. BM Johnson asked to call the question. Chair Kieran stated the motion with the language discussed to be worked out for final approval from the Traffic and Transportation Committee Chair. BM Harrison said we will vote on that, but asked if we will have time to compose the letter, and Chair Kieran said we would not be stuck with that deadline but it should be timely.

Motion: CB 10 recommends five choices for study: 1. Railcar Float; 2. Truck Float; 3. Rail Tunnel; 4. Rail Tunnel with Truck Access; and 5. No Action. Further Community Board Ten should be compensated with greater input to Tier 2 alternatives. Community Board Ten also asks not to abandon alternatives in the broader region and that community enhancements and improvements within Community Board Ten be part of any criteria for alternatives that impact within the bounds of our community. All in favor. Motion carried.

TRAFFIC AND TRANSPORTATION COMMITTEE

Traffic and Transportation Committee Chair Capetanakis rendered the Committee report. See attached.

Motion: CB 10 to approve the DDC Proposal for Hylan Boulevard Bus Pads for Select Bus Service, Project ID HWR100PD, at 92nd Street between Fort Hamilton Parkway and Gatling Place and at 4th Avenue between 86th and 87th Streets, with the following requests:

- **if the work could be moved to the summer between May and September because area is heavily congested during school time;**
- **if the bus pads could be painted red to match the other 4th Avenue bus lane upgrades that are due to be painted red.**

All in favor. Motion carried.

COMMUNICATIONS AND PUBLIC RELATIONS COMMITTEE

In the absence of Communications and Public Relations Committee Chair Festa, BM Capetanakis rendered the Committee report. See attached. Chair Kieran noted this item will be amended to an informational report. Discussion followed.

BM Amato pointed out that that plans for the kiosks are for structures that are going to be the same size we had on 3rd Avenue in Bay Ridge. According to the Borough President's office tonight, those kiosks are actually 11' high. She does not think they would fit in. Chair Kieran said that we will have to stay tuned for more information on that. BM Rasinya noted we are having another meeting and maybe we would want some questions to be answered: 1) why are they so high; 2) can they be reduced; 3) we would have to comment on the type of advertising, which should be appropriate for our community. DM Beckmann responded saying we are having another meeting on this issue. The document we have from the Department of Information and Technology lists the height as 114" which is 9.5' at the highest. There will be advertising guidelines. We did not have a representative from DoITT as we had requested, but were assured we would have one at the April meeting.

BM Cruz asked if this is a new model and if we have models from other cities to follow because she thinks there are also some safety issues. DM Beckmann responded that was discussed. BM Amato said there is no other model. Chair Kieran thinks there is information available online, and said we can discuss the heck out of this but you can also attend the meeting.

JOINT ZONING AND LAND USE AND YOUTH SERVICES, EDUCATION, LIBRARIES COMMITTEES

Zoning and Land Use Committee Chair Falutico rendered the Committee report. See attached.

BM Stelter asked if there were any zoning issues and if it is as of right. Committee Chair Falutico responded that there are no zoning issues and it is as of right.

Motion: CB 10 to approve the School Construction Authority proposal for an Early Childhood Pre-K Center at 369 93rd Street, block 6103/lot 43 with 8 classrooms and 144 seats in a three story building subject to:

- 1. immediate and constant rigorous enforcement by all city agencies and departments concerned, to eradicate illegal conditions and uses and all illegal activities which have been persistent at the nearby Prince Hotel and in its vicinity;**
- 2. submission by the School Construction Authority of traffic and pedestrian safety studies addressing neighborhood concerns;**
- 3. submission by the School Construction Authority of building plans to the Community Board, during the early design development phase, in order that the Community Board can offer meaningful input regarding building design.**

All in favor. Motion carried.

ZONING AND LAND USE COMMITTEE

Zoning and Land Use Committee Chair Falutico rendered the Committee report. See attached.

POLICE AND PUBLIC SAFETY COMMITTEE

In Police and Public Safety Committee Chair Willis' absence, BM Vallas rendered the Committee report. See attached.

With regard to the SLA application for Omiya 2015 Inc., a motion was made to support the Committee's recommendation by BM Johnson, seconded by BM Rasinya.

Motion: CB 10 to approve the SLA Wine/Beer Application for Omiya 2015 Inc., 8618 4th Avenue. 31 in favor; 1 recusal – BM Vallas. Motion carried.

With regard to the SLA On Premise application for Go One Sushi, BM Vallas stated that subsequent to the Committee meeting, the District Office received an inquiry from the State Liquor Authority for the On Premise liquor license application for Go One Sushi that was filed on March 3rd. This was totally unexpected as we were under the impression that they would wait to file until after the Board voted on this application. Since we need to respond to the SLA for the application that was filed, he called for a motion from the floor. Motion to deny the application by BM Johnson, seconded by BM Joudeh.

Chair Kieran asked for clarification that the applicant applied after they said they would not apply, and was told that is correct. BM Joudeh thinks we should deny the application until the applicant comes back to the Board. BM Vallas noted that the plans the applicant provided had no changes even though he verbally said he would have changes. The photographs were the exact same photographs from Crown KTV including the furniture. DM Beckmann stated that the applicant also said he would put his request in writing, which he did not do. He did not respond to multiple requests. Since we received the notification from the State Liquor Authority, we must respond now. BM Stelter asked if he submitted a floor plan with the application and BM Vallas replied that the floor plan was exactly the one from Crown KTV.

Motion: CB 10 to disapprove the SLA On Premise Application for Go One Sushi Inc., 848 64th Street. All in favor. Motion carried.

With regard to Chill Corp., after rendering the Committee report BM Vallas noted that subsequent to the meeting the owners of Chill Corp. visited the District Office after the 68th Precinct Community Affairs Officer contacted them about the complaints. The nature of the complaints was explained to them and they offered to make changes to address the issues. Today, March 16th, the neighbors contacted the District Office to advise that the weekend was very quiet and peaceful, and they hope this continues. At this point, we will just wait and see if the adjustments the owners have made remain in place. The District Office will keep the community advised of any updates and/or issues.

OLD BUSINESS

Chair Kieran stated that the additional language for the Cross Harbor Tunnel vote will be added to the Community Board Ten website so people can add and make comments while we still have time. That language is not essential to the whole review process; that will be more for the letter to elected officials and appropriate people. As he thought about it, we should include the MTA as well only because they control that hub at 65th Street no matter what. They are part of it even if the Port Authority is making the suggestion.

BM Bortnick said that he recently learned that if you travel outside of the 911 area, there is another number you can use in an emergency, 112, which goes directly to the State Troopers throughout the country.

NEW BUSINESS

BM Cruz said that we have all been discussing what a horrible winter it has been and suggested we do what neighbors do, residents and businesses. Let's get out there and clean up. This weekend grab a neighbor, grab a broom and spruce up our neighborhood.

BM Rasinya said that his experience throughout the winter with the snow and ice is that the Department of Sanitation did an excellent job. He recommended we send them a nice letter from our district thanking them for doing a great job. Chair Kieran concurred.

A motion was made from the floor to adjourn. With no further business, Chair Kieran adjourned the meeting at 9:30 PM.

ZONING AND LAND USE COMMITTEE

Community Planning Board #10/Brooklyn

March 12th, 2015

ZALUC Committee Meeting was called to order @ 7:10 on Thursday March 12, 2015

At CB10 Office.

A quorum was met.

Two DCA applications were reviewed as follows:

DCA Renewal Application # 1

For an unenclosed sidewalk café for Areo Restaurant Corp. at 8420 3rd Avenue

The cafe consists of 7 tables and 14 seats all along 3rd Avenue with none along the side street.

There are no changes requested. There have been no complaints.

Motion was made to approve this renewal application as submitted.

Seven in favor, one opposed.

DCA Renewal Application #2

For an unenclosed sidewalk café fort Mussels and More Ltd> at ^{510 80 St.} 8420 3rd Avenue

Mussels and More is located on the corner and cafe consists of 17 tables and 34 seats with 5 of the tables on 3rd Avenue and 12 tables on the side street.

There are no changes requested. There have been no complaints.

Motion was made to approve this renewal application as submitted.

All in favor.

Update on Illegal Conversions:

Given the importance of this topic to the committee and neighborhood, the Objective for the Committee at this meeting was to re-group on the topic and plan our continuing efforts against illegal conversions.

The Brooklyn Housing Preservation Alliance, our legislators and others have been also working diligently on this topic.

Two major events took place during the past month:

1. A Town Hall Meeting at the Knights of Columbus (attended by Brian Walsh and Josephine Beckman), was organized by the Brooklyn Housing Preservation Alliance and attracted more than three hundred area residents. It was attended by several NYC agency reps including Tim Hogan, Deputy Commissioner for Enforcement who stated that the DOB plans a multi-agency task force on illegal conversions.
2. Legislative Briefing given by Vincent Gentile at the City Council Offices (attended by Ann Falutico and Josephine Beckman).

Councilman Gentile has already introduced two bills, #0393-2014 which would allow DOB to issue summonses and violations based on externally observable circumstantial evidence of an illegal conversion and # 0439-2014 which would allow revocation of self-certification privileges from architects and engineers whose faulty applicants for permit have resulted in the issuance of a stop work order.

One piece of legislation in process deals with putting mechanisms in place whereby the offending building owners are penalized by making them financially responsible for the relocation costs of the displaced residents.

Another piece of legislation focuses on improving the system by which entry warrants are issued.

ZONING AND LAND USE COMMITTEE

Community Planning Board #10/Brooklyn

March 12th, 2015

A bill being also introduced by Vincent Gentile, together with City Council Committee and Housing Buildings Chair person, Jumanne Williams and with Borough President Eric Adams, will elevate aggravated illegal conversion to a Class 1 DOB/ECB violation and increase fines. The monies collected from the fines would be held in a fund for the purpose of relocating persons ordered to vacate

There are many other fronts on which illegal conversion has come to the forefront and is being highly publicized. Other legislative efforts also in process include a bill being introduced by Senator Marty Golden and Assemblyman Alex Brooke-Krasny which aims to alter the NYC Multiple Dwelling Law such that failure to secure an alteration permit or obtain a Certificate of occupancy from DOB will be classified as a felony offense.

The Committee decided that our best next course of action is to work even more vigorously with the legislators as a sounding board and a helpmate for pending and upcoming bills, since we feel that this area holds the best hope for change.

Meeting was adjourned at 9:30 PM.

Respectfully Submitted:

Ann Falutico

Committee Chair Zoning and Land Use Committee

Committee Members Attending:

Josphine Beckman

Ann Falutico

Ron Gross

Steve Harrison

Brian Kaszuba

Susan Pulaski

MaryAnn Walsh

Brian Walsh

District Manager Report
March 16, 2015

Dear Board Members,

As spring is coming upon us and the winter snow is melting – there is a mess left behind and we have been addressing many quality of life complaints and filed the following

1. **Pot hole or street defects** – 53 locations reported since last Board meeting .. the worst block by far 78th Street between 4th and 5th Avenues and 7th Avenue corridor from 81st Street to Bay Ridge Parkway heading Northbound. There are many locations with multiple cave-ins like 12th Avenue from Bay Ridge Avenue to 72nd Street.
2. **Graffiti complaints** – Cold weather prevents prompt removal of graffiti and the District Office reported 32 unique locations to 311.
3. **Commercial Vehicles Parked overnight** – Over 30 complaints were filed on behalf of residents who have contacted our office – in the residential district of 7th Avenue Northbound from 78th Street to 73rd Street – there are several trucks that have not moved since first complaints received February 23rd. The failure of these commercial vehicles mostly trucks and a tractor trailer to move has created significant quality of life complaints from area residents including garbage strewn about the street and sidewalk near McKinley Park – and alongside the highway. This area is utilized for on street parking by local residents and patrons of local businesses, doctor’s offices and houses of worship. I have conferred with our Sanitation Supervisor who confirmed that the trucks stored along 7th Avenue are also preventing the Department of Sanitation sweepers from getting through for routine cleaning and while summonses are issued weekly by DSNY – the area remains uncleaned. I also outlined the open complaints in a letter to local Precinct Commanding Officer Raymond Festino. I have included the pertinent Administrative Code at the end of this report.

I attended the walk out ceremony for Chief Monaghan, Commanding Officer of Patrol Borough Brooklyn South with Ilene Sacco, 68 Precinct Community Council President, Fran Vella-Marrone, Pres. Dyker Civic, where we had the opportunity to speak with Police Commissioner Bratton and Chief Monaghan and wish him well on his next endeavor as Security Director at the MTA. The new Chief of Patrol Borough Brooklyn South is Steven Powers who comes with an excellent track record of leadership and community relations.

I was also pleased to be the guest speaker at the Dyker Heights Civic Association where I was invited to discuss the Community Board role on the Illegal Conversion issue.

VERRAZANO NARROWS BRIDGE CONSTRUCTION UPDATE

A permanent lane closure will begin on Saturday, March 7 and continue through the summer of 2017 to allow contractors to demolish and replace the existing roadway. During the first phase of work, drivers seeking to access the Brooklyn-bound Belt Parkway ramp from the upper level in the morning must use the left hand lane of the bridge only, which will be a single lane located to the left of the construction work zone. There will be no direct Belt Parkway access from the center lane. Signs will be in place directing drivers into the dedicated lane. For detailed information please refer to our website.

Organic Recycling – The District Office continues to receive complaints from residents living on blocks with schools and the problem of accumulated garbage on the sidewalks. I want to take a moment to explain the change in school collection and its impact on both schools and local blocks. Organics Recycling is a great addition. It commenced several months ago. The rollout of this pilot has meant changes in the way schools sort, collect and place their garbage for collection. The daily pickups are currently limited to organic collection. Paper/ Glass and Metal are 3 days per week. The remaining garbage is picked up on the normal household schedule. The problem is that the Styrofoam trays – are not compostable and are being piled and stored on the sidewalks to wait for regular pick up which is only two days a week. So for a school with 1200 student after 5 days of no collection .. there could be as many as 6000 bagged trays of garbage waiting for collection.(which could be over 100 bags) I met with the DSNY and DOE Reps handling this – and who did reach out to school custodians and staff – but unfortunately – until schools begin using the compostable trays – we will continue to see garbage out on the street for collection for a number of days until it is collected. I did request daily collection of regular garage in the interim – but that request was disapproved. I know that CM Gentile has reached out as well as State Senator Golden – with a goal of improving this hiccup with the rollout of the program and we appreciate your patience.

DYCD Summer Youth Employment Application 2015

The Summer Youth Employment Program (SYEP) provides New York City youth between the ages of 14 and 24 with paid summer employment for up to six weeks in July and August. Participants work in a variety of entry-level jobs. Information will be available on our website. Applications are due no later than April 10, 2015.

The next General Board Meeting will take place on **Monday, April 20^h at the Shore Hill Community Room**
On behalf of the District Office staff and myself I would like to wish all who observe a Happy Easter and Passover..

Respectfully Submitted,



Josephine Beckmann
District Manager

NYC ADC. LAW § 19-170 : NY Code - Section 19-170: Limitation on parking of commercial vehicles

a. When parking is not otherwise restricted, no person shall park a commercial vehicle

in excess of three hours. For purposes of this section, the term commercial vehicle shall mean a motor vehicle designed, maintained, or used primarily for the transportation of property.

b. Notwithstanding the foregoing, no person shall park a commercial vehicle on a residential street from 9 p.m. to 5 a.m. For the purpose of this subdivision, residential streets are defined as those streets, or parts thereof, which are located within a residential district under the zoning resolution. Where a commercial vehicle is parked in violation of

this subdivision, it shall be an affirmative defense to said violation, with the burden of proof on the person who received the summons, that he or she was actively engaged in business at the time the summons was issued at a premises located within three city blocks of where the summons was issued. This subdivision shall not apply to vehicles owned or operated by gas or oil heat suppliers or gas or oil heat systems maintenance companies, the agents or employees, thereof, or any public utility.

c. A violation of this section shall be punishable by the monetary fine authorized for violation of the rules and regulations of the commissioner in paragraph one of subdivision a of section twenty nine hundred and three of the New York City Charter.

d. Any commercial vehicle parked in violation of subdivision a or b of this section shall be subject to impoundment by the department. Any motor vehicle impounded pursuant to the provisions of this subdivision shall not be released until all applicable towing and storage fees have been paid. The commissioner shall be authorized to promulgate regulations concerning the procedure for the impoundment of vehicles.

e. The sanctions and fees provided for in this section shall be in addition to any other sanctions, fees or remedies provided by law or regulation.

TRAFFIC RULES OF THE CITY OF NY
Section 4-08 (k) Special rules for commercial vehicles.

COMMERCIAL VEHICLES (1) Parking of unaltered commercial vehicles prohibited. No person shall stand or park a vehicle with commercial plates in any location unless it has been permanently altered with all seats and rear seat fittings, except the front seats, removed, except that for vehicles designed with a passenger cab and a cargo area separated by a partition, the seating capacity within the cab shall not be considered in determining whether the vehicle is properly altered, and has the name and address of the owner as shown on the registration certificate plainly marked on both sides of the vehicle in letters and numerals not less than three inches in height, in compliance with § 10-127 of the Administrative Code and is also in compliance with paragraph (i) of the definition of commercial vehicle as set forth in §4-01 of these rules.
(2) No standing except trucks loading and unloading. Where a posted sign reads "No Standing Except Trucks Loading and Unloading," no vehicle except a commercial vehicle or a service vehicle as defined in §4-01(b) of these rules, may stand or park in that area,

for the purpose of expeditiously making pickups, deliveries or service calls, and except that in the area from 35th St. to 41st St., Avenue of the Americas to 8th Avenue, inclusive, in the Borough of Manhattan, between the hours of 7 a.m. and 7 p.m., no vehicle except a truck as defined in §4-13(a)(1) of these rules may stand or park for the purpose of expeditiously making pickups, deliveries, or service calls.

(3) Angle standing or parking of commercial vehicles. Commercial vehicles standing or parking in authorized areas shall not be placed at an angle to the curb unless such positioning is essential for loading or unloading and then only for such period of time actually required for such purposes provided that a sufficient space shall be left clear for the passage of a vehicle between the angle-parked vehicle and the center of the street, the opposite curb or a vehicle parked or standing thereat, whichever is closest. In no event shall an angle-parked vehicle occupy more than a parking lane, plus one traffic lane.

(4) Parking of trailers.

(I) No person shall park any trailer or semi-trailer on any street or arterial highway, except while loading or unloading at off-street platforms, unless such trailer or semi-trailer is attached to a motor vehicle capable of towing it. (Ii) Notwithstanding the provisions of paragraph (i) above, where posted signs permit, a trailer or semi-trailer may park while unattached to a motor vehicle capable of towing it on streets in industrial zoned property as defined in the Zoning Resolution. Such trailers or semi-trailers may park for the length of time indicated on the posted signs. An owner of a trailer or semi-trailer parked pursuant to this provision shall protect the streets from damage that may be caused by parking the unattached trailer. All doors located on such trailers or semi-trailers must be locked while the trailers are parked.

(5) Street storage of commercial vehicles prohibited. When parking is not otherwise restricted, no person shall park a commercial vehicle in any area, including a residential area, in excess of three hours.

(6) Nighttime parking of commercial vehicles prohibited. No person shall park a commercial vehicle on a residential street, between the hours of 9 p.m. and 5 a.m. Where a commercial vehicle is parked in violation of this paragraph, it shall be an affirmative defense to said violation, with the burden of proof on the person who received the summons, that he or she was actively engaged in business at the time the summons was issued at a premises located within three city

**COMMUNITY BOARD TEN
TREASURER'S REPORT**

Fiscal Year: July 1, 2014 to June 30, 2015

Budget Appropriation for FY 14	\$206,895.00
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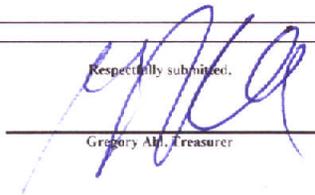
	7/31/14	8/31/14	9/30/14	10/31/14	11/30/14	12/31/14	1/31/15	2/28/15	3/31/15	4/30/15	5/31/15	6/30/15	Y - T - D
DISTRICT MANAGER	\$8,157.36	\$12,236.04	\$8,157.36	\$8,157.36	\$8,157.36	\$8,157.36	\$12,236.04	\$8,157.36					
COMMUNITY COORDINATOR	\$4,931.83	\$7,397.76	\$4,931.84	\$9,963.90	\$5,150.84	\$5,150.84	\$7,726.26	\$5,150.84					
COMMUNITY ASSOCIATE													
COMMUNITY ASSISTANT	\$1,380.50	\$2,071.20	\$1,380.80	\$2,419.93	\$1,445.80	\$1,444.00	\$2,166.00	\$1,444.00					
Total Personal Services	\$14,469.99	\$21,705.00	\$14,470.00	\$20,541.19	\$14,754.00	\$14,752.20	\$22,128.30	\$14,752.20	\$0.00	\$0.00	\$0.00	\$0.00	\$137,572.88

ExpensesCode	Description	7/31/14	8/31/14	9/30/14	10/31/14	11/30/14	12/31/14	1/31/15	2/29/2015	3/31/15	4/30/15	5/31/15	6/30/15	Y - T - D	
19B	Telephone	206.42	203.66	204.84	205.58	201.72	205.29	196.93	193.76						
10X	Intra-City Supplies														
49B	Intra-City Telephone														
100	Supplies & Materials					284.36			595.91						
101	Printing Supplies														
117	Postage														
170	Cleaning Supplies														
199	Data Processing Supplies														
302	Telecomm. Equipment														
314	Office furniture														
315	Office Equipment														
319	Security Equipment	75.00			75.00			75.00							
332	Data Process.Equipment			63.90		421.91									
337	Books														
402	Tel./Communications														
412	Rental/Misc. Equip	44.41	44.41	491.41	193.41	193.41	193.41	193.41	193.41						
417	Advertising														
431	Leasing Misc. Equip														
451	Local travel expenditures			400.00			400.00								
602	Telecomm. Maintenance	28.33	28.33	28.33	28.33	28.32	28.47	28.47	28.47						
613	Office Equip. Maint.														
613	Data Process.Equipment														
615	Printing Supplies														
622	Temporary Services-contractual														
624	Cleaning Services	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00						
698	Iron Security Gate Maintenance														
676	Awning														
Total Other than Personal Services		\$514.16	\$436.40	\$1,348.48	\$662.32	\$1,289.72	\$987.17	\$653.81	\$1,171.55	\$0.00	\$0.00	\$0.00	\$0.00	0.00	\$7,063.61

TOTAL PS AND OTPS EXPENSES	14,984.15	22,141.40	15,818.48	21,203.51	16,043.72	15,739.37	22,782.11	15,923.75	0.00	0.00	0.00	0.00	0.00	144,636.49
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TOTAL UNCOMBERED BUDGET BALANCE														\$62,258.51
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Respectfully submitted,


Gregory Ahl, Treasurer

Traffic and Transportation Report: March 9, 2015

Chair: Jaynemie Capetanakis

Committee Members:

- Elizabeth Amato (excused)
- Jumana Bishara (excused)
- Doris Cruz
- Judith Grimaldi (absent)
- Steve Harrison
- Victoria Hervas-Castaneda
- Brian Kaszuba
- Nick Nikolopoulos
- Dean Rasinya
- Joseph Sokoloski
- Larry Stelter

Environmental Committee:

Chair: Greg Ahl

- Committee Members:
- Allen Bortnick
- Kevin Peter Carroll (excused)
- Ann Falutico
- Bob Hudock (excused)
- Nicolaos Leonardos
- Mary Nolan (excused)
- Adil Oualim
- Dilia Schack (absent)
- Larry Stelter
- Tony Wu (absent)
- Jonathan Yedin (absent)

The Traffic and Transportation Committee met for a Joint meeting with the Environmental Committee on Monday, March 9, 2015 at 7:00 pm.

We were delighted to meet with representatives from the Port Authority of New York and New Jersey on the Cross Harbor Freight Program. We also received a written response to many of the questions we had previously submitted. They once again reviewed that the purpose is to improve freight transportation and how we get goods to this part of the country. Right now, they said everything is "truck centric" because we get about 90% of our goods by truck. The Cross Harbor Program is to look at alternatives, especially if for some reason one of our bridges was not available. They reiterated that there are only 14 days' worth of supplies available at any time in New York City.

They have already narrowed down their list of alternatives from 27 to 14 and now there are 10 for us to consider, plus Option 11, which is called “No Option,” as part of this Tier 1 phase. During this Tier 1 phase, the Port Authority is asking for community input from Brooklyn and Queens to narrow these alternatives down to a smaller list to get to Tier 2. During the Tier 2 phase, this is when they will provide details and more specific community impact.

Discussion included the following:

- Had they considered reducing the daytime truck traffic with overnight truck traffic incentives on the bridges? They had not considered this.
- Looking at the numbers of trucks to be reduced by water or tunnel, although the numbers range between 600 to 5000 truck trips, this translates to .1% up to 1.6% of the truck traffic. While they acknowledged this is not a huge percentage, they believed it was a “dent” in the numbers.
- They also stated that they anticipate all freight would unload closer to the destination and that trucks would be used for the short haul, which would reduce overall truck traffic.
- As to the cost of creating water or tunnel alternative, the Port Authority representative acknowledged that New York City alone cannot pay for this. It may be a combination of public and private funds that is yet to be determined, especially given the cost of tunnel alternatives.
- There would also be some type of cost to ship freight by water or tunnel, but that cost has not been determined in this phase of planning.
- When pressed for more specific information about the 10th Avenue station and how this would look for our community, the Port Authority representative explained that the trains would likely go up to 10th Avenue and then change tracks and back down about one mile to the 65th Street Rail station. No train would be unloaded at 10th Avenue; it would go up that far and then back into the terminal and 65th Street at the water’s edge which would likely be a place to unload freight.
- The plans for the tunnel would also be at such an angle, it would be well below the current rail lines that cross under the Bay Ridge Towers and just emerge at 10th Avenue. However, where they join the 10th Avenue rails and then back down to 65th street was not made clear whether this would pass under the Towers on their return trip to the water’s edge.
- While there would have to be some construction to 10th Avenue for rail beds, tunnels and switches, they don’t anticipate truck traffic there. However, they will look into the impact for noise, vibration, and emissions in Tier 2 phase.
- Committee members also asked about Red Hook, Howland Hook, East New York, and the Bronx as possible locations other than 65th Street. The representatives said they had looked into other possible locations already.

After the representatives left, we went back to our alternatives that are under consideration and reviewed the Port Authority answers to our questions. The fact is that in a Post 9-11 New York City, there is definitely an increased need for alternatives. It’s not something we like to think about, but it is something we need to think about in the event that bridges were not available for trucks to bring goods to the northeast. We also discussed that according to their written responses, we could suggest “as

many alternatives as we deem worthy for further study.” It was also made clear in their reply that “depending on which alternatives advance (to Tier 2), and what design specifications are developed, analysis of these and other environmental effects will be analyzed in greater detail in Tier 2.”

Our joint committees do not feel we can endorse any single alternative until we know more information about how it impacts our area. These more specific plans, revenue analysis, environmental impact, vibrations, impact on the Bay Ridge Towers, impact to 10th Avenue, none of this will be known until they get to investigate a smaller number of alternatives in Tier 2. We are also one of the many community boards across Brooklyn and Queens being asked to respond. We are also aware that Congressman Nadler, who had a representative attend our public session, is in favor of a water alternative with a tunnel also being built. According to the representative, the Mayor is also in favor of a combination of water and tunnel choice, but we did not confirm this with the Mayor’s office. So, our best choice for our community, at this time, is cut down the list of alternatives that are worthy of more discussion and let the experts at the Port Authority provide us the specifics we need to know:

- Looking over the five water choices, two stood out for us:
 - Railcar Float and Truck Float, which present the lowest tech and lowest cost and make the best use of the systems readily available.
- Looking at the five Rail Tunnel Alternatives, we discussed that all showed the same jump in number of trucks to our immediate area, which was about 750 truck trips to 65th street— however, the differences came down to the number of trains or trucks that would meet the freight along the way. The most basic Rail Tunnel would bring about a basic framework that could always be added to, so we agreed we’d like more information about this. The combination of the Rail Tunnel with Truck Access would bring the biggest impact to the northeast with the number of trains and trucks that could join in at later stations along the route and the anticipated impact to our community would remain the same. The Rail Tunnel with Truck access would also allow both trains and trucks to use the tunnel and is modeled on a similar tunnel in Alaska.
- We also went back to “No Action” because the fact is that the float barges at 65th Street are already being upgraded and new trains have been bought for that location. So, there will certainly be an increase to the movement of freight just by doing nothing more than what is already approved from other initiatives. We believe that “no action” has actually been upgraded to “some action” without making any of the higher priced alternatives.

The Joint Committees also concur that our community deserves enhancements and improvements for bearing this burden for the Northeast corridor and we would like this to be part of the criteria for any alternative. Our recommendation at this time is to cut down the choices by half so that they can be further studied in the next phase of planning. Our five choices for study are: 1. Railcar Float; 2. Truck Float; 3. Rail Tunnel; 4. Rail Tunnel with Truck Access; and 5. No Action. Once we can gather more information in Tier 2, then we will make the best recommendation for our members of Community Board 10. So, for now, the Port Authority of New York and New Jersey has some homework to do! We await the information gathered in the Tier 2 Phase.

The Traffic and Transportation committee met to review the following item:

- We discussed the DDC Proposal HWR100PAD. This is the final design for Hylan Boulevard Bus Pads for Select Bus Service stops for the S79. A representative from DDC (Department of Design and Construction) was invited but unable to attend this meeting. As part of the Select Service improvement plans, the MTA wants to replace the bus pads at two stops:
 - 92nd Street and Fort Hamilton Parkway (Across from Imbriale)
 - 4th Avenue and 86th Street

They will remove the asphalt and put a concrete slab. These bus pads come with the Select Bus Service upgrades and the goal is to improve pedestrian access. The proposed work was to be done in the Fall. The committee discussion included:

- To request if the work could be moved to the summer between May and September because area is heavily congested during school time.
- To request if the bus pads could be painted red to match the other 4th Avenue bus lane upgrades that are due to be painted red.
- There was also a question as to why only the two Brooklyn S79 stops were being upgraded at this time.

The committee voted and all were in favor, including that our requests for moving the work and painting the pads red be part of our response.

Respectfully Submitted,



Jaynemarie Capetanakis
March 14, 2015

The Communications and Public Relations Committee met for an informational meeting on Wednesday, March 4, 2015 at the District Office. In attendance were Michael Festa (Chair), Josephine Beckman (District Manager), and members Judy Collins, Kevin Peter Carroll, Jaynemie Capetanakis & Liz Amato.

There was only one item on the agenda for discussion and vote, the introduction of LinkNYC to the five boroughs. LinkNYC is a first-of-its-kind communications network that will bring the fastest available municipal Wi-Fi to millions of New Yorkers and visitors. The five-borough LinkNYC network, which will be funded through advertising revenues will be built at no cost to taxpayers and will generate more than \$500 million in revenue for the City in the next twelve years.

Some details with regard to LinkNYC:

- Advertising Kiosk, 9 feet tall, 3 feet wide
- Non-Advertising Kiosk, 10 feet tall, 11/2 foot wide
- 24/7 “free” Internet access
- Free phone calls anywhere in the United States
- A touchscreen tablet interface to access City Services, directions and more
- Easy access to 911 and 311
- Free charging station for your mobile devices
- Digital displays for advertising and public service announcements
- Secure encrypted network connections
- Maintenance will continue, every two weeks

Construction of the LinkNYC network will begin in mid-2015, and the first kiosk’s will become operational by year-end, with up to 10,000 Links to be installed across the five boroughs. CityBridge has committed to establishing a facility for local production in New York City, and is expected to create 100 to 150 full-time jobs in manufacturing, technology and advertising, plus an estimated 650 support jobs. LinkNYC is the result of a public-private partnership between the Mayor’s Office of Technology and Innovation, the Department of Information Technology and Telecommunications (DoITT) and CityBridge, a New York City-based consortium.

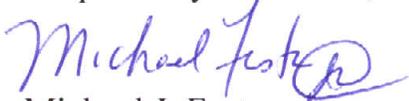
Our District has 58 current pay phones sites that will be replaced by the LinkNYC kiosk’s. These current phones are maintained by their individual companies, and are no longer financially profitable. The contracts for these phones expired on 12/10/14. In early March, Josephine and Dorothy drove by these sites and noted

that of the 58 phones, several were missing, and 10 were double locations (two pay phones). Most were still in working order.

Community Boards have been asked to review the current locations of the existing pay phones, note any changes, and advocate for locations that are not currently covered. Of course, the phones that are missing should be replaced, and the Committee felt that the ten double phones should be replaced by the respective number of LinkNYC kiosks.

The Committee moved that we should provide a written report of the result of our survey of sites, detailing the missing phones, the double locations and ask the DoITT to review these findings and advise the next steps. We would also like to be advised of, and to review and vote, for all future sites of proposed LinkNYC kiosks in the District.

Respectfully submitted,



Michael J. Festa
Chairman

Addendum, 3/13/15:

Josephine met at Borough Hall on March 10 concerning Link NYC. The Borough President is encouraging each Community Board to send their recommendations for placement of the kiosks in their respective districts. In view of this, the Committee will revisit the issue at a meeting set to be held on April 13, inviting representatives from DoITT, Third Avenue Merchants, Fifth Avenue BID, 11th and 13th Avenue Merchant's Associations and the Shore Road Conservancy. The recommendations culminating from this meeting will be sent to Borough Hall for review and consideration.

Joint Meeting
ZONING AND LAND USE COMMITTEE &
YOUTH SERVICES, EDUCATION AND LIBRARIES
Community Planning Board #10/Brooklyn
February 25, 2015

ZALUC Committee Meeting was called to order @ 7:00 PM on Wednesday, February 25th 2015 at the St. Patrick's Parish Auditorium

A quorum was met.

TOPIC

Public Hearing on a proposed site selection by the NYC School Construction Authority for an Early Childhood Pre-K Center at 369 93rd Street. There is a one story medical office building on the 11,000 square foot site, which is located at the north side of 93rd Street between 3rd and 4th Avenues.

The proposal is for a new three story school building with eight classrooms and 144 seats. Such public hearing is mandated by Section 1731 of the NYC School Construction Authority Act which requires that prior to the commencement of new construction or building addition of an educational facility or the acquisition of property for such purpose, the Authority shall provide a copy of the site plan to the city board, the city planning commission, the community school board and the community board of the district in which the facility will be located. In addition, the Authority must provide information on any other sites considered and rationale as to why the alternate sites were not selected.

General Description:

Steve Gonzales and Tammy Rachelson from the NYC School Construction Authority presented the proposed site which has been tentatively selected for the three story Pre-K building. They stressed that this public hearing is solely addressing site selection and not the specific design of the building. However, they did share that the new building will most likely utilize full lot coverage with no parking provide on site. SG also presently statistics indicating the strong need for pre-k seats in our district.

Despite the inclement weather, there were over fifty attendees from the immediate block and surrounding area, many of whom spoke at this hearing. Most of the speakers shared the following concerns:

1. Grave Concern about the location of a school on a block that has suffered a long history of illegal activities, unsafe conditions and serious crime at, near and as a result of the Prince Hotel which is on the same block as the proposed site. The speakers expressed concern for their own safety on the street and in their homes, at night and even in daylight, including street crime, use of weapons, gambling and prostitution's, robbery etc. They felt that subjecting school children to these risks on their way to and from school, and to put them knowingly in such an environment is a mistake.
2. Narrowness of the street and already congested traffic on the block.
3. Pedestrian hazards especially at 4th Avenue
4. Proximity to a concentration of cell towers which could present significant health hazards to children and staff.

Next, Josephine Beckman addressed the public hearing on the topic of the Prince Hotel, summarizing the history of community board actions and efforts regarding any illegal uses and activities at the Prince

Joint Meeting
ZONING AND LAND USE COMMITTEE &
YOUTH SERVICES, EDUCATION AND LIBRARIES
Community Planning Board #10/Brooklyn
February 25, 2015

Hotel. She explained the diligence with which CB10 has attacked these problems and the deep frustration shared with the neighbors, in that, to date, the problems at the Prince Hotel remain unresolved.

Committee Discussions and Motion:

After the public hearing portion of the meeting, the committee members present continued discussion recognizing the need and value of the establishment of pre-k seats in our district but also sharing the neighbors' concerns regarding this site.

Motion to approve the site selection at 369 93rd Street subject to:

1. Immediate and constant rigorous enforcement by all city agencies and departments concerned, to eradicate any illegal conditions and uses and any illegal activity which have been persistent at the nearby Prince Hotel and in its vicinity,
2. Submission by SCA of traffic and pedestrian safety studies addressing neighborhood concerns.
3. Submission by SCA of building plans to the Community Board, during the early design development phase, in order that the Community Board can offer meaningful input regarding building design.

Vote taken, All in favor.

Motion carried

Meeting was adjourned at 9:30 PM.

Respectfully Submitted: 

Ann Falutico

Committee Chair Zoning and Land Use Committee

Committee Members Attending:

Josephine Beckmann

Ann Falutico

Ron Gross

Steve Harrison

Brian Kaszuba

Rhea McCone

Susan Pulaski

Eleanor Schiano

Joanne Seminara

MaryAnn Walsh

Brian Walsh

**POLICE AND PUBLIC SAFETY COMMITTEE
COMMUNITY BOARD 10**

Date/Time: March 5, 2015, 7:00 p.m.

Called to Order: 7:10 p.m.

Place: District Office, 8119 5th Avenue, Brooklyn , NY 11209

Quorum: No (attendance sheet attached)

New SLA Wine/Beer Application for Omiya 2015 Inc.

Premises: 8618 4th Avenue

200 Foot/500 Foot Hearing: n/a

This is a new on premises Wine/Beer application. The applicant appeared via its owner, Mr. Hon Keung Wu, and Mr. Wu's wife. The premises has been operating as a Japanese restaurant at this location, with no adverse history. The reason for the new liquor license application is that new owners are purchasing the assets of the old licensee, and seeking to obtain a new wine/beer license for the purchasing entity. There will be no change in operation or physical configuration of the premises. The hours of operation will be 11am to 11pm, Monday to Friday; 11:30am to 11:30 pm, Saturday, and 11:30 am to 10:30 pm on Sunday. The premises will continue to have only light background music. The C/O permits a maximum of 90 people in occupancy of the interior, and there is no outdoor space. The premises has 11 tables, with 24 seats. The members of the Committee present voted unanimously to approve this application, with one recusal from Committee Member Vallas, who is the landlord of the premises.

New SLA Wine and Beer application for GS Coffee Laboratory

Premises: 6903 3rd Avenue

200 Foot/500 Foot Hearing: n/a

The applicant appeared by its owner, Mr. Don Lee. The premises has been operated for the past year as a café and coffee bar, and has no adverse history. The applicant seeks a beer/wine license including use of the rear yard. The applicant's owner had prepared the application himself, and the application was incomplete. The applicant stated that it would like to adjourn to next month's meeting to supplement its application. Thus, the matter was adjourned, and no vote was taken.

New SLA On Premises application for Go One Sushi Inc.

Premises: 848 64th Street

200 Foot/500 Foot Hearing: no

The applicant appeared via its representative, Mr. Sam Park, its owner, Mr. Qing Guang Gao, its manager, Mr. Danny Boey, and a worker, Sandy. The applicant's original notice stated that it was applying for a beer/wine license, but stated that it is applying for a full liquor license. The presentation was given by the applicant's representative, Mr. Park, and the manager, Mr. Boey, who at times, translated for the owner, Mr. Gao. The new owner found the premises through a broker, and desires to open a sushi restaurant with karaoke at the premises. Many questions were asked by the Committee, and it became apparent that the application was missing a final floor plan, and a security plan. The District Manager summarized the lengthy adverse history of the premises, which had previously been operated under the name Crown KTV, and has a substantial adverse history, which includes revocation of the prior licensee's liquor license. A copy of a summary of the said

**POLICE AND PUBLIC SAFETY COMMITTEE
COMMUNITY BOARD 10**

history is annexed. The persons who appeared on behalf of the applicant seemed somewhat surprised by this history. In light of the many items missing from the applicant's submission, the applicant stated that it would like to adjourn to next month's meeting in order to prepare a more complete submission. Thus, the matter was adjourned and no vote was taken.

Addendum: The District Office received an inquiry from the State Liquor Authority on the application for Go One Sushi On Premise License that was filed on March 3rd. This was totally unexpected, as we were under the impression that they would wait to file until after the Board voted on this application. Since we now need to respond to the SLA for the application that was filed, I call for a motion from the floor.

New Business

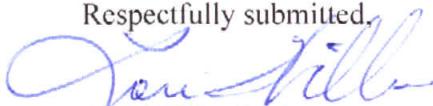
Re: Chill Corp., 7810 5th Avenue

The applicant had appeared for a 3-month review in January, and at that time, while there had been some prior issue, it had been resolved at that juncture. A neighbor of Chill Corp., whose back yard adjoins the rear of Chill Corp.'s premises, appeared to speak on behalf of himself and some of his neighbors, about the noise problem that has arisen. He stated that on Friday and Saturday nights the premises has belly dancing, and loud music and strong, disturbing vibrations from the bass, emanate from the rear of the premises from approximately 10pm to 3am. Two neighbors have called the District Office and there have been 5 recent 311 complaints. The District Manager reported that she reached out to the owners to attempt to resolve the problem, and the problem abated for approximately 2 weeks, and then resumed. The licensee's stipulations state that the premises are to have only background music. The District Manager is following up with the police department in an attempt to resolve the issue. In light of the licensee's refusal to abate the problem after attempts to adjust the matter, and the applicant's violation of its stipulations, the Committee moved to have a letter sent to the SLA advising that the applicant is in violation of its stipulations.

Addendum: Subsequent to the Police and Public Safety Committee meeting, the owners of Chill Corp. visited the District Office after 68 Community Affairs contacted them about the complaints. The nature of the complaints was explained to them and they offered to make changes to address the issues. Today, March 16th, the neighbors contacted the District Office to advise that the weekend was very quiet and peaceful and that they hope this continues. So at this point, we can just wait to see if the adjustments the owner has made remain in place. The District Office will keep the Committee advised of any updates and any future issues will be addressed accordingly.

The Meeting was adjourned at 8:10 p.m.

Respectfully submitted,


Lori Willis, Chair

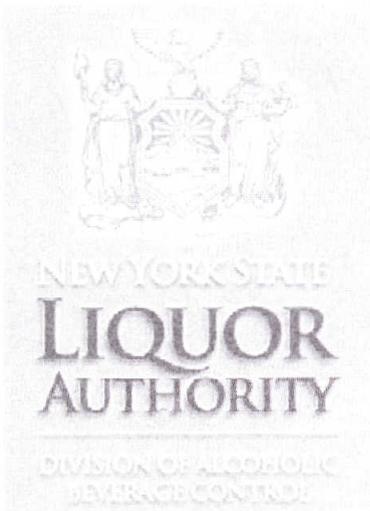
COMMUNITY BOARD TEN GUESTS

Date: March 5, 2015 – Police & Public Safety Committee Meeting

Subject: New SLA Wine/Beer Application – Omiya 2015 Inc., 8618 4th Ave.
New SLA Wine/Beer Application – GS Coffee Laboratory, 6903 3rd Ave.
New SLA Wine/Beer License – Go One Sushi, Inc., 848 64th Street

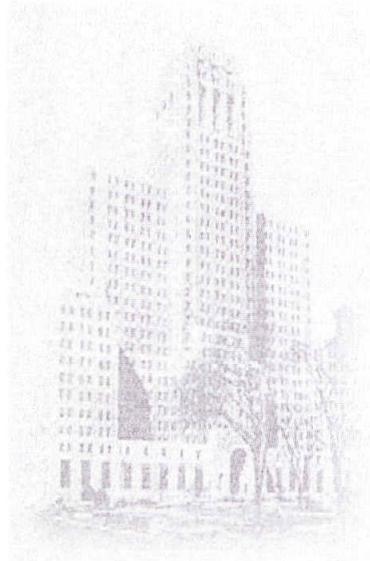
PLEASE PROVIDE AS MUCH INFORMATION AS POSSIBLE. THANK YOU.

Name/Address	Phone #	Fax #	E-Mail Address	Organization/Affiliation
HON KEUNG WU	917 3994777		sandy lam14@hotmail.com	omiya sushi
John Avellaro	917 4595179		John@theowlshead.com	The Owls Head Wine Bar Starbucks Art Walk
Qing Guan Gao	917-361-0609		dacong19@gmail.com	Go One Sushi
Doug Truck	917-273-0866		doug.truck@gmail.com	
Jenny baby	347-1307527		baejcha@gmail.com	Go One Sushi
Lou Park	(917) 939-1400		abali case@gmail.com	
Hui shan Lam	9A-519-1398		shanshan-2004@yahoo.com	omiya sushi



Andrew M. Cuomo, Governor
 Dennis Rosen, Chairman
 Jeanique Greene, Commissioner
 Kevin Kim, Commissioner

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License Information

Serial Number: 1284538
 License Type: ON-PREMISES LIQUOR
 License Status: Pending
 Credit Group: 2
 Filing Date: 03/03/2015
 Effective Date:
 Expiration Date:

Premises Information

Principal's Name:
 Premises Name: GO ONE SUSHI INC
 Trade Name:
 Zone: 1
 Address: 848 64TH ST

 BROOKLYN, NY 11220
 County: KINGS

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STATE LIQUOR AUTHORITY – NEW APPLICATIONS & RENEWALS

<u>Name/Address</u>	<u>Received at CB 10</u>	<u>Status</u>
Maria Louisa Restaurant Inc., d/b/a 101 Restaurant, 343 101 st Street	3/17/15	Renewal Liquor, Wine & Beer
Embers Steakhouse, Inc., 9519 3 rd Avenue	3/27/15	*New Application Liquor, Wine & Beer
Mezeny Inc., d/b/a Meze, 6601 13 th Avenue	4/1/15	Renewal Wine & Beer Only
Brooklyn Pig LLC, d/b/a/ Pig Guy NYC, 8413 3 rd Avenue	4/1/15	*New Application Wine & Beer Only
Chill Corp., d/b/a Chill Bar & Hookah Lounge, 7810 5 th Avenue	4/6/15	*New Application Liquor, Wine & Beer
427 Kings Highway Inc., d/b/a Peppino's, 7708 3 rd Avenue	4/6/15	Renewal Wine & Beer Only

*Has been invited to present application at Police & Public Safety Committee Meeting in April 2015.