

Aviators are put on ice

BY COLIN MIXSON

The Brooklyn Aviators won't be coming back to Floyd Bennett Field, according to the minor league team's head coach.

Coach Rob Miller confirmed fears that the two-year-old hockey squad will be going the way of the Brooklyn Dodgers last week after signing on to lead a new crew of stick men in Georgia.



Miller said he accepted the coaching gig with the Augusta River Hawks after he was told that the A's wouldn't have a third season at the Aviator Sports and Events Center.

"There's no more team in Brooklyn," he said.

Calls to Aviator Sports and Events Center were not returned. Neither were calls to the Federal Hockey League, but the league put out its schedule last Tuesday and the Aviators were not on it.

Whispers of the team's demise began in March, when owner Brian O'Donahue admitted he

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THE FAST AND THE FURIOUS



Photo by Stefano Giovannini

SPEED 2: Speeding is rampant on most major Brooklyn streets - but cops have not been ticketing the problem in Brownstone communities, elected officials say.

Outraged pols: NYPD not ticketing speeders

BY ELI ROSENBERG

Cops in three Brownstone Brooklyn precincts ticketed just two speeding motorists for the second straight month - a disturbing trend that could cost pedestrians their lives, politicians fear.

Officers in Park Slope's 78th Precinct did not issue a single speeding ticket in June - echoing their approach to speeding enforcement in May, records indicate. Cops at the 77th Precinct in Prospect Heights and Crown Heights followed suit, giving out no speeding tickets last month after issuing just one over the previous 30 days, while police at Fort Greene and Clinton Hill's 88th Precinct ticketed two speeding motorists - up from one in May.

Elected officials say the stats show a frightening policy of inaction.

"The reason why so many ghost bikes are in our neighborhood is that they're a symbol of all

Continued on Page 10

Shore needs a fix

BY WILL BREDDERMAN

Coney Island's faithful are lashing out against the owner of the historic Shore Theater, claiming he has turned a seashore gem into a urine-soaked home for rats and vagrants.

"It is a disgrace," said Dick Zigun, founder of Coney Island USA who led the suc-

cessful effort to landmark the 87-year-old theater, where Jerry Lewis once played. "The fact that [it] has homeless people living under it and urinating on it does not help the image of the new Coney Island at all."

Zigun says that Shore Theater owner Horace Bull-

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Photo by Bess Adler

FOAM HOME: This energy-efficient Park Slope row house has a weird coating.

Slope's 'foamstone' home

BY ELI ROSENBERG

It's not brown and it's not made of stone, but a foam-made Park Place abode merges classic brownstone looks with green Park Slope sensibilities, according to its owner and designer.

Other than its gray hue, the newly renovated home near the corner of Fifth

Avenue looks like a typical Slope row house from the outside - but the foam-sheathed edifice is actually the city's first example of a new environmentally sound style of design intended to reduce energy consumption by nearly 70 percent.

"When we started the renovation, the actual

brownstone face veneer was falling apart," said Julie Torres Moskowitz, the Williamsburg-based architectural designer behind the project. "Rather than use epoxy and spend all this time fixing this thing that was destroyed, we went with this foam fa-

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Evictees: The city is booting us from boro



EVICTED: Carlos Barrera is angry the city is kicking him out of his home on Albee Square to make way for a parking garage and park combo.

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BY NATALIE O'NEILL
Tenants at one of Downtown's last rent-stabilized buildings say they aren't just getting evicted — they're getting kicked out of Brooklyn.

Low-income residents of a brick tenement on Albee Square between Wiloughby and Fulton streets claim they received city-stamped letters reneging on a promise to provide nearby housing after the city made plans to demolish their home and build a small park and a parking lot in its place.

Dozens of tenants found out the city will place them into far-away areas of the Bronx and Manhattan — even though the Department of Housing Preservation and Development agreed to give them “comparable housing,” after it acquired the five-story building using eminent domain, activists and residents say.

The agency has not provided any living options in the neighborhood, let alone the borough, said Carlos Barrera, who has lived there for decades. “It's terrible,” Barrera

said. “I feel like my hands are tied behind my back.”

He said the city last month offered him a new rental in the Tremont section of the Bronx — roughly a 90-minute commute by train and more than 15 miles from his doorstep.

Far-away living options such as that uproot families and make it hard for tenants to hold down jobs and keep their children enrolled in Brooklyn schools, residents say.

Instead, many residents are asking for dibs on units at the nearby Ingersoll and Walt Whitman houses in Fort Greene, where there are ample available units — more than 800, according to a 2010 report by the Local.

Activists say it's only fair.

“These tenants have roots here — it's a major concern,” said Lorena Walter of Families United for Racial and Economic Equality.

Plans to demolish the crumbling, five-story building emerged in 2009, when the city secured the structure to make room for the proposed Willoughby

Square Park and a 700-space subterranean parking lot. The city has since helped some residents of the building, which once housed 40 families, find affordable housing in the Lower East Side while it arranged the construction of the triangle-shaped park, which is intended to “encourage development” in the neighborhood.

Relocation letters arrived after residents and social justice activists for years claimed that the city let the building become a dilapidated slum house, complete with collapsed roofs, shoddy electricity, and broken plumbing. And as the city started warning dwellers about their pending evictions, homeless people began squatting there illegally, according to residents.

Eric Bederman, a spokesman for the Department of Housing Preservation and Development, did not return a call and an e-mail by press time seeking comment — but Downtown developers defended the city's project, saying it will ultimately be great for the neighborhood.

Community Newspaper Group/Natalie O'Neill

Bye-bye bollards! Controversial concrete coffins yanked from street

BY ALFRED NG

The Atlantic Terminal's sidewalk "sarcophagi" have been relegated to the land of the dead.

Workers ripped out controversial granite bollards that obstructed the plaza in front of the Long Island Rail Road station on July 24 to make room for newer, sleeker car-blockers promised by the Metropolitan Transportation Authority.

The gigantic rectangular boulders, which critics claim resembled Egyptian tombs, were designed to prevent vehicles from ramming into Atlantic Terminal. But the sizable security structures also blocked commuters in front of the busy station — adding ire to eyesore.

And their removal couldn't have come soon enough, straphangers said.



ROCKS GONE: Construction workers ripped out the giant granite bollards that blocked pedestrian walkways in front of Atlantic Terminal since a 2010 renovation.

"If something practical comes along, like a bench, that'd be great," said passerby Robert Entrekin.

Transit officials installed the huge bollards after renovating the station in 2010 — and defended their outlandish scale by claiming they met safety standards mandated by police.

But the over-sized stones actually exceeded NYPD guidelines by at least two feet in height — and transit officials eventually agreed with commuters and counter-terrorism experts who said they had to go.

MTA officials planned to tear out the over-sized blocks in February, but pushed back the demolition until this week.

The bollards didn't win over many fans at first — but some Brooklynites had grown accustomed to the barricades.

"Where am I going to eat my sandwich now?" asked a disappointed sandwich-toting passerby.



File photo by Tom Callan

GIVEN THE BOOT: Long Island College Hospital laid off workers last Friday.

Massive medical cuts at LICH

BY DANIELLE FURFARO

Long Island College Hospital laid off 150 employees last Friday in a major bloodletting at the ailing medical institution.

The University Hospital of Brooklyn at LICH — a newly restructured hospital that merged with SUNY Downstate Medical Center last year — gave 30 days notice to the terminated workers, according to spokeswoman Zipporah Dvash.

The terminations are the result of "serious financial pressure" afflicting the Hicks Street hospital, according to Dr. Ian Taylor, officer-in-charge of SUNY Downstate Medical Center.

"While the precarious financial situation has forced these difficult decisions, I remain confident we will continue to provide outstanding care to our patients, education to our students, and commitment to our research and surrounding communities throughout this process," Taylor said in a statement.

The layoffs are scattered throughout the cash-strapped medical center's departments, and some workers received severance while others did not, according to a hospital source who

spoke to this newspaper on the condition of anonymity.

The insider said LICH, which now has more than 300 beds, is planning to downsize to a 220-bed facility.

Floors will close, but none of the hospital's departments are slated to be shuttered, according to the source.

The hospital workforce was crushed by the news.

"It's really sad — these are people's jobs and it happened so suddenly," hospital volunteer Shatoya Saunders said last Friday.

The merger with SUNY Downstate was intended to help prop up the beleaguered hospital, which laid off 300 employees and sold properties in an attempt to cut costs and reduce \$170 million in debt it accrued under the oversight of Continuum Health Partners.

In the midst of the merger, the state threatened to withhold \$62 million in funds for LICH and SUNY Downstate — sparking fears the Cobble Hill medical center would close.

Days later, Gov. Cuomo relented and released the grants to the hospitals.

— with Alfred Ng



Photo by Steve Solomonson

Singin' in the rain

Ridge teens Courtney McEvoy and Mariya Abramenko didn't let a little drizzle keep them from having fun during the first night of Third Avenue's Summer Stroll on July 20. The Third Avenue Merchants Association plans to hold two more Summer Strolls, where the busy boulevard is turned into a pedestrian plaza, on Aug. 10 and Aug. 17.

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FREE WIFI



Photo by Stefano Giovannini

EXPAT PRIDE: Vincent Evans, owner of the Park Slope pub the Monro, welcomes patrons to come get their English fix, serving up meat pies and pint specials and carrying a wide selection of British beers.

BKLYN'S BRIT BANDWAGON

Here's how you can cheer for the English

BY SOL PARK

We're all very proud of Michael Phelps and the other Americans heroically competing in sports we don't normally care about, but it wouldn't be the Olympics without cheering guiltlessly for some other country's team.

And this year, with the games back in London for an unprecedented third time, there's no better bandwagon to jump on than Team Great Britain.

Thankfully, Brooklyn's ties with England are deep — and largely based on drinking.

Expats and Anglophiles alike will flock to bars across the borough to root for athletes they've never heard of in games they don't understand, said Jennifer Colbert, co-owner of the Bay Ridge's beloved English, and well, Welsh bar Longbow Pub & Pantry.

"Last Olympics, curling was the big thing," said Colbert, who will let bar patrons choose which events to watch.

"People were really into bobsledding, too — sometimes you can't predict what will capture people's imaginations," he said.

For the Brit pack, the biggest event of the year will likely be England's all-encompassing passion: football.

"Soccer will be the most watched thing by English patrons," said Vincent Evans, co-owner of Monro Pub in Park Slope, who expects bar-goers to be captivated by the Brits' first appearance on the Olympic stage since 1972.

Cycling will come in a close second at Monro Pub after English biker Bradley Wiggins became the first Brit to win the Tour de France last week — a sport-

ing achievement that drew bicycle-loving blokes in the early hours of the day throughout the three-week race.

But don't let all this British nationalism scare you.

The Longbow, Monro Pub, as well as English pubs such as Williamsburg's Gordon Bennett and Park Slope's Black Horse Pub serve plenty of English suds that should keep fans of Team Great Britain and backers of Team USA in good spirits, no matter who medals.

Longbow Pub & Pantry (7316 Third Ave., between 73rd and 74th streets), Monro Pub (481 Fifth Ave., between 11th and 12th streets), Gordon Bennett (109 S. Sixth St., between Bedford Avenue and Berry Street), and Black Horse Pub (568 Fifth Ave., between 15th and 16th streets).

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New spots on Atlantic

Finding a parking space just got a whole lot easier

BY DANIELLE FURFARO

Atlantic Avenue will become a parking paradise that's easier for pedestrians to cross, say Boerum Hill neighbors and merchants who convinced the city to ease no-standing regulations on the busy roadway after nearly two decades.

The Department of Transportation finally agreed to remove signs barring parking during rush hour from the south side of Atlantic Avenue — freeing up about 100 new parking spaces between Smith Street and Third Avenue by converting a section of asphalt that was a part-time moving lane into a parking-only path.

Business owners are rejoicing, saying the years of watching their weekday patrons rush out to beat the tow trucks that began circling in the afternoon were maddening.

"Everyone was getting towed," said Yip Mark, a restorer at Circa Antiques. "Exactly at 4 pm, the tow trucks were out there waiting."

And supporters of the plan say it will also help pedestrians by reducing the number of lanes walkers must cross to get to the other side of one of Brooklyn's

most dangerous roads — where 88 percent of motorists exceed the speed limit.

Atlantic Avenue Betterment Association president Sandy Balboza said the removal of the no standing signs caps off a neighborhood movement that was her group's marquee issue when it was founded back in 1994.

"We researched what the biggest issues were affecting the merchants and this was the biggest," said Balboza.

Getting rid of the signs was anything but easy — Balboza said she pressed all possible avenues, but repeatedly met resistance from officials wary of slowing down rush-hour traffic.

But the Department of Transportation eventually changed its tune.

"New York's streets are our front yards and the economic engines of our city," said transportation commissioner Janette Sadik-Khan in a statement. "Our streets need to keep pace with the changes we're seeing in neighborhoods like Boerum Hill."

Supporters of the plan say it won't make traffic any worse on Atlantic Avenue because the old parking regulations never really did what they were intended to anyway.

"There's always someone parked in that lane anyway," said Ashley Thompson, spokeswoman for Councilman Steve Levin (D-Boerum Hill). "It was not a viable lane. So why not just let people park there legally?"

To keep the new parking lane from constricting traffic, transit officials extended the length of green lights for Atlantic Avenue drivers at the corner of Flatbush and Fourth avenues, and barred left turns for eastbound drivers at Smith Street during rush hour and at Bond Street at all times, and for westbound drivers at Hoyt Street at all times.

These changes come just days after the Department of Transportation signed off on a traffic-calming measure that will reduce the speed limit from 30 to 20 miles per hour in the largely residential area bounded by, but not including Smith Street, and Union, Third, and Atlantic avenues.

The "slow zone" approval — which comes two months before the Barclays Center arena opens nearby — is intended to keep drivers from using the neighborhood as a short cut to and from the East River bridges.



STREET DREAMS: Activist Sandy Balboza and merchant Rachel Leibowitz love the new signs that allow rush-hour parking on the south side of Atlantic Avenue in Boerum Hill.

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NINE LIVES VERY WELL LIVED

Monster, the Brooklyn Brewery's beloved mascot and mouser, dies of liver failure

BY DANIELLE FURFARO

Monster, a Brooklyn Brewery mouser whose carefree charm helped him become the beer maker's Williamsburg mascot, passed away on July 23 from liver failure. He was 13.

The beloved feline grew into a fixture for the brewery — and the neighborhood — as the N. 11th Street beer hall transformed from a hangout for dedicated suds nerds to a borough-wide destination for beer lovers and cat lovers of all kinds.

But when Monster came to live at the Brooklyn Brewery as a kitten, there was some concern that he would live up to his name. The brewery had already felt the wrath of Abby, the not-so-nice kitty who had come before him.

However, this Monster couldn't have been sweeter, according to brewery staff.

"Monster was an angel," said communications coordinator Dan D'Ippolito.

Monster's life was very different from that of the average house cat. He had free reign over the entire 5,000-square-foot brewery (except during certain parties when he was locked in an upstairs room), slept on giant bags of barley, and was known by more people than Norm Peterson.

In his years at the brewery, he met tens of thousands of humans, about 1,000 dogs, and untold numbers of unlucky mice.

It was the dogs he liked the least.

"We warned our patrons to put their dogs on a leash," said D'Ippolito. "We would tell them he hates dogs."

Monster knew how to please people — and he knew how to make people please him.



"The morning brewer would feed him and then he'd get fed again — and then happy hour would come around and he'd get food from everyone," said Carla Villa, the brewery's brand manager. "He'd knock over garbage cans if there was tuna in there. Once, he climbed up the side of a brewer to get to his turkey sandwich."

Monster's biggest adventure was when he was catnapped sometime around 2003.

"He liked to walk around outside the brewery and someone thought he was a stray, even though he had a collar," said D'Ippolito. "We put up fliers and he was back in a few days."

The reward was, of course, beer.



CAT NAP: Monster the cat protected the Brooklyn Brewery from mice (left), but he quickly became a Williamsburg mascot famous for lounging on bags of malt (top), and winning over beer lovers with his great looks and cool demeanor (below).



recognizable face.

"It was remarkable to see how much attention he would get," said D'Ippolito. "People would come here just to see him. Or you'd be e-mailing with someone and they'd suddenly attach a picture of Monster for no reason."

By some accounts, Monster was more famous than the mastermind behind Brooklyn Brewery's finest concoctions.

"More people wanted to get their picture taken with Monster than with brewmaster Garrett Oliver," said Villa.

In his later years, Monster grew bony and endured a daily subcutaneous saline drip. Still, he found the energy to make the brewery and its surroundings his own personal hunting grounds.

"The day we pulled all the ivy off the building, he caught three baby birds and ate them all in front of visitors," said Villa. "It was a little gruesome."

Even in his compromised condition, Monster kept his sense of humor, suggesting on his Facebook page that he might throw his hat in the ring for City Council.

On Tuesday afternoon, Monster's Facebook page was flooded with goodbye messages from his legions of fans; dozens of others e-mailed their condolences to the brewery staff.

"I cared about him and I cried when I heard he had died," said Allie Compton, a Brooklyn Brewery fan.

"He was very friendly but also nonchalant and would go on to other people very quickly," said Compton. "I have a picture of him where I'm trying to play with him and he's looking in the other direction."

Courtesy Brooklyn Brewery

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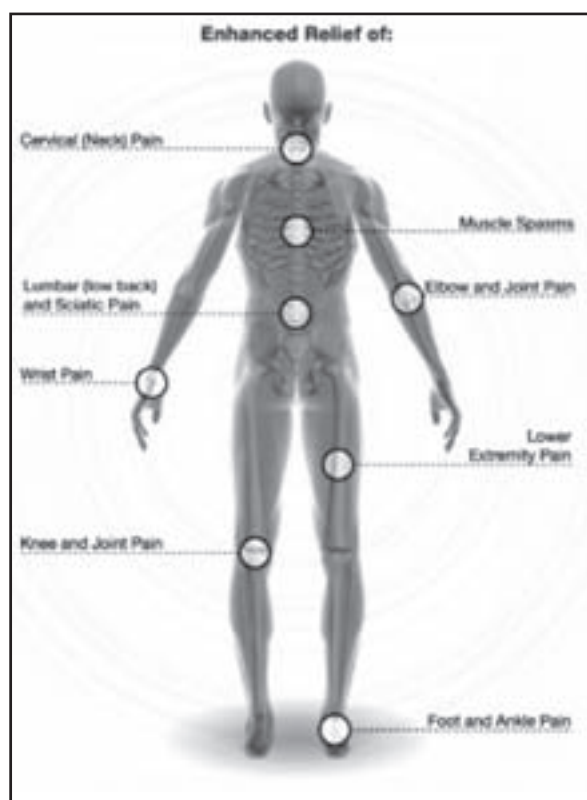
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Sen. Storobin joins failing mosque fight

BY COLIN MIXSON

State Sen. David Storobin has joined the hopeless fight against a mosque being built in Sheepshead Bay — a battle that's been repeatedly quashed in the courts and has left political insiders believing that the newly minted legislator is more concerned with winning votes than helping mosque opponents.

Storobin fired off a letter to Mayor Bloomberg last week, claiming that the house of worship is thumbing its nose at city laws and threatens its neighbors' lives.

"This may pose a danger to public safety," Storobin (R—Brighton Beach) wrote as he bashed the city for allowing work on a house of worship continue.

Yet political insiders say Storobin is using the mosque fight to strengthen his image as a right-wing conservative — something that will help him in the race for a new Midwood district peopled with conservative Orthodox Jews.

"He thinks being further to the right is more helpful to him in getting elected than being for diversity is," said political analyst Hank Sheinkopf. "Will it matter ultimately? No."

Storobin refuted Sheinkopf's allegations, saying he's more interested that the law is being followed.

"I just want to make sure that the concerns of the citizens are answered," he said. "The opposition isn't to who is building it, but to what is being built."

Storobin's letter discussed a variety of issues regarding the Islamic religious center, including the fact that it will accommodate between 200 to 300 people at a time while providing no parking. With prayers occurring five times a day, the mosque could see 1,500 people per day, Storobin claims.

The letter closes with concerns over the mosque's backer, The Muslim Ameri-



Photos by Steve Solomonson



JOINING A LOSING BATTLE:

State Sen. David Storobin (left) is coming to the defense of the Bay People, a Sheepshead Bay community group that has lost repeated attempts to stop the construction of a mosque on Voorhies Avenue (above).

can Society. Storobin said the organization has been the subject of numerous federal investigations due to its alleged support of Hamas and Hezbollah, which are listed as terrorist organizations by the US State Department.

Members of the Bay People — who have been fighting the construction of the mosque since owner Ahmed Alloway bought the single-home property it sits on and have lost numerous court battles to have the project quashed — cheered Storobin's intervention.

"He understands the needs of his neighbors," said Bay People spokesman Victor Benari. "He's strongly against this construction, and against this organization."

Yet Mosque leaders feel that Storobin is risking his political future by backing the Bay People.

"Some [politicians] want to take the risk to please some people in the neighborhood, but it will come back to haunt them," said

Alloway. "Any opposition he faces down the line will bring this up."

Storobin is not the first politician to act on behalf of the Bay People: Borough President Markowitz sent a letter to the mayor in regards to the Sheepshead Bay Mosque, highlighting the group's concerns.

Rep. Bob Turner (R-Sheepshead Bay) also met with members of the Bay People and sent letters asking the Department of Buildings to intercede on the group's behalf, Benari says.

Opponents say that traffic and parking are their driving concerns in demanding that the mosque close, but the tenor of their rallies has been more anti-Islamic rather than anti-congestion.

Neighborhoods protesting the mosque often held signs reading, "Islam not welcome here," "New York is not Islamabad," and "Do not forget 9-11!"

One resident even claimed he was going to "blow up the mosque" if it was built.

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WE'RE UNDER SEIGE

Gardeners: Vandals attack Narrows Botanic Gardens

BY WILL BREDDERMAN

Vandals have attacked a group of flowering trees at the Narrows Botanic Gardens — the second wave of destruction in the last two weeks to hit the southern tip of a green oasis directly across the street from residents who have clashed with the garden's leadership.

Narrows Board of Trustees President Richard Haugland said one of its \$200 magnolia trees near the entrance to the garden at 72nd Street and Shore Road had most of its branches broken off overnight. A few days later, Haugland found that another of the flowering saplings had been girdled — a technique of killing a tree by shearing away a ring of bark around its trunk.

He said the attacks mirrored an incident nearly a year ago when several magnolias were ripped up out of the ground in the exact same section of the park.

"It all seems to be to concentrated in this area, which is kind of suspicious," Haugland said, adding that the destruction was particularly hurtful because the shrubs were planted in remem-

brance of people who have died.

Haugland said that the Garden board has a history of tension with residents of the building on the opposite corner of Shore Road and 72nd Street, who initially helped fund Narrows when it started out in the northern corner of Shore Road Park in 1995. But as the vegetation in the garden grew, Haugland said he started hearing complaints that it interfered with first floor residents' view of the harbor, although Haugland claims most of the obstruction comes from pre-existing trees planted by the Parks Department.

"I've even had some of them come up to me and say they wish the whole place would just be clear-cut," Haugland said.

Narrows trustee and Community Board 10 member Greg Ahl said he has met with the building's tenants to try to come to an agreement, and had received threats from one particular resident — fellow CB10 member Allen Bortnick — that he would personally destroy the bamboo the Narrows

staff planted on the waterside edge of the garden.

"I couldn't believe it!" Ahl said.

Bortnick confirmed Ahl's story, saying his threat stands, but denied that he or anyone else in his building damaged the magnolias.

"Our only problem is with the bamboo," said Bortnick, claiming that the tall, stalky plant blocks out the seascape worse than the trees or shrubs, even though Bortnick himself lives on the opposite side of the building from the garden, and would have no view of the water either way.

Bortnick argued that the magnolias were most likely targeted because they happen to sit near the entrance of the garden, and that the vandals who stripped the branches off the one tree were probably just taking cuttings for their own gardens.

"They were just marauders who saw what they wanted and took it," Bortnick said, adding that he frequently sees people entering the garden late at night to walk their dogs.



GRIEVED GARDENER: Narrows Botanic Gardens President Richard Haugland cradles a damaged magnolia tree — one of many flowering plants he claims have been attacked by neighborhood vandals in recent weeks.

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Greenpoint boathouse plan adrift

BY DANIELLE FURFARO

A plan to build a North Brooklyn public boathouse has been floating up Newtown Creek without a paddle for nearly a year and a half — and if it doesn't reach shore by 2015 it might be sunk entirely, water lovers fear.

The proposed Greenpoint boathouse navigated the tumultuous currents of governmental approvals last year, getting the go-ahead after protests from the city about the possible health risks associated with recreation on the polluted canal.

But since state authorities signed off on a four-year commitment to give at least \$3 million to build the boathouse to make amends for sully Greenpoint's fetid waterway, there has been no progress in acquiring the much-needed waterfront real estate.

Boaters fear if that cash isn't spent by the time the contract expires in October 2015, it may run dry.

"I'm very concerned with the delays," said Christine Hollowacz, who co-chairs the Green-



FLOATING AN IDEA: A plan to build a public boathouse in Greenpoint (pictured above) would make it easier to kayak on the Newtown Creek (left) — but little progress has been made since the proposal got the go-ahead. Photo by Stefano Giovannini

point Waterfront Association for Parks and Planning.

The City Parks Foundation, which is doling out the state cash, has not yet signed a lease for the boathouse space with the Greenpoint Manufacturing and Design Center, according to

Greenpoint Waterfront Association for Parks and Planning co-chair Dewey Thompson.

The city's Parks Department is also mired in negotiations with the state Department of Environmental Conservation and the site's would-be landlord to

determine who will operate the facility.

"All of the parts are taking longer than anticipated," said Thompson, who has championed the Newtown Creek boathouse project since its earliest stages.

"We're already about a year

and a half into it and not much has happened," he said.

Thompson first introduced the proposal to convert the ground floor of a Manhattan Avenue factory into an 80,000-square-foot boat basin with storage for 40 kayaks and a nautical education center in 2010.

Both the City Parks Foundation and the Greenpoint Manufacturing and Design Center refused to comment on the boathouse's progress or why it is taking so long.

State Assemblyman Joe Lentol (D-Greenpoint) said giving the community access to the waterway was the most important aspect of this project — especially in a neighborhood where other park plans have been put on the backburner due to fiscal mismanagement and bureaucracy.

"It's been so long since we've been in a position to reclaim our river that should be for all the people," said Lentol.

"We were not only denied access, but the water was so damn polluted. I want to get this done as soon as possible."

Tickets

Continued from page 1

the fatalities we have experienced," said Councilwoman Letitia James (D-Fort Greene). "The NYPD needs to get serious about drivers who speed."

The NYPD did not respond to requests for comment, but community leaders were quick to say the department's lack of speed-limit enforcement runs directly contrary to another city campaign: an aggressive anti-speeding initiative by the Department of Transportation that uses billboards, ads, and "slow zones" in hopes of coercing drivers to slow down.

"I don't think that one side of City Hall is communicating with the other," said James. "The NYPD is again on its own in not coordinating with all the other initiatives that are being put forth to address speeding."

Other neighborhood leaders say cops must re-

think their priorities.

"Our precincts need to do more, and residents in the area expect more," said Councilman Steve Levin (D-Downtown), who once used a radar gun to prove that 88 percent of Atlantic Avenue motorists exceed the speed limit. "People speed down Atlantic Avenue at many times of the day, especially when there is no traffic. I see it every day from my office."

James and Levin said they asked NYPD brass to address reckless driving at a council hearing on traffic enforcement in February — a meeting where the department admitted it issued nearly twice as many tickets to cyclists as it did to truck drivers in 2011. Both politicians say they are still awaiting an official response.

Cops at the 88th Precinct have only ticketed 18 speeding motorists all year, but the enforcement drought appears to have begun in recent months in Park Slope, Prospect Heights, and Crown Heights.

Data from the first four months of 2012 shows that the 77th and 78th precincts averaged nine and 20 speeding tickets per month until May, when the numbers dropped.

Not that police weren't out there targeting motorists. Cops in the three precincts issued a combined total of 513 tickets to drivers using cellphones behind the wheel in June alone.

Other Brownstone Brooklyn precincts issued slightly more speeding tickets — with cops at Brooklyn Heights, Downtown, and DUMBO's 84th Precinct doling out six in June, and the 76th Precinct, which covers Cobble Hill, Carroll Gardens, and Red Hook, leading the pack with eight.

Pedestrians say drivers are treating neighborhood streets like a speedway.

"It's scary around here — people drive like they're on a highway," said Fort Greene mom Nancy Fin-

Foamstone

Continued from page 1

cade."

"It looks just like a brownstone, but the cornice is fiberglass not wood — and it's super energy efficient," said Moskowitz, whose Fabrica718 firm oversaw the eco-friendly rehab of the building, dubbed "Tighthouse."

At the behest of the property owner, Moskowitz retrofitted the home with an expanded polystyrene foam facade around its brick bones that helped it adhere to rigorous international standards for energy efficiency that qualify the home as a New York City's first certified "passive house."

The foam facade — coupled with a complete foam lining on the interior, solar panels, and methodically planned air ventilation — improves insulation and reduces heating needs alone by 90 percent, Moskowitz said.

Brownstones, which

have brick interiors and facades made from a type of sandstone, have long been a status symbol in Brooklyn — but Moskowitz says the aging buildings are costly to repair and not particularly energy efficient.

The owner of the foamstone, a sculptor who purchased it in bad shape in 2009, said making the building as close to energy neutral as possible was his goal.

"From an environmental standpoint, there's only so many resources in the world and from the financial side — I'm going to have almost no energy bill," said the owner, who agreed to speak on the condition that only his first name, Justin, appears in this article.

Other environmental bells and whistles built into the house include eight exterior rainwater collection barrels, twelve solar panels for hot water and electricity needs, and thick triple-pane glass casement windows that open like doors.

There's no gas service to the home — which Justin

plans to move into with his wife and children at the end of the summer.

Despite its green amenities, some of the home's architectural details have some design purists up in arms.

A group of commentators on the real estate blog Brownstoner lashed out against the foamstone's windows, which don't match the "double-hang" windows typical on brownstones.

Still, the owner says he's got his eye on a bigger picture.

"Is the character of a neighborhood held up that when you knock on a building and it sounds like stone? Or is it held up by a building with quality and integrity that fits aesthetically and looks good?" he said. "We could have dug up more brownstone from the earth and spent resources bringing it here and energy for electric and natural gas, but there are more important questions than worrying about whether a brownstone is made of foam."

Leaking water tower shocks newsroom

BY COLIN MIXSON

NYU-Poly added a new field of study to its engineering curriculum this week — water tower maintenance.

The wooden tank on the roof of the school's MetroTech campus sprang a series of leaks shortly after noon last Friday, sending a shower of water cascading onto the building's roof.

And it couldn't have happened at a better place, school sources say.

"This is a fine engineering school here," said Kathleen Ham-

ilton, director of marketing and communications at the school. "There's nothing we can't fix."

The gushing streams appeared along a horizontal line near the middle of the water tower on the roof of 6 MetroTech Center — and stunned the staff at The Brooklyn Paper's MetroTech newsroom, which is located at eye level with the leaky rooftop cistern, across the way.

Reporters and editors who know nothing about water tower theory and maintenance sprang into action, taking pho-

tos of the rooftop waterfall and frantically Googling for experts in the field.

When sources at the Williamsburg water tower-maker Rosenwach Co. confirmed our suspicions that such tanks are not supposed to emit spouts of water, staff journalists contacted the school.

A representative for NYU-Poly said an issue with a sensor in the reservoir allowed the water level inside to dwindle so much that the wooden tank warped, causing leaks to spring

between the planks.

However, engineers at the school were able to fix the broken sensor and are currently refilling the water tower in the hopes that the wood will warp once again, this time back to its original, water-tight condition, school sources said.

"We fixed the sensor, we're filling it up again, and the wood should expand back to normal," Hamilton said. "It should stop leaking as soon as that happens."

It did, to our surprise.



CNG/Ben Muesig

WATER FALL: Water poured out of a rooftop cistern atop NYU-Poly's campus last Friday.

Pols battle for spotlight after MTA restores bus line

BY WILL BREDDERMAN

Brooklyn's elected officials were tripping over each other in the scrum to take credit for the Metropolitan Transportation Authority's decision to bring the B64 back to Harway Avenue last Thursday — with one pol hijacking another elected official's press conference for an extra few 'atta boys!

State Sen. Marty Golden (R-Bay Ridge), a member of the Metropolitan Transit Authority Capital Review Board, held a press conference at the Ulmer Park Bus Depot on Harway Avenue between Bay 38th Street and 25th Avenue in Bath Beach to announce the victory on Thursday afternoon.

"The petitions, the letters, the rallies, it all worked," said Golden, who called himself a leading advocate for



Community Newspaper Group | Will Bredderman

MEN OF THE HOUR?: State Sen. Marty Golden and Assemblyman Bill Colton both took credit for restoring bus lines.

the B64 — even though those who fought to bring the bus back to Harway Avenue didn't remember seeing him at any of the three community pow-wows calling for the route's return.

But Golden's self-imposed pats on the back be-

gan to smart when Courier Life columnist Carmine Santa Maria, who had written a Big Screecher column demanding that the route be fully restored, and his boss Assemblyman Bill Colton (D-Bensonhurst) crashed Golden's press conference. Golden apprehensively let Santa Maria say a few words, but when Colton asked to speak, Golden flatly refused.

With a handful of aides standing behind him holding up marked-up manila folders reading "Assemblyman Colton Restores B64 Bus Service to Harway Avenue," Colton held an impromptu press conference right in the middle of Golden's event.

"This is a victory for the whole community," Colton said. "It's a new beginning."



Photo by Steve Solomonson

Celebrating a century

Coney Island resident Nannie Harrison celebrated her 100th birthday on July 21 at Gargiulo's Restaurant surrounded by her daughters Beatrice Swinton, Naiomi Johnson, and Virginia Ayala. Johnson said her mom's secret to a long life is simple: "She goes fishing, plays cards, and eats whatever she wants."

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A taxi battle at Kings Plaza Mall

BY COLIN MIXSON

Community leaders are bashing the city's plan to extend a car service's license to operate out of the Kings Plaza shopping center, claiming that the livery cabs clog up the street and put shoppers in jeopardy as they hustle to pick up fares.

The Taxi and Limousine Commission has allowed the Kings Plaza Car Service — which has no relation to the Avenue U shopping mecca — to keep a temporary base at the mall's E. 55th Street entrance for shoppers to arrange pick ups as the livery company renews its license to operate there.

The livery company has been picking up fares at the kiosk since May, 2011, when it joined a city program designed to connect shoppers with car service providers rather than the illegal dollar vans that routinely circle the mall, but Community Board 18 District Manager Dorothy Turano said Kings Plaza Car Service should pack up its bags and leave.

"It's just a bad location," Turano said, noting the car service's E. 55th Street pick up spot. "They cause congestion and they're a danger to pedestrians crossing the street."

CB18 members asked the city to pull the car service out of Kings Plaza in June. Taxi and Limousine Commission spokesman Allan Fromberg said his agency was aware of the board's opposition, yet will



Community Newspaper Group / Colin Mixson

SHOULD IT STAY, OR SHOULD IT GO?: The Kings Plaza Car Service wants to operate out of the Kings Plaza Shopping Center.

still allow the livery cab company to remain where it is as long as the company is renewing its licence.

"We have advised the Kings Plaza Car Service's owner of this and have urged him to work out their issues to the community board's satisfaction," he said.

The owner of the car service said the community's fears are completely unwarranted.

"We're a legitimate car service, we're licensed and insured, with air conditioned cars, and we don't make traffic or anything," said Boris Kovalik. "The Taxi and Limousine Commission and Kings Plaza both said they want us to have a license."

Motorists who routinely roll by Kings Plaza said they aren't bothered by the car service's presence.

"I'm here twice a week and, when I do see them, they're in and out fast," said Mario Galbo. "I never get bothered."



Community Newspaper Group / Colin Mixson

PLAZA PICKUP: The Kings Plaza Car Service routinely picks up and drops off Kings Plaza patrons on E. 55th Street, but members of CB18 say the operation causes traffic.



Photo by Steve Solomonsen

Going for the gold!

Gabriella Kay shows off her trophies following a kids' Olympics event at Aviator Sports and Events Center in Floyd Bennett Field. For more on the fun-filled day, see page 15.

City: No sound wall for Belt Parkway

BY WILL BREDDERMAN

The city has swatted down the hopes of green-thumbed Bay Ridgites who want a sound wall built along their beloved Narrows Botanical Gardens in Shore Road Park.

The Department of Transportation said it would not build a seven-foot barrier gardeners say would protect the green-space from plant pluckers, as well as muffle the constant droning of cars passing on the nearby Belt Parkway.

"It cannot be included in the construction," city officials said, adding that the Department of Transportation only builds noise barriers when realigning highways and widening thruways.

Gardeners were hoping that the city would be able to throw up a sound wall along the lip of the Belt Parkway between 69th Street and McKay Place as it refurbishes a pedestrian bridge at 69th Street.



Photo by Elizabeth Graham

BLOCKA-BLOCKA: Jimmy Johnson and Greg Ahl say that noise and thieves from the Belt violate the peace and quiet of the green sanctuary at the north end of Shore Road Park.

Gardeners were crushed by the city's response, but vowed to scale the insurmountable obstacles their plan faces.

"Our idea has a lot of good points to it," said CB10 member and Narrows gardener Greg Ahl.

Landscape designer Jimmy Johnson — who helped build the Shore Road Park oasis of rare

flowers and shrubs in 1995 — said the barrier is absolutely necessary to stop plant bandits who pull over on the Belt Parkway and rip up thousands of dollars in precious perennials.

"The community garden needs a security system," said Johnson, who explained that the Narrows board had already installed

motion detectors around the garden's perimeter to ward off thieves. "With all the work we do, and all the disruption we have to deal with, it'd be nice to have something protecting the area."

Critics of the proposed partition argued that a sound wall would block views of the harbor, but Johnson dismissed such claims, arguing that the view would only be lost on the walkway closest to the fence — where there isn't much to see, he claimed.

"The only view that would be missing would be cars going by on the highway," Johnson said.

Ahl said he and his fellow gardeners would lobby state Sen. Marty Golden (R-Bay Ridge) and Councilman Vincent Gentile (D-Bay Ridge) to get the sound wall built, even though the city opposes the plan.

"Sooner or later, someone's going to help us," Ahl said.

THERE SHE IS...

Mallory Hagan sounds like the prototypical Park Slope resident: she hangs out in Prospect Park, dines at Thai restaurants on Fifth Avenue, and relies on the F train to get around. But the 23-year-old Alabama native is also the newly crowned Miss New York — and a contender for Miss America.

Hagan checked in with Brooklyn Weekly reporter Eli Rosenberg after beating 25 other competitors to win the tiara and sash.



Bikeless Park Slope beauty is Miss New York, aspires to be our country's next Miss America

Eli Rosenberg: You may be Miss New York, but you're really Miss Brooklyn to us. How did you wind up in the county of Kings (and pageant queens)?

Mallory Hagan: I moved here in October 2008, so it's almost been four years. I've lived all over the borough — I've lived in Bed-Stuy, Williamsburg, Bensonhurst, and Sunset Park. Now I live about three or four blocks away from Prospect Park in Park Slope. It's my little escape area. I love the diversity in Brooklyn, that you can be in a Ha-

sidic neighborhood one day, a Russian one the next day, and a Latino one after that.

ER: Do your neighbors know that Miss New York lives next door?

MH: I don't think so, I don't think they do. I didn't exactly shout it from the rooftops. People always think I'm kidding when I tell that, and I'm like, "Yeah."

ER: How well do you represent Brooklyn — and are you qualified to do it on the national stage as Miss America?

MH: I've lived in more neighborhoods

here than most people. I think Miss America is a bit misconstrued at times. It's not about being the perfect girl; the main criteria is that she can walk into a room and talk to anybody. It's about being comfortable with who you are and owning it. Brooklyn sort of prepares you for that. I am a true Brooklynite, no one can tell me differently!

ER: What are some Miss New York-approved hangouts in the Slope?

MH: If I'm enjoying Brooklyn it's usually in Prospect Park. My favorite restaurant in

all of New York is Song. I also like the Roots Cafe — the people who own it are from Alabama, where I'm from originally, and they sell sweet tea and they do live music.

ER: Are you the first Miss New York to bike to work?

MH: No, I don't bike. And I don't do yoga. I take the F train from the 15th Street, Prospect Park station.

My parents have given me very little rules, but one of them that I will not ride a bicycle in New York!



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Clones' home-field disadvantage

Brooklyn Boys of Summer are struggling in home games at Coney Island's MCU Park

BY WILL BREDDERMAN

The Cyclones are having trouble at home.

Brooklyn's Boys of Summer are two games out of first place in the NY-Penn League's McNamara division, but they're playing sub-500 baseball in front of their devoted fans in Coney Island.

The Clones are 14-5 when they're out of town, but at MCU Park they're just 9-10 — a lackluster record that started turning south when the bottom-ranked Jamestown Jammers roughed them up for three games in a row earlier this month.

This past week, fans saw the Clones drop two games to the hated Staten Island Yankees in Coney Island — then win two when they played on the other side of the Narrows before losing again at home to the Aberdeen IronBirds.

Skipper Rich Donnelly

is confounded by the team's home turf struggles.

"I don't know what it is," said Donnelly. "But what are you supposed to do? Stay in a hotel, so it feels like you're on the road? Wear gray uniforms?"

Right fielder Jonathan Clark — who's batting .318 when he gets away from MCU Park compared to a paltry .105 at home — says MCU Park plays tricks on the Clones.

"I think a lot of times with the short fence at left field people aim for a home run, and it alters their swing," said Clark, a lefty who claims he hasn't been aiming for opposite field shots to left.

And it's not just the offense that's ailing under the Coney Island sun.

Pitcher Rainy Lara boasts an ERA of 1.69 when he takes the mound on the road — but he's racked up

an ERA of 5.06 at home.

"At home, you're more comfortable, and maybe sometimes you relax in situations where you shouldn't," Lara said through translator and second baseman Richie Rodriguez.

Donnelly claims the team's uninspired play at home is something plenty of normal, healthy, successful teams go through at some point.

"If you look at the Chicago White Sox, the Atlanta Braves, they have better records on the road than at home, and they're doing fine," he said.

But Donnelly admits he wants to see more out of his team when it takes the field in front of its loving Brooklyn fans.

"The ones who come out to see us here are Cyclones fans," he said. "They come to see us win, not to see us lose."



ROOTING FOR THE HOME TEAM: Clones skipper Rich Donnelly says he has no idea why his team is killing it on the road and getting killed at MCU Park.

Aviators

Continued from page 1

was looking for new investors.

"It's no secret that this hockey team is not a money-making operation, but we know it can be," O'Donahue told this paper. "That's why we're looking for alternate sources of income. We're taking it step by step and hope that nothing about the team will change."

Miller said the team had become more trouble than it was worth for Aviator owners.

"They just decided to rent the ice to the high schools and other places, and not really have to worry about a team," the former A's coach said.

Miller said he is expecting to make the move south next month — and he plans to take a few of his former players with him.

"Nothing's official

yet, but I am talking to some of them," Miller said.

Still, he's going to miss his time at the Hangar.

"It was fun," he said. "It gave me my first opportunity to coach professional hockey, it's got a little place in my heart for sure."

The Brooklyn Aviators exploded onto the minor-league scene in 2010 during the Federal Hockey League's premier season. The team won 21 straight games during its freshman year, ending the season as the Federal Hockey League's top-ranked squad before falling to the hated Akwesasne Warriors in the fourth round of the Commissioner's Cup series.

Last season was less impressive: the Aviators finished in fourth place before being defeated by the loathed Danbury Whalers in the first round of the playoffs.

Shore

Continued from page 1

ard refuses to fix up the building because he's still angry at the city after the Giuliani administration nixed his plans to recreate Steeplechase Park on public land that's now home to MCU Park, and ordered a pre-dawn demolition of his historic Thunderbolt roller coaster in 2000 — a move later declared illegal by a federal court.

"He feels he was mistreated, but it doesn't justify what is happening with the Shore Theater," said Zigun.

Bullard said he doesn't have a problem with the Bloomberg administration, which is in the process of transforming Coney Island into a glitzy, year-round tourist destination.

Yet he claims he can't stop derelicts from squatting under the scaffolding he installed around the Shore Theater to catch crumbling mortar.

"What can I do?" said the senior. "I can't fight with

bums, I have a medical condition."

Bullard claimed he would have fixed up the building long ago, but says its landmark status — which he opposed — has prevented him from doing any repairs.

"The city put a lot of restrictions on it, and anything you want to do with it, you have to go in front of them," said Bullard, claiming that he hopes to rent or sell the building within the next six months.

The Landmarks Commission disputed Bullard's excuse, claiming that work on the building could have been done either before or after it was declared a city treasure, according to an agency spokesman.

"There's no reason why he wouldn't have been able to work on the building," said a spokesperson, who added that Bullard didn't file a permit to fix up the building's facade until last November — work the agency approved inside of a month.

Yet Landmarks can't order

Bullard to fix up his property. The agency could only force him to repair the building if it wasn't watertight, said the spokesman, who claims that his agency hasn't received any complaints about the building.

Merchants say that more than 10 homeless men have been camping under the scaffolding since the beginning of the summer. When they're not sleeping under the scaffolding, they're shaking down pedestrians for change and quarrelling with shopkeepers.

Nino Russo, co-owner of Gargiulo's Restaurant on W. 15th Street, said he has tried to buy the Shore Theater — which is about a block away from his eatery — and doesn't believe Bullard wants to sell.

"Every time you make an offer, he raises it by millions," said Russo. "Maybe he just wants to sit on it."

The theater was once named Loew's Coney Island Theater, and ran movies and stage shows until the mid-1960s. It was taken over by the Brandt Theater group and re-

named the Shore Theater, but its heyday was clearly over.

The theater began showing X-rated movies in 1972 after failing to lure audiences.

Advocates of the People's Playground say they want the Shore Theater returned to its glory days, when world-class entertainers performed in front of crowds that swelled to nearly 3,000.

Charles Denson, founder of the Coney Island History Project, said the man Bullard hired to maintain the building was meticulous about maintaining its interior, which isn't landmarked. The building's caretaker did his best to keep the building's original, nautical details intact, including the dome and various sea-inspired figures, until he died last year.

"Since he's been gone things have deteriorated," said Denson.

The Shore Theater's future is vital to the area's success, according to Zigun.

"It's a major piece of the puzzle of rebuilding Coney Island," he said.

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