



**JEWEL
STREETS**

JEWEL STREETS NEIGHBORHOOD PLAN

OCTOBER 2025

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HOW TO USE THIS PLAN

This Neighborhood Plan follows a Progress Report released in February 2025. That Report articulated the five goals and 20+ strategies for both short- and long-term improvements—these goals and strategies remain core pillars of the Neighborhood Plan. Strategies and resources new to this plan are highlighted in the Goals chapter.

This Plan dives into the core planning themes for each subarea: infrastructure, land use, and transportation.

We invite you to:

1. Review the five overarching goals and strategies
2. Explore strategies for each of the subareas:
 - Jewel Streets
 - Linden Boulevard
 - Conduit Avenue
 - City-Owned site

INTRODUCTION

This report offers a comprehensive neighborhood plan for the Jewel Streets, shaped by hundreds of hours of public engagement and collaboration. For two years, residents, advocates, and City agencies have come together to reimagine the future of this long-overlooked area on the border of Brooklyn and Queens. The process centered transparency, partnership, and local knowledge. Through walking tours and dozens of meetings, residents described the most urgent issues, and agencies began responding immediately. Through public workshops and iterative design, a long-term vision came into focus.

While residents have been investing in their homes and community for many years, only comprehensive City action can address the neighborhood's challenges. This plan offers a comprehensive, forward-looking roadmap for City intervention to address urgent infrastructure needs, unlock housing opportunity, and lay the foundation for a more resilient, connected, and livable neighborhood.

At the heart of this Neighborhood Plan is a generational investment in a new climate-resilient sewer system. Installing a comprehensive sewer system in the Jewel Streets will put an end to daily flooding—improving the health of Jewel Streets residents and the environment. It will also address the root causes of the neighborhood's profound quality of life challenges. Building new streets and sewers will allow



INTRODUCTION

vacant properties to become new, high-quality housing. In turn, this redevelopment will prevent illegal and harmful behaviors, such as waste dumping or vehicle abandonment.

Developing this infrastructure plan has been no small feat. Drainage challenges in the Jewel Streets are notoriously complex and growing more severe with climate change. With a goal to maximize resilience while minimizing adverse impact on existing residents, it took unprecedented commitment and innovation to identify a viable solution.

This solution is a resilient stormwater system tailored to the unique conditions in and around the Jewel Streets. Merging traditional sewers with natural drainage techniques, the plan will move water above and below ground to restore the historical connection between the Jewel Streets and Jamaica Bay. In the Jewel Streets, Bluebelt ponds will capture and filter rainwater and create places of respite for wildlife and the community. A network of storm sewers will direct rainfall into these ponds and under Linden Boulevard, bypassing the existing combined sewer system. The City will restore a large area of land to receive and clean stormwater before releasing it into Spring Creek. Alongside this stormwater network, Jewel Streets residents will see their outdated septic systems replaced with a modern sanitary sewer system.

The Plan also addresses outdated land use regulations that have contributed to the area's lack of investment. Thoughtful updates to zoning in parts of the neighborhood can help create thousands of new

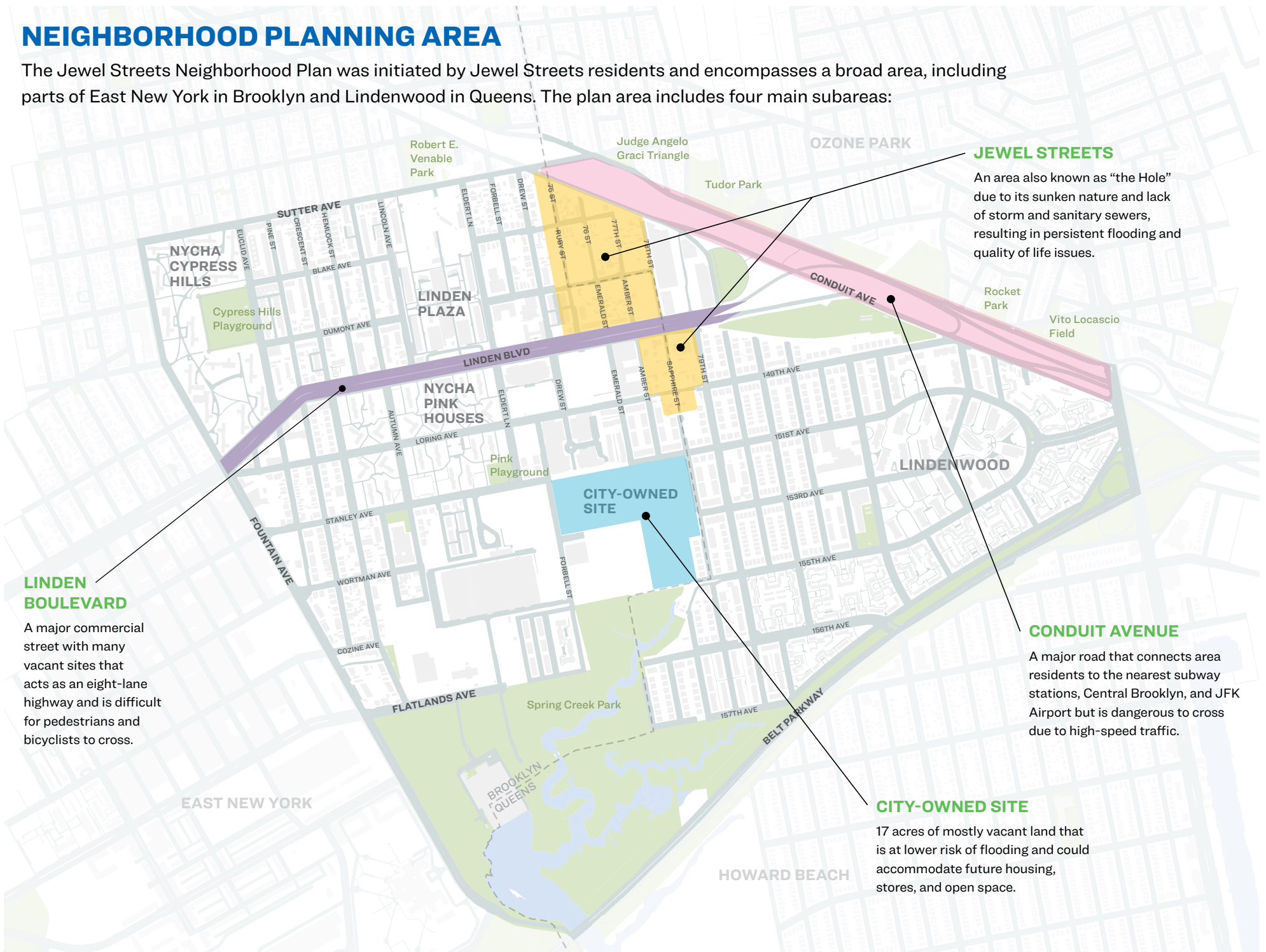


homes, including deeply affordable housing. A currently vacant 17-acre City-owned site anchors this effort, with new affordable housing, community facilities, retail, green space and streets reconnecting the larger neighborhood.

Fundamentally, this Plan proposes generational investments to address harmful inequities that have shaped this neighborhood and our city. Uplifting neighborhoods in this way is a critical part of building a city that works for all New Yorkers—and one of six goals defined in the City's fair housing plan, *Where We Live NYC 2025*. The collaborative neighborhood planning process in the Jewel Streets offers a model of what is possible when community and government collaborate: a plan to ensure our neighbors—in all neighborhoods—thrive.

NEIGHBORHOOD PLANNING AREA

The Jewel Streets Neighborhood Plan was initiated by Jewel Streets residents and encompasses a broad area, including parts of East New York in Brooklyn and Lindenwood in Queens. The plan area includes four main subareas:



LINDEN BOULEVARD

A major commercial street with many vacant sites that acts as an eight-lane highway and is difficult for pedestrians and bicyclists to cross.

JEWEL STREETS

An area also known as “the Hole” due to its sunken nature and lack of storm and sanitary sewers, resulting in persistent flooding and quality of life issues.

CONDUIT AVENUE

A major road that connects area residents to the nearest subway stations, Central Brooklyn, and JFK Airport but is dangerous to cross due to high-speed traffic.

CITY-OWNED SITE

17 acres of mostly vacant land that is at lower risk of flooding and could accommodate future housing, stores, and open space.

HISTORY

ENVIRONMENT		
Pre-20th Century	20th Century	21st Century
A HISTORIC MARSHLAND The area of the Jewel Streets was once sparsely populated farmland and undeveloped marshland. A small pond situated at the north of the neighborhood flowed to Spring Creek in the south via a stream, forming a part of the Jamaica Bay watershed. This system of ponds, streams, and creeks has shifted continuously over time. Jamaica Bay historically hosted a diversity of shellfish, birds, and fish. British settlers made the first efforts to change the landscape by constructing jetties and channels.	AN ECOSYSTEM AT RISK Spring Creek and Jamaica Bay were far away from residential areas, so they became popular sites for heavy industry and operations. In the 1900s, people made major changes to the land, including digging a channel to make way for large ships and filling in land for what is now John F. Kennedy International Airport. Untreated sewage flowed into the bay for decades. Jamaica Bay marshes lost half of their area between 1924 and 1999.	A WILDLIFE REFUGE Jamaica Bay remains a key part of the larger ecosystem, providing a refuge for wildlife and a habitat for many species. The National Park Service and the U.S. Army Corps of Engineers are working to clean and restore marshland in Spring Creek Park as a tool for coastal flood risk management.
ELIZABETH MANCLARK  Youth volunteers participate in community-led marsh restoration project, 2012.	NATHAN KENSINGER 	

PEOPLE

Pre-20th Century

FEW EARLY INHABITANTS

Canarsie and Rockawanie people originally inhabited the larger Jamaica Bay Area, which Dutch farmers and traders then colonized.

The British took over the colony in 1668, and Jonathan Forbell and the Krats family first claimed ownership of the land that makes up the neighborhood.

John R. Pitkin, a wealthy Connecticut merchant, envisioned a grand future for the 135 acres of land he purchased and named East New York. Although the Panic of 1837 foiled his plan for a new city to rival New York, the area slowly developed into a thriving working-class neighborhood, populated largely by German, Italian, and Eastern European immigrants.



Forbell's Landing, circa 1900.



20th Century

GROWTH AND DISPLACEMENT

After World War II, many white, working-class residents of East New York left the neighborhood with a decline in manufacturing jobs. Just next door in Queens, however, development abounded. In the postwar period, the neighborhood of Lindenwood grew out of the construction of one- and two-family homes and small apartment buildings on previously undeveloped farmland.

East New York only saw significant population growth with the construction of public housing communities and other large-scale affordable housing developments like Linden Plaza in the 1960s and 70s. These projects were built at the outskirts of the city, far from economic opportunity. To make way for new development, long-time residents were displaced. The City failed to make public investment in services and basic infrastructure like roads and sewers.

Discriminatory housing practices, including redlining and blockbusting, harmed East New York's residents and weakened the neighborhood's stability. This restricted access to mortgages and home improvement loans. In the 1970s, the City's fiscal crisis further entrenched disinvestment, leaving these communities with limited infrastructure and support.

RECLAIMING THE COMMUNITY

The East Brooklyn Congregations, founded in 1980 in East New York and Brownsville, organized community members to fight for the construction of one- and two-family homes in a deteriorating area. The resulting Nehemiah Plan successfully achieved the construction of over 4,500 homes, sold to moderate-income households on affordable terms.

21st Century

From 1998 to 2016, the community hosted the stables of the Federation of Black Cowboys, an organization that hosts horse-riding classes, parades, and other programming to promote the history of the Black West.



JEWEL STREETS PLAN

A legacy of community organizing, carried on by organizations such as the East New York Community Land Trust and the Cypress Hills Local Development Corporation, laid the groundwork for the community call for this plan.

TRANSPORTATION

Pre-20th Century

LIONEL PINCUS AND PRINCESS FIRYAL MAP DIVISION,
THE NEW YORK PUBLIC LIBRARY



Aerial image of the area, 1924.

20th Century

HIGHWAYS AS A BARRIER

Robert Moses' plan to connect Manhattanites to the beaches on Long Island led to the construction of the Shore Parkway. The highway was built in the area in 1940 and nearby roads were widened to service it, which are now Linden Boulevard and North and South Conduit Avenues. This further isolated the area from the waterfront and neighboring communities and slowed its development.

PUBLIC TRANSIT ARRIVES

Buses began to serve the area in the 1920s, with some lines emerging from the City's expiring streetcar system. Subway service first extended into eastern Brooklyn via the Independent Fulton Street Line starting in the 1920s. In 1956, the Grant Avenue station opened, connecting the Brooklyn lines to Queens.

DAVID PERMAN'S COLLECTION, NYC SUBWAY.ORG



An A-train stops at the Lefferts Blvd Station in 1948.

21st Century

NATHAN KEISINGER



STREETS ARE UNFINISHED

For many years, the blocks of the Jewel Streets remained unpaved. Although this made it difficult for emergency vehicles to access the area, the porous earth allowed floodwater to drain. After the city paved the streets in the 1990s—without including sewers, residents saw more frequent and severe flooding. Streets in the Jewel Streets today are often missing sidewalks and have adapted to uneven terrain and grade changes with a series of dead ends that block connections across the neighborhood.

LIMITED PUBLIC TRANSIT

The Grant Avenue station, today served by the A train, remains the closest subway stop to the Jewel Streets—but residents must cross the heavily trafficked North and South Conduit Avenues to reach it. The Metropolitan Transportation Authority initiated an ongoing plan to improve bus service in Brooklyn in 2019.

NEIGHBORHOOD SNAPSHOT

HOUSING AVAILABILITY

There are extremely few low-cost apartments available in NYC

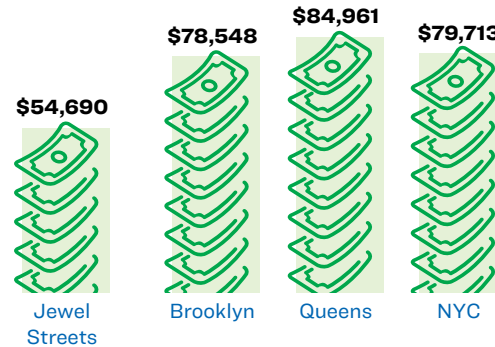


Less than **1%**

of apartments citywide that cost under \$2,400 a month are available to rent, making it very hard to find an affordable apartment.

Data Source: NYC Housing and Vacancy Survey, 2023.

MEDIAN HOUSEHOLD INCOME



Tracts: Brooklyn: 1214, 1208.01, 1208.02, 1208.03, 1210, 1220; Queens: 62.02, 62.01
Source: DCP Population Fact Finder, ACS 2019-2023

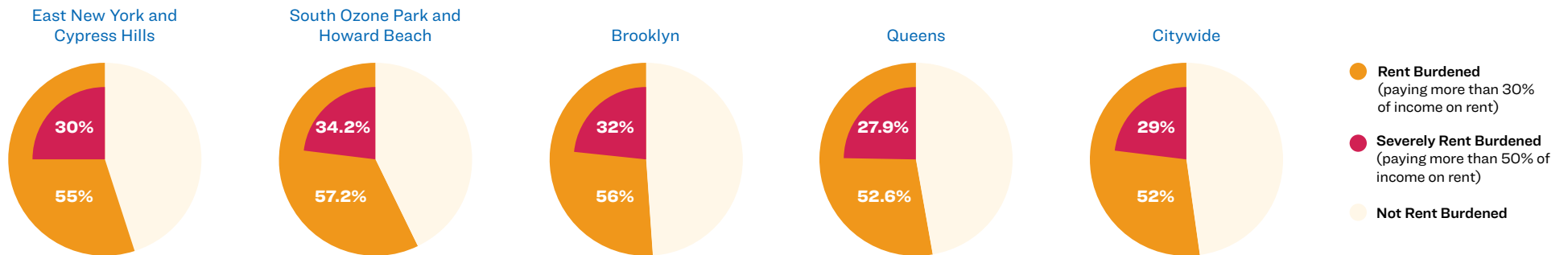
Jewel Streets households earn

31%
less than the average New York household

RENT BURDEN

Jewel Streets residents and their neighbors spend too much of their income on rent, more than other residents of Brooklyn, Queens, and New York City as a whole.

RENT BURDENED HOUSEHOLDS



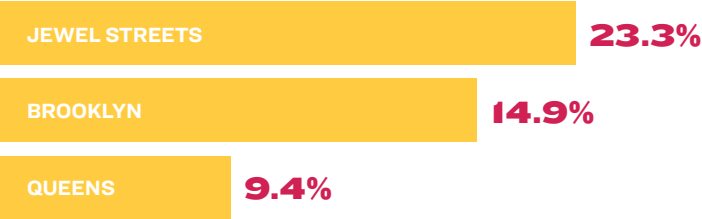
Source: EDDE, ACS PUMS 2019-2023

NEIGHBORHOOD SNAPSHOT

FAMILIES BELOW POVERTY LINE

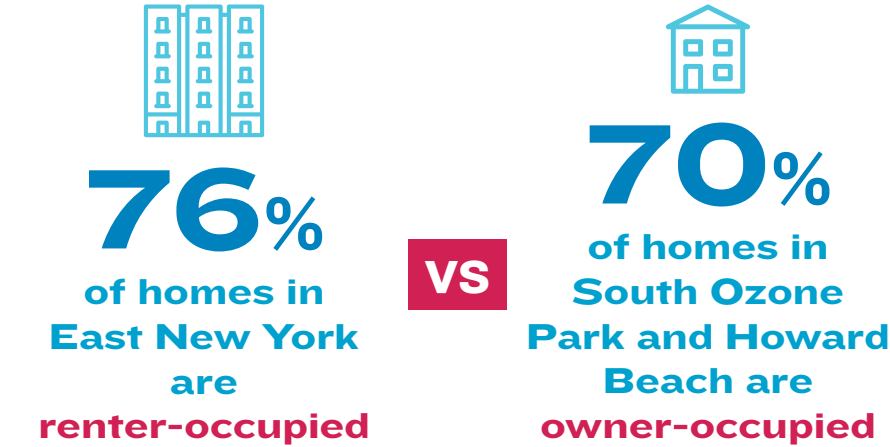
Families in the Jewel Streets are far more likely to fall below the poverty line than other Brooklyn and Queens residents, making it hard to afford safe, high-quality housing.

FAMILIES BELOW THE POVERTY LINE

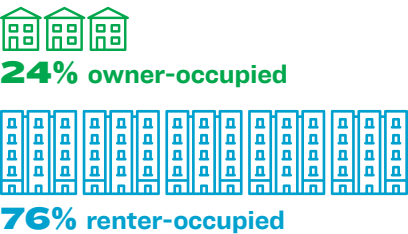


Source: DCP Population Fact Finder, ACS 2019-2023

HOUSING TENURE

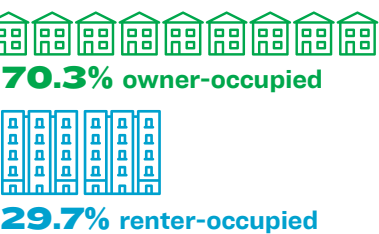


East New York and Cypress Hills



Source: EDDE, ACS PUMS 2019-2023

South Ozone Park



COMMUNITY ENGAGEMENT

JUSTICE FOR THE JEWEL STREETS: A COMMUNITY CALL TO ACTION

In February 2022, sixty Jewel Streets residents and stakeholders sent a letter to the commissioners of NYC Department of Environmental Protection (DEP), NYC Department of Transportation (DOT), and NYC Department of Design and Construction (DDC) demanding investment in their neighborhood.

This letter led to a multi-year partnership between community stakeholders, City agencies, and lawmakers. This collaboration ensured community leadership in the planning process, from short-term interventions to long-term visioning.

In response to the letter, in April 2022, a working group comprised of key City agencies and local organizations was established to begin tackling the area's infrastructure challenges. The working group included the local City Councilmember, five City agencies (DEP, DSNY, DOT, HPD, NYPD), the East New York Community Land Trust, Cypress Hills Local Development Corporation, Brooklyn Community Board 5, and Queens Community Board 10. From this working group emerged an HPD-led comprehensive planning process that coordinated resources and input from three community-based organizations; 16 City agencies; and local, state, and federal lawmakers.

Wednesday, February 16, 2022

Rohit Aggarwala
NYC DEP Commissioner
59-17 Junction Boulevard
Elmhurst, Queens

Keith Bray
NYC DOT Brooklyn Borough Commissioner
16 Court St #1620
Brooklyn, NY 11241

Thomas Foley
NYC DDC Commissioner
30-30 Thomson Avenue
Long Island City, NY 11101

Ydanis Rodríguez
NYC DOT Commissioner
55 Water Street, 9th Floor
New York, NY 10041

Nicole Garcia
NYC DOT Queens Borough Commissioner
120-55 Queens Blvd
New York, NY 11424

Cc: US Senator Chuck Schumer, US Senator Kirsten Gillibrand, Congressman Hakeem Jeffries, Congresswoman Nydia Velázquez, State Senator Roxane Persaud, Assembly Member Stacey Pheffer Amato, Mayor Eric Adams, Council Member Charles Barron, Council Member Joann Ariola, Vincent Sapienza (DEP), and Kizzy Charles-Guzman (MOCEJ).

Re: Resilient sewer and stormwater infrastructure needed for the Jewel Streets

Dear Commissioners,

We are a group of community residents, stakeholders, and urban planners who are working to organize and plan for a subsection of East New York commonly known as the Jewel Streets or "The Hole" for its low elevation. Residents of these 12 square blocks suffer from a lack of sewer and stormwater infrastructure, streets constantly flooded with polluted water, unreliable septic tanks, and poor connectivity to the surrounding neighborhood.

Residents of the Jewel Streets have been struggling with these issues for decades and have spent thousands of dollars on related property repairs. We cannot wait any longer for change. With federal infrastructure funding headed to New York, specifically for resiliency improvements, there could not be a better time to plan for and build up this community. We are aware of NYC DDC's 2019 Request for Proposal (HWK1148) for the "reconstruction of the Jewel Streets" that appears to have been put on hold. From what we could gather, it called for elevating the streets throughout the neighborhood and installing a gravity sewer with no green infrastructure components. We support the City's intention to finally act on this issue but we believe it must be done in collaboration with resident experts living in the affected area.

We, the residents, property owners, and community stakeholders of the Jewel Streets, demand the following from the City:

- Installation of a sewer and stormwater drainage system to service the parts of the neighborhood that currently lack this infrastructure

COMMUNITY ENGAGEMENT

- Meaningful resident engagement and ongoing collaboration in the design of a new or updated Request for Proposals and scope of work for the infrastructure upgrades
- Inclusion of green stormwater infrastructure (such as a daylighted creek, constructed wetland, and/or retention pond) and public open space as a component of the drainage plan
- Reassessment and reduction of City property taxes for homeowners not currently receiving City stormwater or sewer drainage services
- Improved City enforcement against illegal trash dumping and vehicle abandonment through the neighborhood

We are eager to discuss these proposals with your offices. Please let us know your availability for a meeting within the next month.

Sincerely,
The Jewel Streets Community Stakeholders

Residents			Other community stakeholders
Vanessa Miranda	Ofelia Miranda	Soraida Sanchez	Debra Ack, East New York CLT (ENYCLT)
David Lopez	William Yang	Dwight Williams	Izoria Fields, ENYCLT
John Ryan	Yangchen Guiying	Ricky Vivas	Hannah Anousheh, ENYCLT
Mohammed Islam	Freddy Fernandez	Christine Lopez	Boris Santos, ENYCLT
Shuriya Sharmen	Oliver Garcia	Ashley Saunders	Niani Taylor, ENYCLT
Babar Boota	Marilyn Toro	Joo Chung	Brianna Soleyn, ENYCLT
Rahima Khatun	Rosa Pabon	Frankie Sollecito	Al Scott, ENYCLT
Mohammad Moman	Ruben Garcia	Austin Ventura	Judith Douglas, ENYCLT
Anika Arna	Julia Quintana	Fanny Vinueza	Hayoung Jeong, ENYCLT
Jabun Salma	Clement Bailey	Cori Helferich	Oluwatosin Taylor, Redeemed Christian Church of God
Sayedessa Nessa	Richard Gonzalez	Rosaria Belli	Kunle Omotoso, Redeemed Christian Church of God
Mohammed S Doha	Rose Martinez		Meredith McNair, Cypress Hills LDC
Mohammed Mohaimen	Clement Bailey		Vicki Weiner, Pratt Institute
Jose Araujo	Fayeshia Dunkley		Jenna Dublin, Pratt Institute
Cartwright Edwards	Vijay Persaud		Deborah Gans, Pratt Institute
Mariam Begun	Erik Scherbner		Chien Dao Glasgow, RKT Architects
			Felicia Singh, Community Activist



Each stage of the planning process has centered community leadership: biweekly meetings with local advocates and elected officials, public workshops, neighborhood tours, and quarterly quality of life meetings. Community demands resulted in short-term interventions—such as the installation of storm sewers and DSNY cleanups of illegally dumped waste. Resident perspectives shaped a long-term vision for the community’s future. The Jewel Streets community began this effort to bring long-overdue investment to the neighborhood, and residents continue to be vital partners in the process.

TIMELINE

2022

2023

2024

2025

2026

FEBRUARY 2022—JUNE 2023

ORGANIZE: Identify key community concerns and set goals

- **February 2022**
Jewel Streets stakeholders sent City leaders a letter requesting immediate action
- **April 2022**
Agencies and residents came to the table to improve quality of life issues
- **May 2022**
City begins to address immediate drainage and quality of life issues with feedback from Jewel Streets residents

DECEMBER 2023 - JANUARY 2025

CREATE: Develop and get input on strategies to implement the vision

- **June 2024**
Workshop 5: Planning Framework
- **October 2024**
Workshop 6: Draft Strategies
- **February 2025**
Progress Report

FALL 2025 AND BEYOND

IMPLEMENT: Begin moving neighborhood plan projects and policies forward

- **December 2025**
Neighborhood plan implementation begins; scoping meeting for environmental review process
- **Spring 2026**
Public review process for zoning and infrastructure plans begin

JUNE - DECEMBER 2023

LEARN: develop a shared community vision

The Department of Housing Preservation and Development (HPD) began public engagement to develop a long-term neighborhood plan

- **June 2023**
Workshop 1: Vision and Goals
- **August 2023**
Workshop 2: Open Space, Health, Community and Economic Resources
- **October 2023**
Workshop 3: City Site, Housing, and Resiliency Resources
- **December 2023**
Workshop 4: Land Use and Transportation

OCTOBER 2024—FALL 2025

FINALIZE: Build consensus on strategies and formulate into a plan

- **Spring - Fall 2025**
The Department of Environmental Protection (DEP) public review process for Bluebelt (tentative)

Winter/Spring 2026

Public engagement for future RFP of City-owned site begins

- **Fall 2025**
Neighborhood Plan with detailed land use proposal and drainage plans for north and south Jewel Streets released

COMMUNITY ENGAGEMENT

Since June 2023, the City has engaged over 300 local residents, community partners, and elected officials.

6

Public Workshops:

Small discussion groups and interactive activities to get input on neighborhood conditions, goals, and proposed strategies



6

Neighborhood Tours

with City officials, including Mayor Eric Adams



50+

Biweekly Meetings

with local advocates and elected officials to shape the planning process



12

Quarterly Quality of Life Meetings

Jewel Streets residents and agencies come together to address the most immediate issues



ONGOING WORK

During the long-term planning process, City agencies have worked together to address quality of life issues, such as flooding, illegal dumping, industrial businesses operating in residential areas, and squatting and report back to the residents at regular meetings. These agencies and Jewel Streets residents are meeting monthly to tackle ongoing issues and ensure that this good work continues.



PROGRESS TOWARDS RESOLVING NEIGHBORHOOD ISSUES

FLOODING

Since 2022, the Department of Environmental Protection (DEP) has added storm sewer extensions, slotted manhole covers, and several catch basins along Amber Street in both the north and south Jewel Streets, parts of Blake Avenue, and parts of Loring Avenue. These interventions have dramatically improved flooding conditions.

IMPACT:

Flood water now drains 30 times faster—down from 60 days to just 2 days.

Since 2022, DEP has responded to Jewel Streets residents

194
times

for post-storm inspections, flood relief and other support operations, including:

16 flood kits
distributed to Jewel Streets homeowners.

Crews dispatched to Jewel Streets

19 times
as part of DEP's Flash Flood Plan activation or in response to 311 calls.

ONGOING WORK

ADDRESSING NON-RESIDENTIAL ACTIVITY IN THE JEWEL STREETS

The Department of Buildings
(DOB) has issued

237
violations

to illegal commercial and
industrial businesses in the
Jewel Streets.

Violations have been
escalated to the next level of
enforcement at

65
locations.



DOB has successfully stopped
illegal industrial businesses
from operating on

32
properties.

CLEANING UP TRASH AND ABANDONED VEHICLES IN THE JEWEL STREETS

The NYC Department of
Sanitation (DSNY) regularly
monitors and cleans illegally
dumped material.

20
vacant lots cleared
yielding more than

80
tons of debris

27
Illegal dumpers
caught and issued summonses.

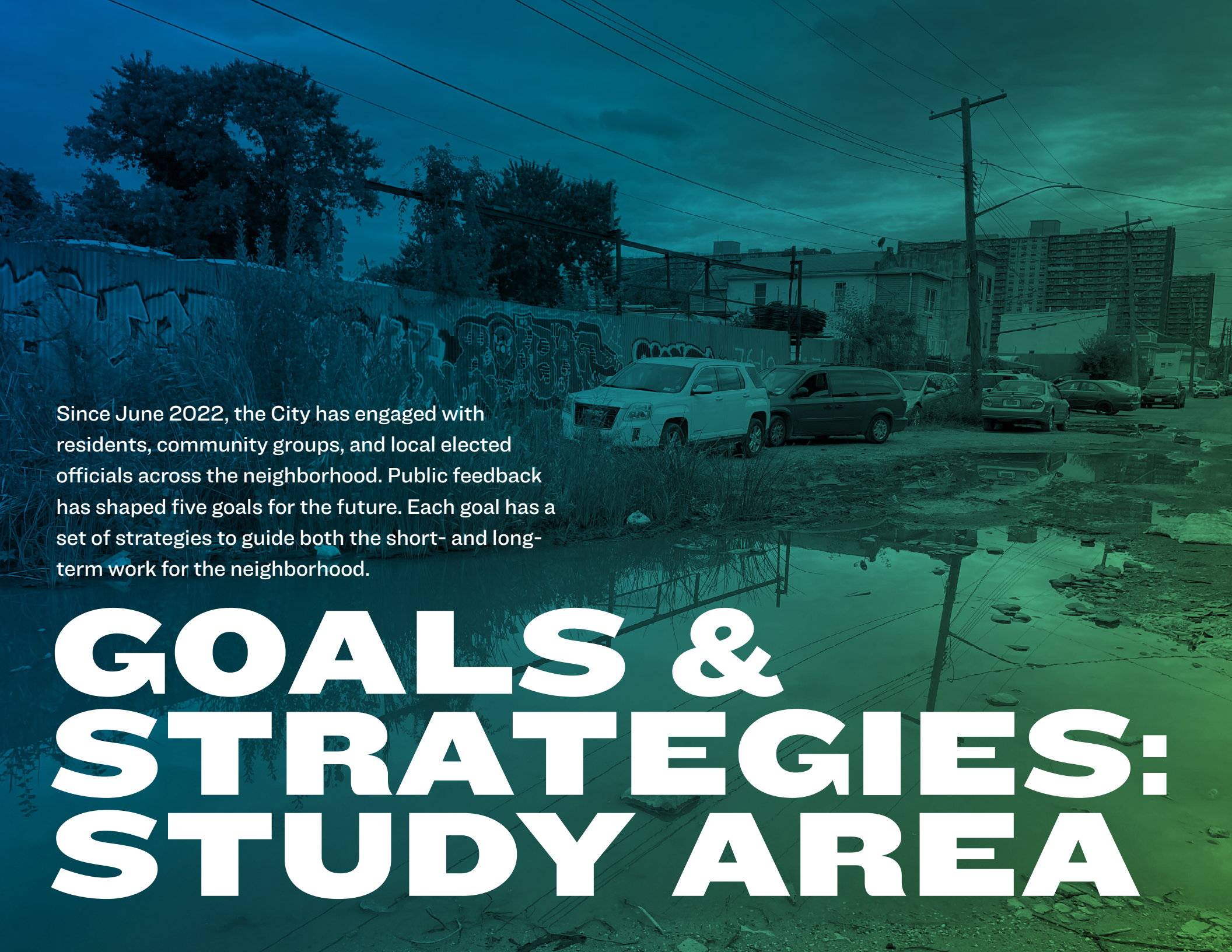
20
vehicles
impounded, including 5 in
2025 caught by DSNY's illegal
dumping cameras.

215
abandoned
vehicles
tagged.

267
removed from the
neighborhood.

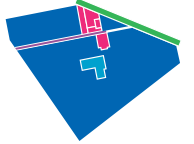
100s
of street conditions
cleaned
by DSNY since 2022.

10
tag-and-tow
operations in the past 2 years
by DSNY, along with NYPD.



Since June 2022, the City has engaged with residents, community groups, and local elected officials across the neighborhood. Public feedback has shaped five goals for the future. Each goal has a set of strategies to guide both the short- and long-term work for the neighborhood.

GOALS & STRATEGIES: STUDY AREA



REDUCE FLOODING NOW AND IN THE FUTURE

STRATEGIES

1

Continue improving drainage at key locations with catch basins while designing long-term solutions in the Jewel Streets.

Since 2022, DEP has installed drainage structures that have significantly improved the most common flooding conditions.

2

Build new separate stormwater and sanitary drainage systems in the Jewel Streets.

Learn about the planned drainage system in [Jewel Streets subarea strategies](#).



GOAL 1

REDUCE FLOODING

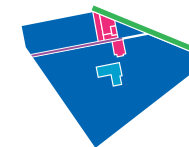
RESTORING FLOW FROM JEWEL STREETS TO JAMAICA BAY

To protect the Jewel Streets from flooding, the City has developed an integrated and resilient stormwater plan that will also rebuild a historical connection between the Jewel Streets, Spring Creek and Jamaica Bay.





GOAL 2



ENSURE RESIDENTS HAVE ACCESS TO SAFE, RESILIENT, AND AFFORDABLE HOMES

STRATEGIES

1

Install sanitary sewers where residents currently rely on septic systems.

The City's infrastructure plan includes new sanitary sewers in the Jewel Streets, ending reliance on septic systems for current and future residents

2

Connect residents to public programs that make homes safe from flooding.

Programs like FloodhelpNY and HomeFix provide financial support and education to homeowners facing flooding issues.

3

NEW

Pilot NYC's new Resilient Acquisitions program in the Jewel Streets.

Resilient Acquisitions is the City's voluntary home acquisition program for New Yorkers interested in selling their high-flood-risk homes and moving to less flood prone areas. Learn more in the [Jewel Steets subarea strategies](#).

RESOURCES

FloodhelpNY.org

- » Online resource for NYC homeowners on how to protect homes from storms and heavy rainfall.
- » Learn about financial counseling, retrofit programs, flood insurance rates.

HomeFix 2.0 program

- » Low- or no interest loans up to \$150,000 are available for homeowners in one- to four-family homes and are potentially forgivable.

Interested in FloodhelpNY or HomeFix?

Contact the [Center for New York City Neighborhoods](#) at info@cnycn.org or call 212-566-3050 for more information.



GOAL 2

SAFE, AFFORDABLE HOMES

STRATEGIES

4

Invest in existing affordable homes and help residents stay in their neighborhood.

5

Improve access to down payment assistance for first-time homebuyers.

6

Inform residents about City resources that protect renters and support homeowners.

HPD partners with neighborhood organizations and elected officials to hold Know Your Rights trainings and classes, housing resource fairs, and tenant clinics.

RESOURCES

Homeowner Help Desk

Partnership between HPD, the Center for NYC Neighborhoods, and local community-based organizations to assist homeowners who are at risk of displacement.

- » Provides a one-stop-shop for homeowners to receive support for issues like foreclosure prevention, flood risk and insurance, and deed theft prevention.

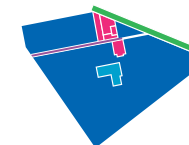
Need Help?

Contact the Center for New York City Neighborhoods at homeownerhelp.nyc.gov, email info@cnycn.org or call 646-786-0888 for more information.

HomeFirst Downpayment Assistance

The HomeFirst Down Payment program supports low- and moderate-income first-time homebuyers.

- » Through loans of up to \$100,000, first-time homebuyers can get closer to their goal of owning a home in New York City, and now even more New Yorkers can qualify through the recently expanded program.
- » Counseling agencies in every borough help New Yorkers start the application process



MAKE STREETS SAFER AND BETTER CONNECTED

STRATEGIES

1

Make it safer and easier for pedestrians, cyclists, and vehicles to get around.

DOT is doing outreach to the community to re-envision Linden Boulevard and Conduit Avenue.

2

Build missing sidewalks and streets in the Jewel Streets to improve safety and connectivity in the neighborhood.

When the new sewer system is installed in the Jewel Streets, the streets in the neighborhood will be rebuilt with roadbeds, sidewalks and street trees.

3

Make it easier to reach key places in New York City by transit.

The planned [B55 Crosstown bus route](#) connecting JFK and Kensington will speed up service to job centers.

4

NEW

Implement planned investments on Linden Boulevard.

The Linden Boulevard Bus Priority and Safety Improvements Project, focused on the corridor between Fountain Avenue and Conduit Avenue.

5

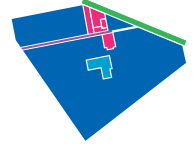
NEW

Plan for a safer, more connected Conduit Avenue.

NYC DOT is leading a long-term planning effort for Conduit Avenue and Conduit Boulevard called the Conduit Corridor Plan. The planning process kicked off in spring of 2025. Learn more about the [Conduit Avenue subarea](#).



GOAL 4



ENCOURAGE REDEVELOPMENT OF VACANT LAND WITH NEW AFFORDABLE HOUSING, STORES, AND OPEN SPACE

STRATEGIES

1

Develop a plan that encourages redevelopment of vacant land to better serve the community.

The Draft Zoning Framework proposes land use changes to support the redevelopment of vacant and underutilized sites in strategic parts of the Study Area. Review the draft zoning framework for the full study area, [Linden Boulevard](#) and the [Jewel Streets](#).

In many cases, existing City rules ensure new development improves neighborhood climate resiliency. For example, the City's Unified Stormwater Rule mandates on-site stormwater management to reduce impacts of rain on surrounding homes and environment. This rule applies to redevelopments of larger sites. In addition, any residential developments seeking HPD financing must meet HPD's Design Guidelines' forward-looking requirements that ensure future residents remain safe and resilient in the face of current and future hazards from sea level rise, stormwater flooding and increasing heat.

2

Develop a resilient mixed-use community on the City-owned site.

The [Draft Zoning Framework](#) and [City-owned site planning principles](#) envision the vacant 17-acre site redeveloped as an amenity for the larger community with new streets, open space, mixed-used development with affordable housing and community amenities, and green infrastructure.

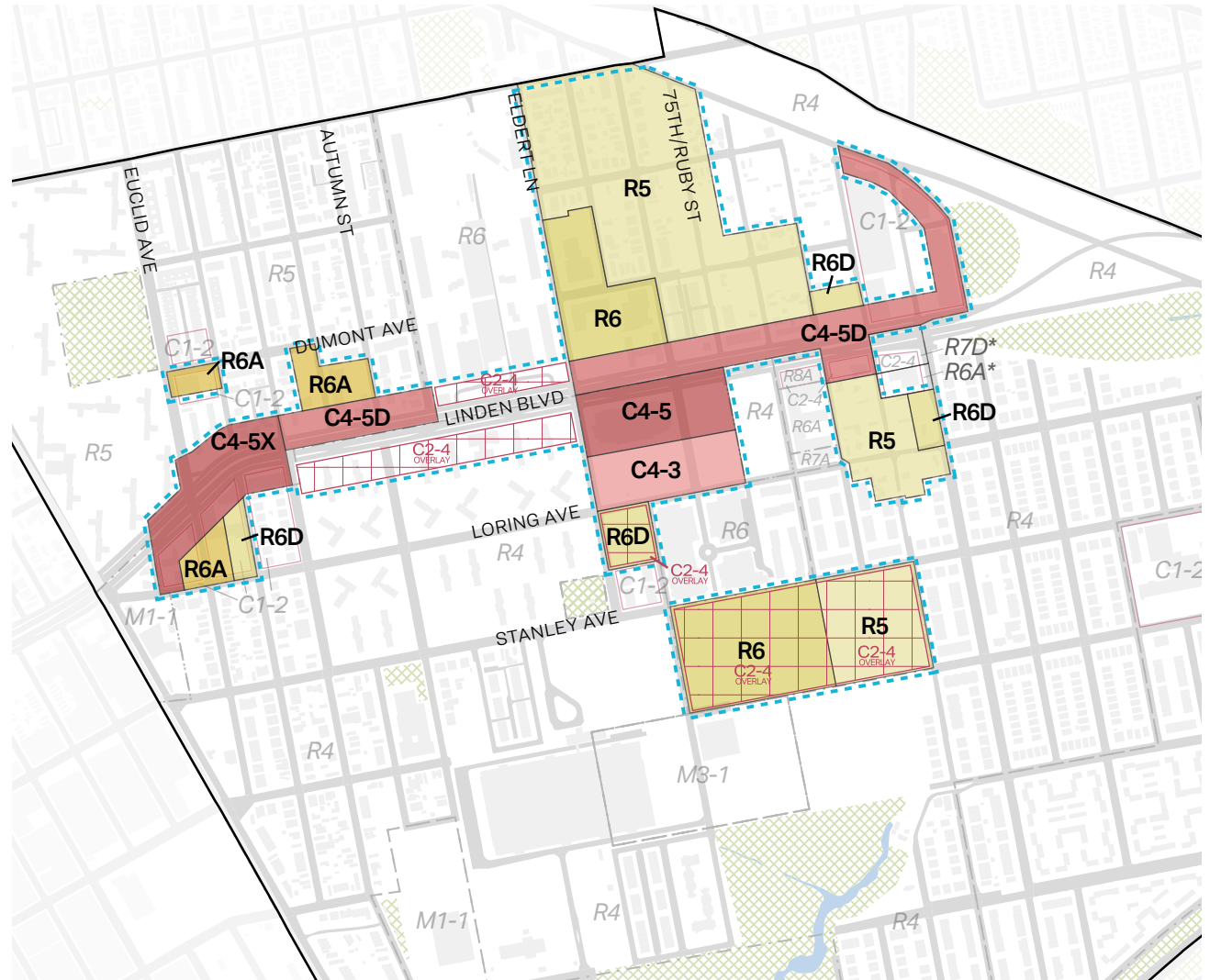


GOAL 4

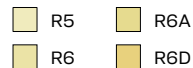
REDEVELOP VACANT LAND

PROPOSED ZONING MAP

Zoning is a set of rules that controls the size and use of new buildings and how existing buildings can be changed. It is also a tool to shape new development. The proposal updates zoning for areas with the most vacant lots, like the Jewel Streets, Linden Boulevard, and the mostly vacant City-owned site. There are no proposed changes to currently built up areas where little change is expected in terms of development.



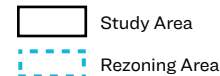
RESIDENTIAL



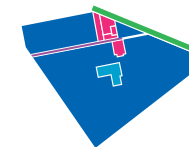
MIXED USE



BOUNDARIES



*These parcels are part of a private rezoning application currently undergoing public review.



INCREASE ACCESS TO ESSENTIAL BUSINESS, JOB, AND SOCIAL SERVICES



STRATEGIES

1

Support existing small businesses and encourage local business ownership and growth.

2

Make it easier for residents to get jobs by improving access to social services and workforce development training programs.

EMPLOYMENT SPOTLIGHTS

Community Partners Program

The East New York WorkForce1 Center collaborates with community-based organizations to refer clients to career centers for employment services and vouchers.

NYC Small Business Services (SBS) works with local community partners to help New Yorkers learn about the City's workforce development services.

[Contact an SBS1 Workforce1 Center to learn more](#)

COUNCIL FOR AIRPORT OPPORTUNITY

The Council for Airport Opportunity (CAO) recruits and refers individuals to job opportunities at the nearby JFK airport in hospitality, food service, and ground services—along with other aviation-related industries.

JFK airport is undergoing a \$19 billion transformation that includes the construction of new terminals, a ground transportation center, and roadway improvements which will create significant job opportunities.

[Get in touch with the CAO:](#) 9004 161st street, #301, Jamaica or call 718-523-7100.

Community Hiring

NEW

Community Hiring is a new initiative that allows City agencies to include workforce goals in their procurement contracts for City vendors to provide employment and apprenticeship opportunities to low-income New Yorkers.

The Office of Community Hiring (OCH) is currently in the early stages of implementing Community Hiring goals on City procurements in partnership with City agencies. Once fully implemented, Community Hiring is projected to connect jobseekers to thousands of opportunities annually across industries such as construction, professional services like technology and architecture, standard services like cleaning and moving, and human services like healthcare.



GOAL 5

ACCESS TO ESSENTIAL SERVICES

STRATEGIES

3

Increase the amount of fresh, affordable food in the neighborhood.

SPOTLIGHT

SHOP HEALTHY NYC

Shop Healthy aims to promote healthy food in neighborhoods in need of healthier options, such as East New York, by offering local food stores technical assistance around stocking and promoting healthy products.

SPOTLIGHT

GREEN CARTS

Green Carts are food carts and trucks that bring fresh fruits, vegetables, and other healthy foods to neighborhoods that lack access to fresh produce. The Jewel Streets are within one of the designated Green Cart areas. For more information on becoming a Green Cart vendor, visit nyc.gov/GreenCarts.

4

NEW

Connect business owners with support services.

NYC Small Business Services will connect small businesses in the area to SBS' slate of services to free help businesses start, operate, and expand in New York City. Services include business education, access to capital, free legal (pre-litigation) resources and commercial lease review.

5

NEW

Better connect residents to existing mental health resources.

The City's Bureau of Community Awareness, Action, Response & Engagement (BCAARE) in the Division of Mental Hygiene can partner NYCHA and other local institutions to hold mental health resilience trainings, information sessions on mental health services and programs, and temporarily place social workers for neighborhood needs assessment.

SERVICE SPOTLIGHT

BCAARE

The City's Bureau of Community Awareness, Action, Response & Engagement (BCAARE) offers information about critical mental and community health services, such as:

- 988 (a number to call in place of 911 for mental health crisis support)
- mental health resilience trainings
- peer-to-peer programming
- insurance information
- advocacy services

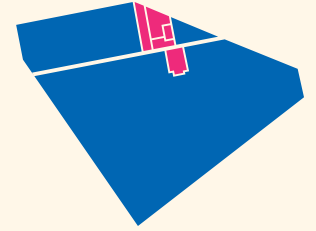


SUBAREA STRATEGIES

SUBAREAS



JEWEL STREETS

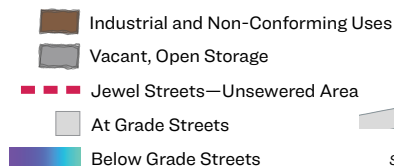


EXISTING CONDITIONS

A NEIGHBORHOOD SHAPED BY PERSISTENT FLOODING

CHALLENGING HOUSING CONDITIONS

In the mid 20th century, the land around the Jewel Streets was raised to a higher elevation, leaving the Jewel Streets in a topographic depression—a low-lying bowl. This made it challenging to provide storm or sanitary sewers, resulting in challenging housing conditions for Jewel Streets residents. Homes in the Jewel Streets are vulnerable to flooding, and residents who want to move out of the neighborhood often can't sell their homes due to flood damage and lack of infrastructure. These same residents also rely on septic tanks and cesspools, which require regular maintenance. Without regular care, they can fail, leaking sewage into the ground or overflowing during storms, potentially leading to contamination.



NON-RESIDENTIAL USES AND STREET ELEVATIONS IN THE JEWEL STREETS



SOURCE: NYC HPD, NYC OTI 1ft. DEM Integer Raster



DEAD END STREETS

Due to the neighborhood's low elevation and location between major roads, many of the streets in the Jewel Streets do not connect to the surrounding neighborhood. These dead ends are a barrier to accessing transit, stores, and services, and can make the neighborhood feel isolated.



VACANT LOTS

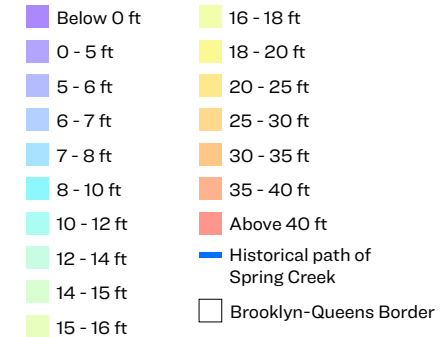
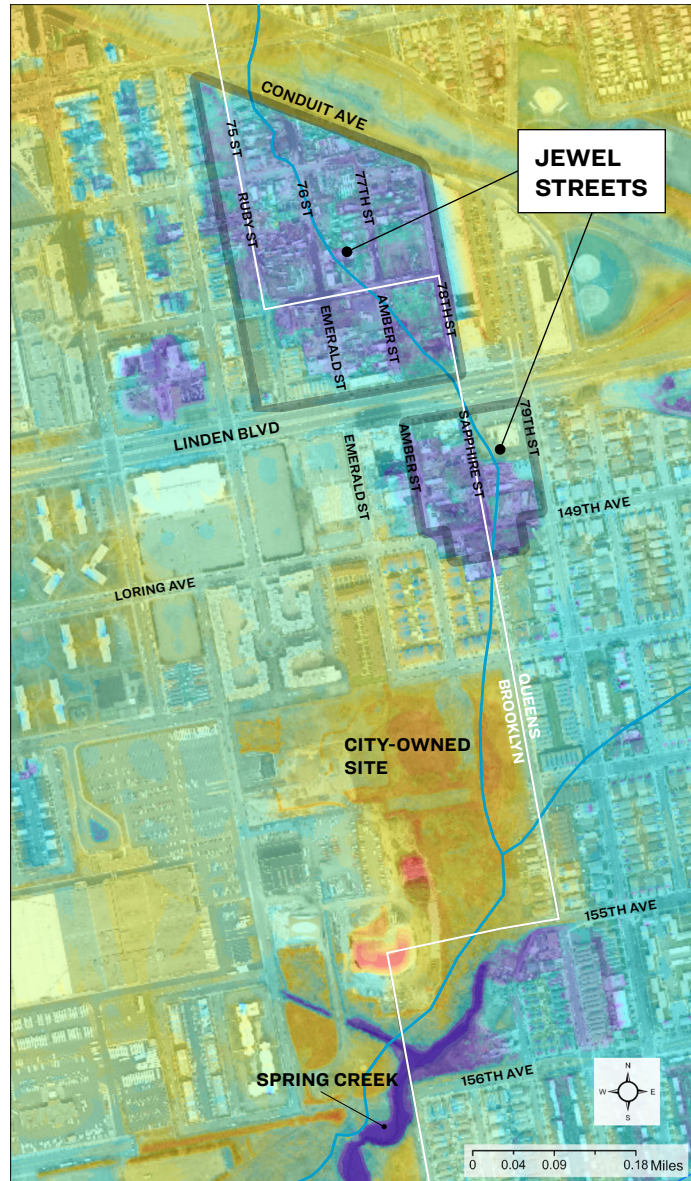
The lack of sewer infrastructure also makes it difficult to develop new housing in the Jewel Streets, leaving many lots vacant, overgrown, or used for illegal dumping, storage, or industrial activity. These lots can be a health risk and make residents feel unsafe. Despite the neighborhood being zoned only for residential use, many illegal industrial businesses operate in these vacant lots where homes should be.

WHY DO THE JEWEL STREETS FLOOD?

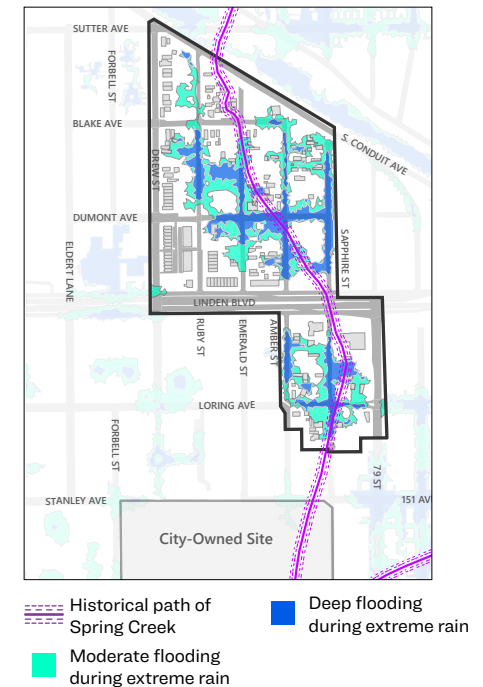
The Jewel Streets area floods often because the land is very low-lying and there is no sewer system to capture rainwater. The flood risk that residents face is only worsening with time, as climate change causes ground water levels to rise and makes storms more intense.

The Jewel Streets are built on the path of a historical waterway. Spring Creek, which flows into Jamaica Bay, used to extend north beyond Conduit Avenue. The Jewel Streets are 10-15 feet lower than the surrounding area and have a high water table, meaning ground water is not far below the surface. The high water table limits what can be constructed below ground and also means water can't easily drain through the soil, resulting in water collected and pooling on the ground.

ELEVATIONS AND HISTORICAL PATH OF SPRING CREEK



STORMWATER FLOOD RISK

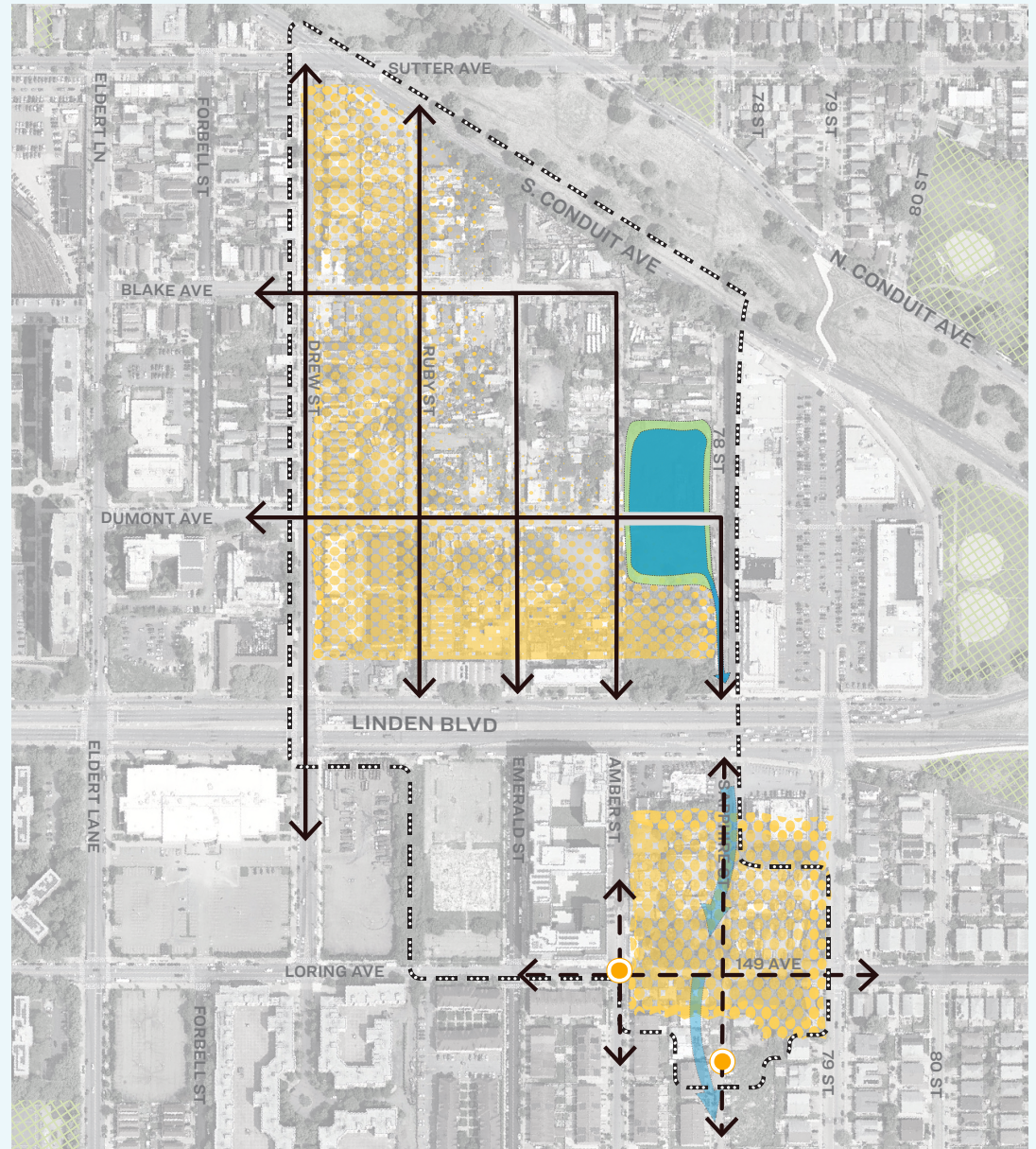
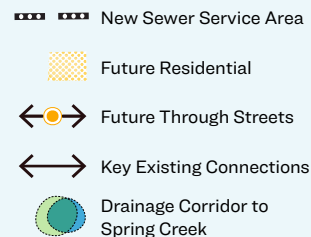


SOURCE: NYC DEP Stormwater Flood Map, <https://experience.arcgis.com/experience/e83a49daef8a472da4a7e34dc25ac445/>

GOALS & VISION

Create a more resilient and connected Jewel Streets with better drainage, improved streets, and new housing that can withstand flooding and future climate impacts.

- Support redevelopment of vacant lots or lots used for industrial and storage uses with small homes and low-rise apartment buildings
- Install new sewers and nature-based drainage solutions to reduce flooding.
- Reconstruct streets and sidewalks to better connect the area to transit and services and make it safer to walk, bike, and drive.
- Strengthen enforcement against illegal dumping, illegally parked cars, and squatting.



STRATEGIES

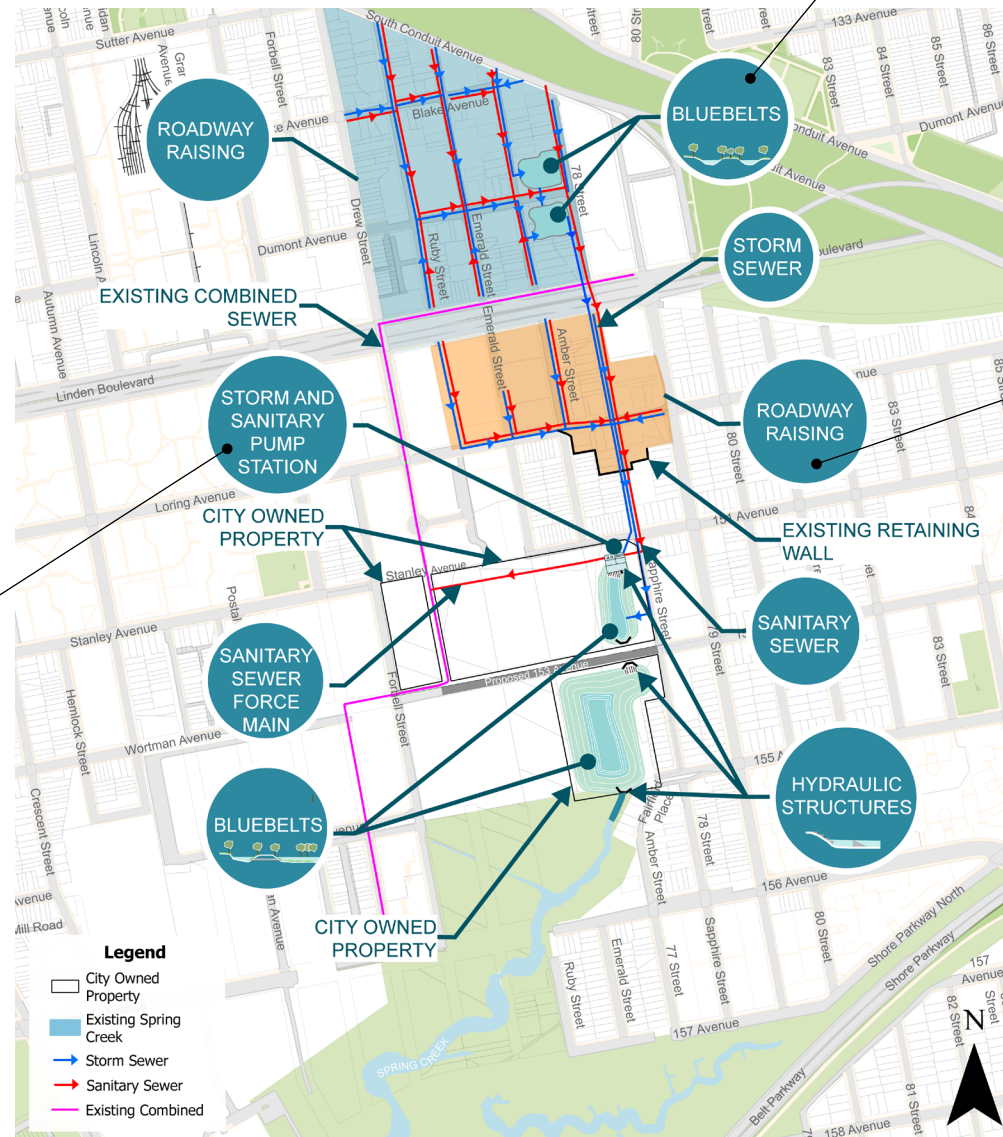
DRAINAGE INFRASTRUCTURE

The proposed drainage system for the Jewel Streets will consist of multiple green (nature-based) and gray (man-made) infrastructure elements, harnessing the power of nature to prevent flooding when it rains.

NEW STORM AND SANITARY SEWERS AND PUMP STATIONS

Storm sewers and other utility lines will be installed throughout Jewel Streets. New sanitary sewers will eliminate the use of septic systems in the neighborhood.

A new stormwater and sanitary pump station on the City-owned site along Stanley Avenue will pump the water from new north Jewel Streets sewers into Spring Creek.



BLUEBELTS

A network of Bluebelt ponds that filter and store rainwater during storms will be located north and south of Linden Boulevard in the historical path of Spring Creek. The Bluebelts ponds will collect rainwater across the neighborhood through a new separate stormwater drainage system. The stormwater will flow into Spring Creek, which will be restored to work as a natural water channel again. See [page 33](#) to learn more.

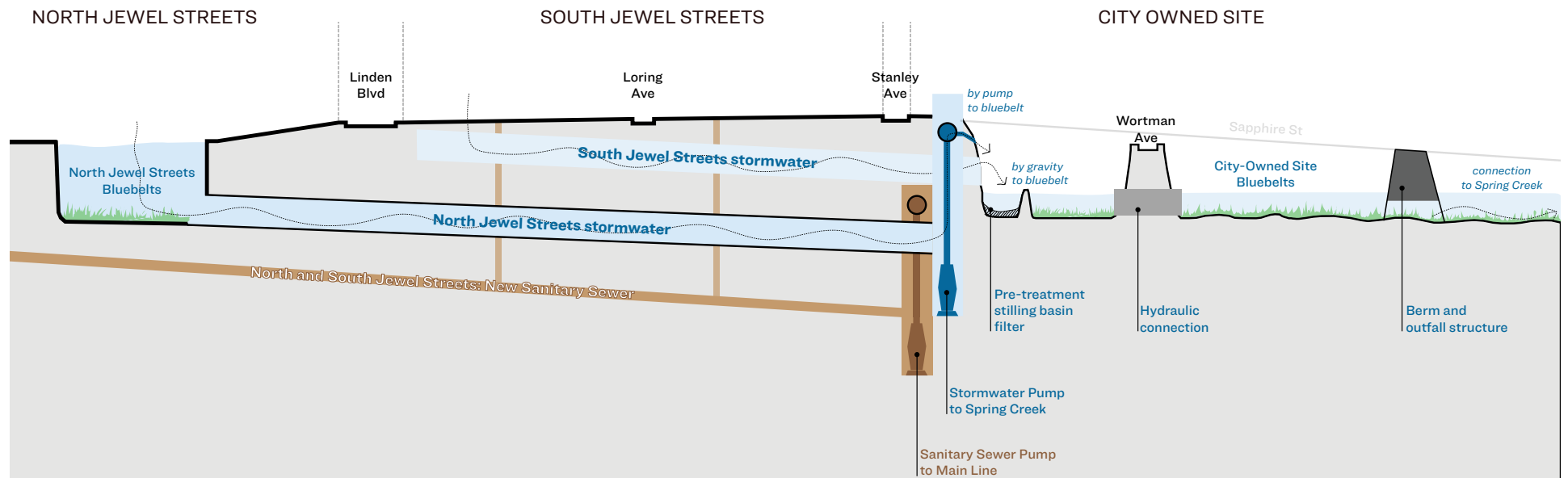
REBUILT AND ELEVATED STREETS

After the sewer system is installed underground, all the streets in the Jewel Streets will be rebuilt with new roads, sidewalks, and more street trees. To fit the necessary storm and sanitary sewers underground, certain stretches of roadway will also be elevated. See [page 34](#) for more info.

DRAINAGE STRATEGY

The proposed drainage strategy will incorporate multiple green (nature-based) and grey (man-made) infrastructure elements.

ILLUSTRATIVE SECTION OF JEWEL STREETS DRAINAGE SYSTEM



WHAT IS A BLUEBELT?

In the early 1990s, the NYC Department of Environmental Protection (DEP) pioneered the use of an innovative, hybrid approach to stormwater management on Staten Island. The approach incorporated natural and engineered water features such as streams, ponds, and wetlands to transport, store, filter, and reduce stormwater. Like the Staten Island “Greenbelt,” which preserved a corridor of green space, DEP’s new “Bluebelt” program preserved the area’s natural wetland and stream corridors.

Today, these ecologically rich stormwater management practices are a growing part of New York City’s storm sewer network. In the past 30 years, DEP has developed and maintained nearly 100 Bluebelts across the city. These interconnected ponds, streams, and marshes promote biodiversity while protecting communities from flooding. Bluebelts also offer passive recreation through trails, paths and places to sit.

PRELIMINARY SKETCH OF BLUEBELT ON DUMONT AVENUE



TRANSPORTATION AND PUBLIC SPACE

REBUILT AND RECONNECTED STREETS

After the new sewer system is installed, all the streets in the Jewel Streets will be rebuilt with new roads, sidewalks, and more street trees. To fit the necessary storm and sanitary sewers underground, certain streets will be elevated.

NORTH OF LINDEN BOULEVARD

Streets could be raised to accommodate new storm sewers. The exact amount will be determined during design in coordination with DDC and DOT.

SOUTH OF LINDEN BOULEVARD

A steeper grade change to the lowest part of the neighborhood requires higher elevation—up to 10 feet—which will bring the streets to legal grade. The higher elevation of streets in the South Jewel Streets will allow several dead-end streets, such as Amber and Sapphire streets, to connect all the way from Linden Boulevard to Stanley Avenue, significantly reducing travel times and allowing residents to more easily reach transit and services.

Residents in areas that will see higher street elevation will have City support to navigate options to retrofit their homes or relocate to a less flood prone area. See Resilient Acquisitions program on [page 36](#).



New sidewalks will allow residents to more easily and safely get around.

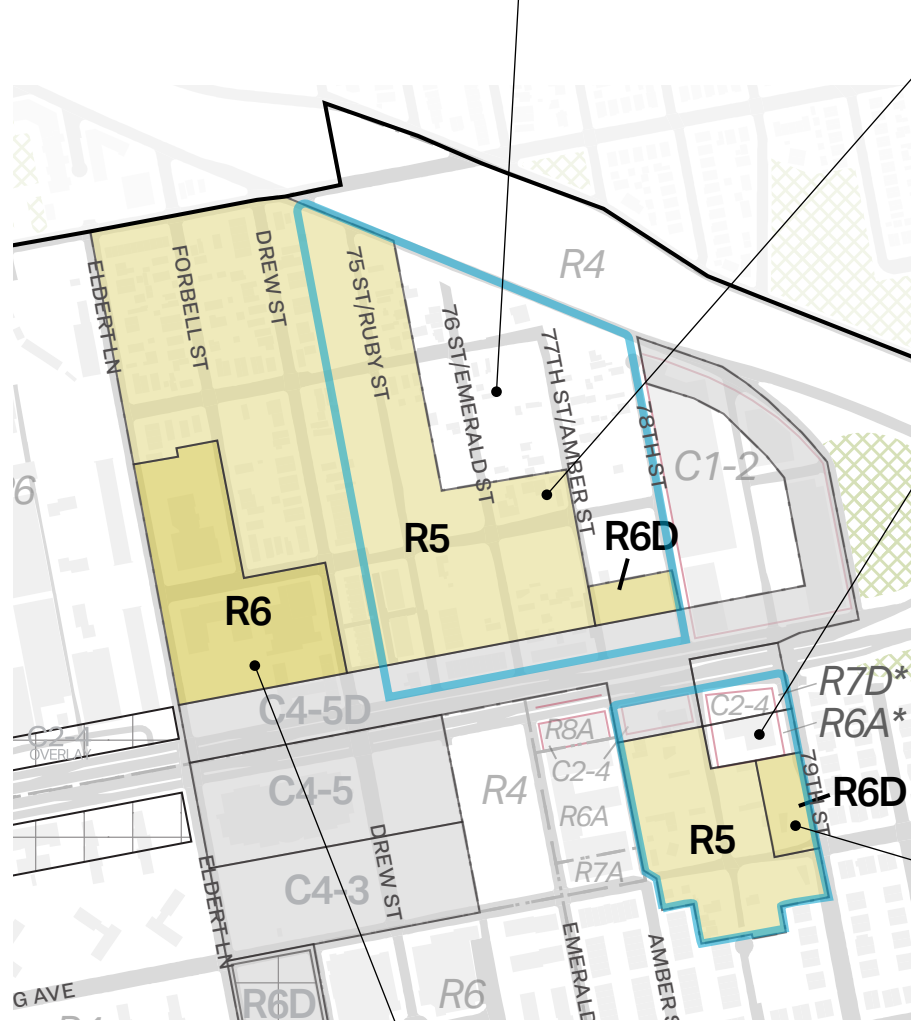
LAND USE AND HOUSING

Proposed land use changes in the Jewel Streets will build on the proposed drainage and transportation improvements to create a stronger residential neighborhood for current and future residents. Side streets retain low-scale neighborhood character balanced with orienting density to the wide streets.

New storm and sanitary sewers in the Jewel Streets will make the neighborhood more resilient and able to accommodate new homes safely.

New elevated and reconnected streets in the South Jewel Streets will reduce travel times to transit, stores, and open spaces, and encourage more active residential streets.

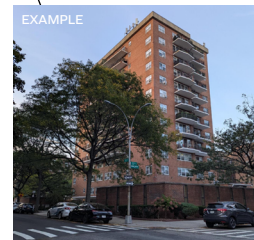
PROPOSED ZONING



RESIDENTIAL



**These parcels are part of a private rezoning application currently undergoing public review.*



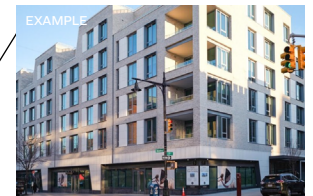
R6: COMMUNITY FACILITY EXPANSION

Alongside residential, allow local community facilities to expand or redevelop parking lots—up to 13 stories.



R5: SMALL HOMES OR SMALL APARTMENT BUILDINGS

Strengthen neighborhood's residential character by allowing for the development of small homes and apartment buildings—up to 4 stories.



R6A: STEP-DOWN

Plan for the side streets close to Linden Boulevard to serve as a transition between larger buildings on Linden Boulevard and smaller homes on neighboring streets—up to 9 stories.



R6D: STEP-DOWN

Plan for the side streets close to Linden Boulevard to serve as a transition between larger buildings on Linden Boulevard and smaller homes on neighboring streets—up to 7 stories.

DEVELOPING A VOLUNTARY RESILIENT ACQUISITIONS PILOT FOR THE JEWEL STREETS

Resilient Acquisitions is the City's voluntary home acquisition program for New Yorkers interested in selling their high-flood-risk homes and moving to less flood-prone areas. More information about the program design is outlined in the [Resilient Acquisitions Framework](#).

The program will be piloted in the Jewel Streets to ensure that residents have City support to navigate options to relocate to a less flood-prone area. Participating homeowners and tenants in homes that are acquired will be paired with case managers and offered relocation support services to help them relocate successfully. The City will also work with homeowners to navigate options to retrofit their homes as the long-term drainage plan takes shape.

WHO IS ELIGIBLE

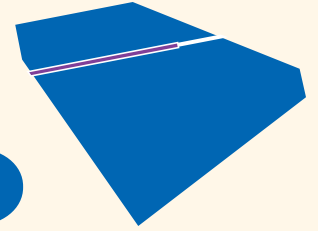
All Jewel Streets owners of 1-4 family homes are welcome to submit an expression of interest. Currently the City is collecting expressions of interest from Jewel Streets homeowners to understand who may be interested in an acquisition as the pilot is developed.

HOW TO GET INVOLVED

- Fill out the [Expression of Interest Form](#)
- Reach out via email: info-RA@recovery.nyc.gov or phone 844-208-3181



LINDEN BOULEVARD



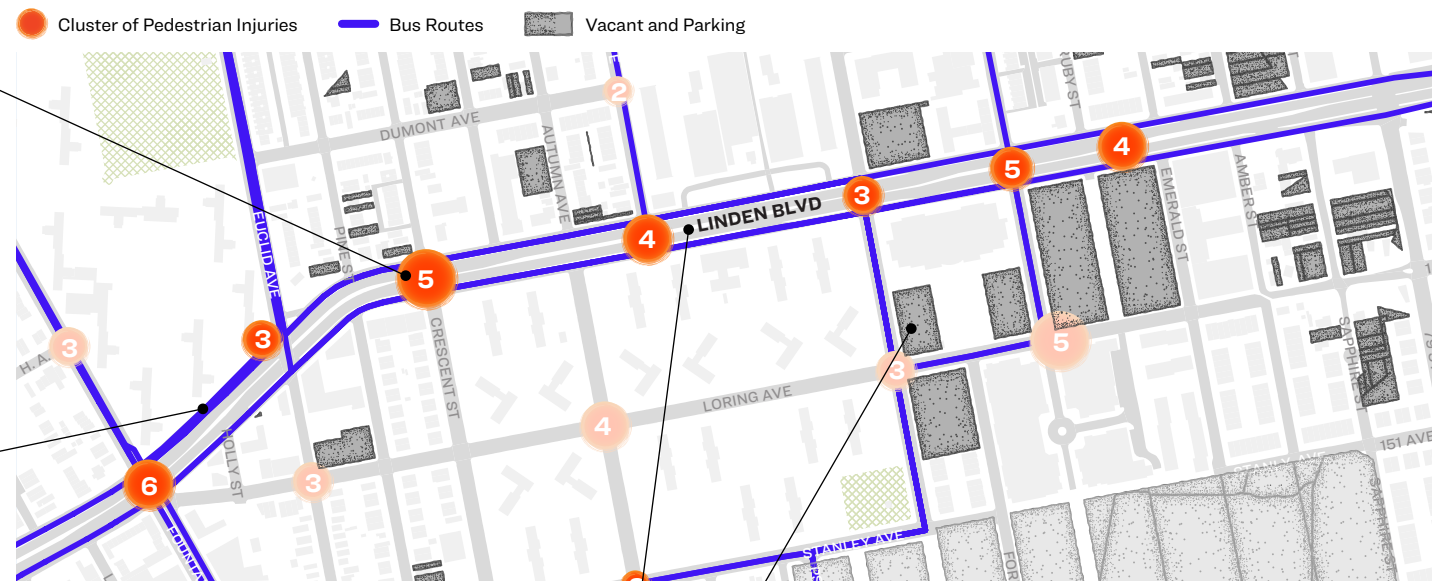
EXISTING CONDITIONS

NEED FOR MORE SERVICES, SAFER PEDESTRIAN CONNECTIONS, AND IMPROVED TRANSIT ACCESS

Linden is a local truck route and major commercial street that acts as an eight-lane highway: difficult for pedestrians and cyclists to cross. Many properties are vacant while buildings vary significantly in size and proximity to the sidewalk, creating an unfriendly experience for pedestrians.

BUS SERVICE IS SLOW AND UNRELIABLE

Linden Boulevard connects the neighborhood to other parts of borough and city, but existing transit options limit residents' ability to get to job centers like JFK airport and Midtown Manhattan easily. Riders have reported slow bus service and long wait times, particularly overnight and on weekends, sometimes up to an hour, followed by multiple buses arriving at once. Bus service would benefit from stronger connections to both the subway system and nearby destinations, like the Gateway Center Mall.



LINDEN BOULEVARD IS DIFFICULT AND DANGEROUS TO CROSS

Crossing a wide road with heavy traffic, like Linden Boulevard, can be dangerous. Many people report having to walk or drive several blocks out of their way just to cross the street. There have been frequent calls from residents for additional crosswalks and longer crossing times at intersections to ensure all pedestrians, especially seniors and individuals with disabilities, can make it safely across.

VACANT LOTS PREVENT POSITIVE NEIGHBORHOOD CHANGE

There are 12 acres of vacant lots on Linden Boulevard between Fountain and Conduit Avenues, including six full blocks. Vacant lots along the corridor contribute to gaps in critical services, like stores, childcare, and medical services, forcing residents to travel further. Vacant lots also mean fewer people walking around, which can make residents feel unsafe. One reason so many lots on the corridor sit empty is because the existing zoning, rules that determine what can be built where, limits new development to small homes and apartment buildings along most of corridor. These rules also prevent new stores, restaurants, and offices from being built, and make it challenging to add new housing.

SOURCE: NYPD, Motor Vehicle Collisions, https://data.cityofnewyork.us/Public-Safety/Motor-Vehicle-Collisions-Crashes/h9gi-nx95/about_data

VISION AND GOALS

Support a safe and more active corridor with new housing, businesses, and community services.

TRANSIT

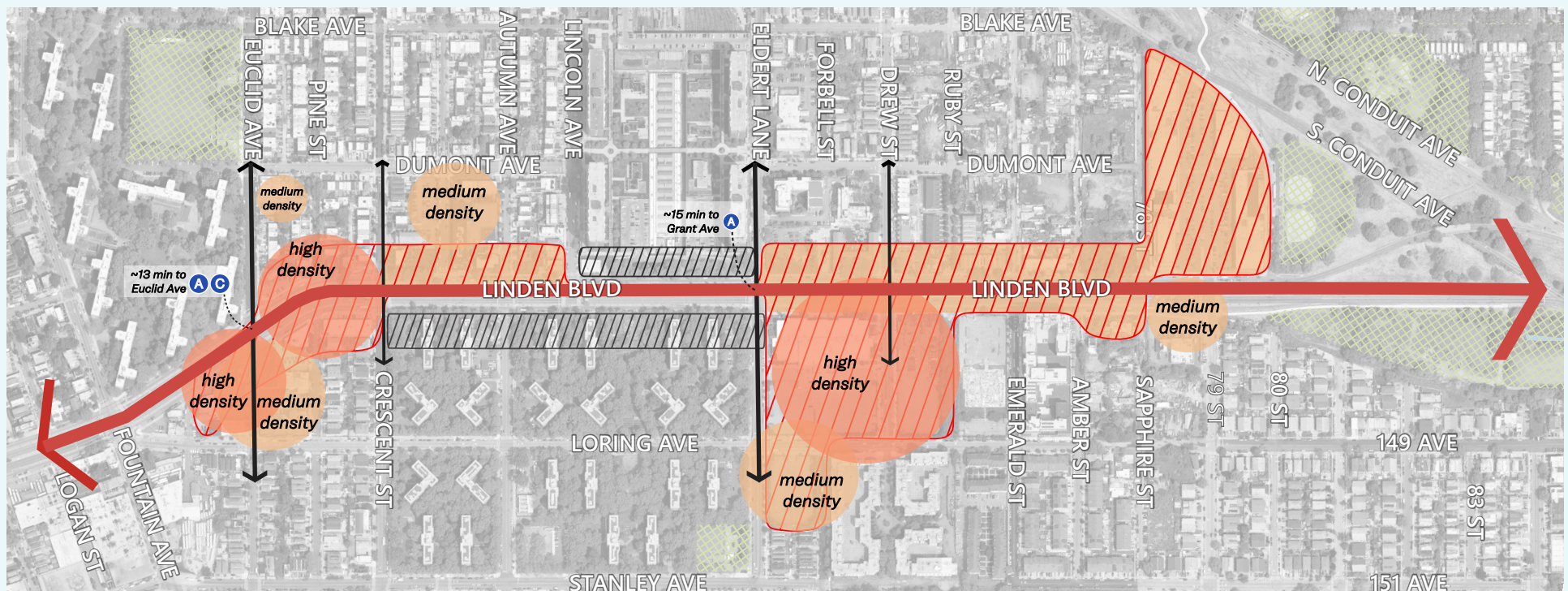
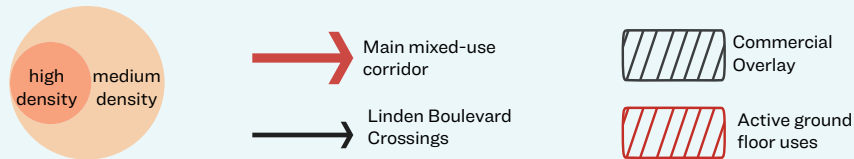
Improve connections to the subway and promote faster bus service

LAND USE

Encourage redevelopment of vacant lots with mixed-use development that has housing above stores, restaurants, and community spaces. Development should be sized appropriately to the size of the streets

SAFETY

Make Linden Boulevard safer and easier to cross

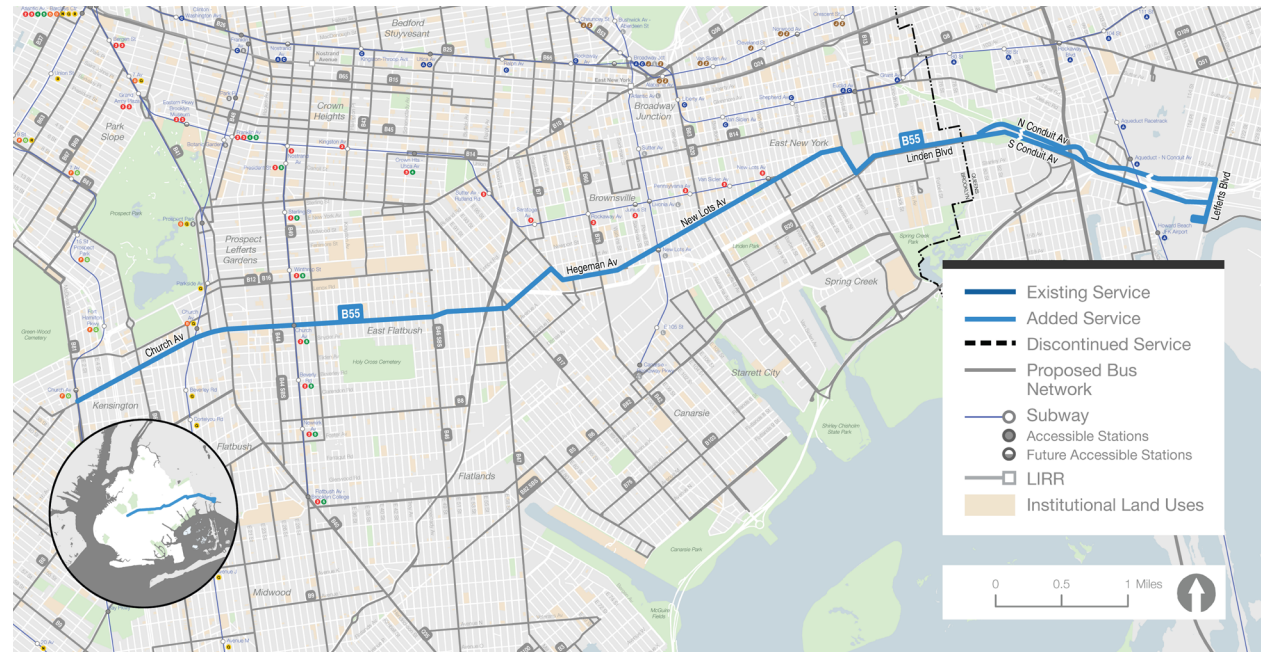


STRATEGIES

BUS AND SAFETY IMPROVEMENTS ON LINDEN BOULEVARD

The NYC Department of Transportation (NYC DOT) is advancing the design process for the Linden Boulevard Bus Priority and Safety Improvements Project, focused on the corridor between Fountain Avenue and Conduit Avenue that serves over 34,000 bus riders. Outreach to community boards, elected officials, and other stakeholders began in October 2024 and is ongoing, with continued engagement planned through proposed implementation in Spring 2026.

PROPOSED B55 ROUTE: KENSINGTON TO JFK



The proposed B55 Crosstown bus route (Kensington - JFK Airport) in MTA's Brooklyn Bus Network Redesign Draft Plan.

DOT is proposing to move buses from the service road to new bus lanes on the mainline along the Linden median. This change would reduce delays caused by local traffic congestion, driveways, and turning vehicles by placing buses in a dedicated lane adjacent to the median in both directions.

A distinct but complementary project, the MTA's Brooklyn Bus Network redesign Draft Plan proposes the new, faster B55 Crosstown bus with fewer stops. The new route would make it quicker for residents to travel along Linden Boulevard east to JFK airport and west to Brooklyn neighborhoods like Kensington and Flatbush. The network redesign plan will be finalized in early 2026.

SAFER STREET CROSSINGS

DOT's Linden Boulevard project also includes the construction of new ADA-accessible median bus stops, which will provide safe, designated areas for passengers to wait for the bus and give pedestrians a safe place to stop while crossing the eight-lane Linden Boulevard.

TIMELINE FOR IMPROVEMENTS

2024 WINTER	Presentation of existing conditions to community boards, elected officials and stakeholders
2025 SPRING	Ongoing design development, incorporating feedback from public engagement
SUMMER	
FALL	
WINTER	Final proposal presentations to elected officials, community boards, and stakeholders
2026 SPRING	Anticipated implementation of the Linden Boulevard Bus Priority and Safety Improvements Project

SAFETY IMPROVEMENTS

Woodhaven Boulevard, Queens: A street that underwent a similar safety and transit improvements to those planned for Linden Boulevard.



DOT will enhance pedestrian safety by implementing painted markings and concrete features to shorten crossings and improve visibility at selected intersections.

Creating bus-only lanes will improve bus service, user accessibility, and road safety by lowering speed.

Dedicated bus lanes with ADA-accessible boarding areas along the Linden Blvd median will keep buses out of traffic and prevent double-parked or right turning vehicles from slowing bus service.

LAND USE AND HOUSING

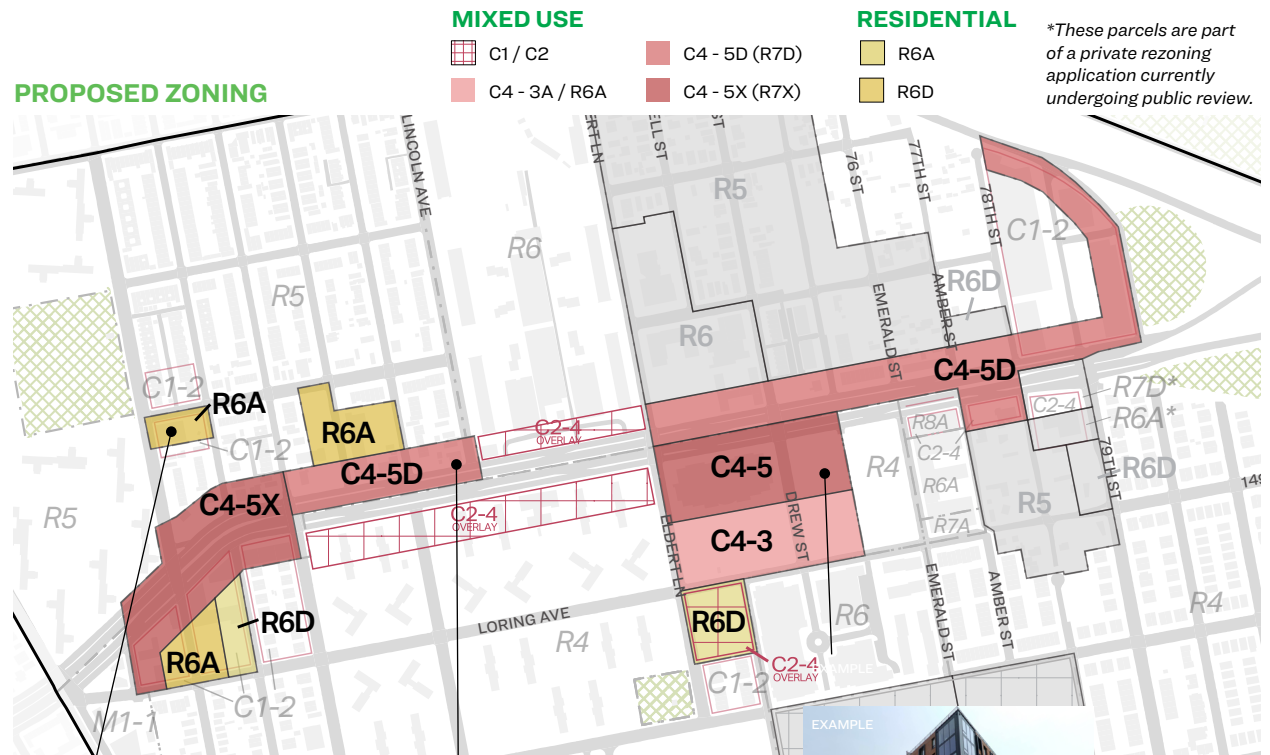
Linden Boulevard connects the neighborhood to other parts of borough and city and also serves as a bridge between north and south Jewel Streets and East New York and Lindenwood.

The proposed land use framework would encourage redevelopment of the vacant lots on Linden Boulevard, knitting the neighborhood together through new affordable homes, essential services, and businesses. Changes to the zoning would allow buildings of different sizes and types along the corridor, responding to the surrounding context.



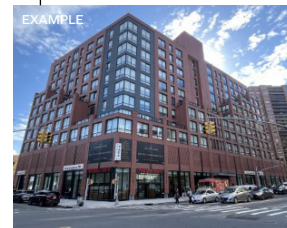
LONG-TERM AFFORDABILITY

All new housing will require that 20-30% of homes are permanently income-restricted and rent stabilized through the Mandatory Inclusionary Housing program and affordable to residents with a variety of incomes. New 100% affordable development along the corridor subsidized by the New York City Department of Housing Preservation and Development is also anticipated.



STEP DOWN: R6D/R6A

Transition to the lower density context on side streets.
Up to 7-9 stories.



ACTIVE MIXED-USE CORRIDOR: C4-5D, R7D

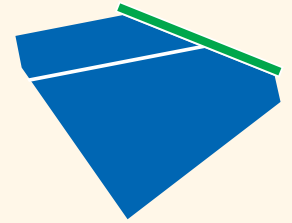
Promote increased density across the corridor to spur mixed-use development with housing above stores, restaurants, services, and community spaces.
Up to 12 stories.



COMMUNITY HUB: C4-5X, C4-5, C4-3

Support higher density at two key locations close to transit to create activity centers that allow housing and multi-story retail, services, and community facilities.
C districts allow for strictly commercial buildings or multiple stories of commercial under housing that encourage a more active sidewalk experience and can facilitate a hub for employment at key locations close to transit.
Up to 14-15 stories.

CONDUIT AVENUE



EXISTING CONDITIONS

Conduit Avenue is an important route for local and regional transportation to Central Brooklyn and JFK Airport. But today, speeding vehicles create challenging conditions for pedestrians and the street's wide median—up to 300 feet across—divides the neighborhoods on either side.

Pedestrian infrastructure such as sidewalks and crosswalks is limited or doesn't exist in some locations. Some areas along Conduit Avenue deal with additional quality of life concerns such as flooding, poor lighting, and vacant lots.

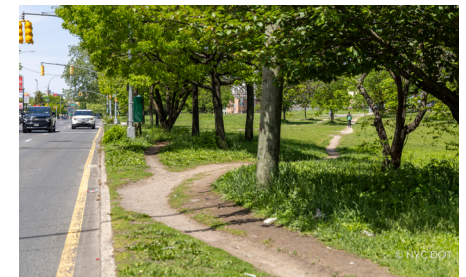
The wide median space has many informal pathways running through it, showing a need for better pedestrian connections. Between Atlantic Avenue and Lefferts Boulevard, the Conduit Corridor contains about 46 football fields worth of median space. Most of this space is not designed for any specific use. This creates opportunities to better support community needs.



Missing sidewalks contribute to the danger of walking along or crossing Conduit Avenue



Gaps in crosswalks at key locations increase the risk of injury

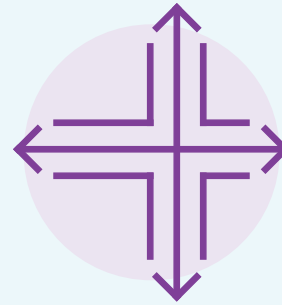


Informal pathways run through the median along the corridor

VISION AND GOALS

NEIGHBORHOOD PLANNING PRIORITIES: INCREASE CONNECTIVITY, SAFETY, AND OPEN SPACE

As part of the neighborhood planning process, residents shared their priorities for the future of Conduit Avenue. Three key themes emerged and will be considered as part of DOT's larger Conduit Corridor Study.



CONNECTIVITY

Ensure regular connections between communities on either side of Conduit Avenue



SAFETY

Improve safety with street crossings and lighting



OPEN SPACE

Create accessible open and green spaces

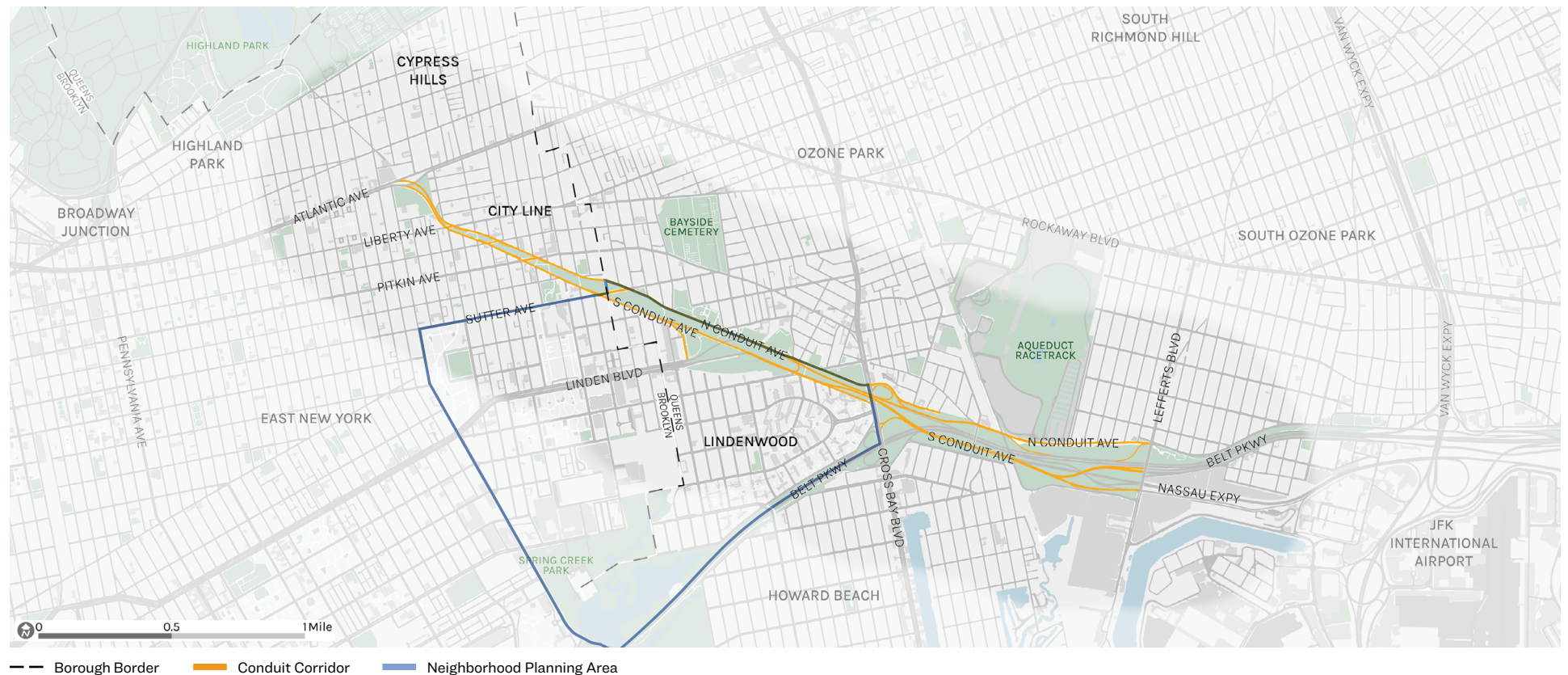
STRATEGIES

TRANSPORTATION

DOT CONDUIT CORRIDOR PLAN

NYC DOT is leading a long-term planning effort for Conduit Avenue and Conduit Boulevard. The Plan focuses on the area between Atlantic Avenue in Brooklyn and Lefferts Boulevard in Queens. DOT's Plan is designed to address the challenges facing the communities surrounding Conduit: difficulty crossing the corridor; roadway safety concerns; and separation of communities on either side.

CONDUIT CORRIDOR



COMMUNITY ENGAGEMENT

NYC DOT launched the Conduit Corridor Plan in the spring of 2025, followed by a Kickoff Round of community engagement in July 2025, including:

2
public workshops

online feedback
map

10
pop-up
engagement events

After hearing from over **250 individuals** and receiving more than **400 comments**, NYC DOT started developing draft concepts to address the issues that participants raised. The planning team will bring these concepts back to the community for review before releasing a final plan before the end of 2026.

POSSIBLE DESIGN OUTCOMES

To address challenges and make better use of the wide median space between North and South Conduit, the Conduit Corridor Plan will consider a range of potential outcomes, including:

Redesigned roadways and intersections



Improved pedestrian network



New greenway infrastructure



Accessible public spaces



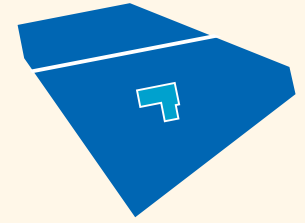
Additional stormwater drainage infrastructure



Other corridor opportunities



CITY-OWNED SITE



EXISTING CONDITIONS



X Dead End



BARRIER TO NEIGHBORHOOD CONNECTIONS

The location and size of the site and lack of streets running through it divide the surrounding neighborhoods. Dead-ends block surrounding streets from connecting, making it difficult for people to move easily around the neighborhood.



PRESERVED NATURAL CONNECTIONS

The historical path of Spring Creek runs through the site, connecting to Spring Creek Park and Jamaica Bay to the south. The lack of development on the site has preserved the creek's path, creating an opportunity to integrate it into future site design with a continuous restored waterway.



DIFFERENT SURROUNDING NEIGHBORHOOD CHARACTER

The site is located between two starkly different neighborhoods: south and east of the site is Lindenwood, Queens, with small homes and apartment buildings; west of the site is an industrial part of East New York, Brooklyn with a NYC Department of Sanitation (DSNY) facility and large USPS distribution facility.

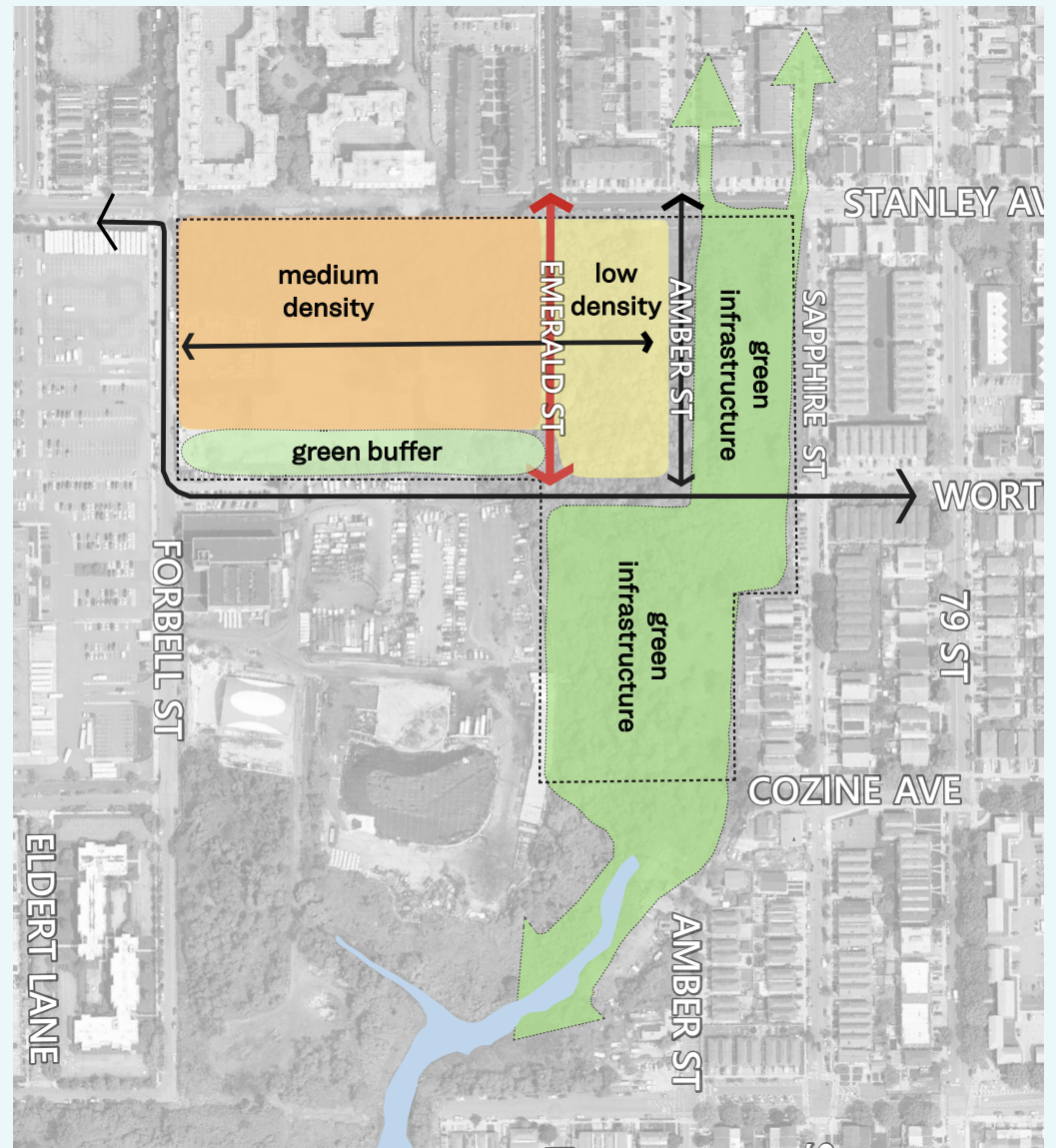
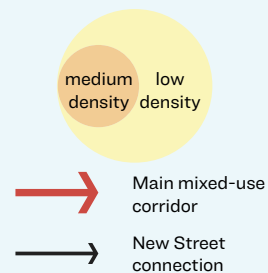


VACANT AND UNDERUTILIZED LAND ABOVE FLOODPLAIN

Unlike the surrounding neighborhood, the City-owned site is elevated above the current 100-year floodplain. This offers an opportunity for redevelopment with lower flood risk.

VISION AND GOALS

Develop a mixed-use community anchored by affordable housing with improved flood protections and new streets that reconnect the neighborhood.



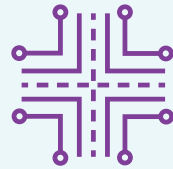
SITE PLANNING PRINCIPLES

The site planning principles build on two years of community engagement from 2023-2025 with East New York, Spring Creek, Jewel Streets, and Lindenwood residents. There will be many more opportunities for local residents to shape the future City-owned site master plan. More info in next steps on [page 57](#).



GREEN INFRASTRUCTURE

Invest in on-site flood protection measures that benefit both the new development and the broader neighborhood and connect to Spring Creek Park.



STREETS

Better connect the neighborhoods south of Linden Boulevard by creating new streets like Amber Street and Sapphire Street and paths through the City-owned site to walk, bike, and drive on.



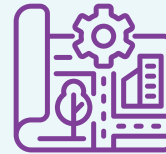
BUILDING TYPES

Develop a mix of new affordable homes and apartment buildings with retail and community spaces, like childcare and after-school programming.



OPEN SPACE

Create new open space, including a large central commons and smaller areas throughout the site where people can play, gather, and relax.



RESPECT SURROUNDING CONTEXT

Respond to surrounding areas with a master plan that complements the scale and types of surrounding buildings

- Smaller homes and apartment buildings towards the east by Lindenwood
- Larger apartment buildings to the west near Spring Creek and larger building to the northwest, including NYCHA developments
- Buffers around key parts of the site to protect future residents from adjacent industrial uses

STRATEGIES

DRAINAGE AND OPEN SPACE

The City-owned site will play a central role in providing resilient infrastructure for the Jewel Streets, hosting new critical infrastructure key to the drainage system. This new infrastructure will include Bluebelt ponds, a new pump station, and a restoration of the currently buried Spring Creek.

These new investments will also connect to a major wetland restoration project at Spring Creek Park that is currently underway. When all investments are complete, a new resilient drainage corridor will stretch from the Jewel Streets to Jamaica Bay.



CITY-OWNED SITE: BLUEBELT AND CREEK RESTORATION

Restoring the historical path of Spring Creek through the eastern portion of the City-owned site is one part of the larger drainage solution for the Jewel Streets that includes gray (man-made) and green (natural) infrastructure components.

The Bluebelts on the City-owned site restore the connection to Spring Creek Park and Jamaica Bay while concentrating development in other parts of the site.

In addition to contributing to the drainage infrastructure for the surrounding area, the restored creek will be accessible to the public with walking paths and seating areas.



SPRING CREEK PARK: HABITAT RESTORATION

Directly south of the 17-acre City-owned site, New York City and the federal government (USACE) are investing **\$29 million** to restore and enhance over **40 acres of wetlands** around Spring Creek. The restoration work began in **September 2025** and is scheduled to last for two years.

Following the habitat restoration, NYC Parks plans to improve the park edges and design new public access to the area, including walking paths and views of Spring Creek and Jamaica Bay. This work is partially funded by the National Parks Service, but additional funding will be required to implement the full scope of public access.

SPRING CREEK NORTH ECOSYSTEM RESTORATION PROJECT

Brooklyn and Queens, NY



- Parks Property
- Upland Habitat Restoration
- Upland To Wetland Conversion
- Wetland Enhancement
- Upland Placement

TRANSPORTATION AND LAND USE STRATEGIES

GREEN BUFFER

Between the existing DSNY facility and future development, a planted buffer can improve pedestrian safety and have other environmental benefits. The buffer could include green infrastructure or integrated landscaping.

DSNY FACILITY

NYC's Department of Sanitation (DSNY) has operated a facility on this site for many decades. Recently, the City found that a nearby DSNY garage serving Brooklyn North O5 had significant structural issues. To ensure continued service to the communities of that district, DSNY will begin transferring garage operations to this site.

City agencies will continue to partner closely to coordinate DSNY's critical operations with the future of the City-owned site's redevelopment into a resilient, mixed use community.

WEST OF EMERALD STREET: R6/C2-4

- Support medium/moderate-density residential development of multi-family buildings up to 12 stories.
- Allow enough flexibility for housing development to accommodate open space.

EAST OF EMERALD STREET: R5/C2-4

- Support development with small home and apartment buildings up to 4 stories.
- Create a transition between existing small homes to the east in Lindenwood and higher density toward the northwest with existing NYCHA campuses and future developments along Linden Boulevard.

KEY CONNECTIONS NORTH

Emerald and Amber Streets will be important north-south connectors linking 153rd Avenue to housing and stores on Linden Boulevard, and further connections on Conduit Avenue and the subway.

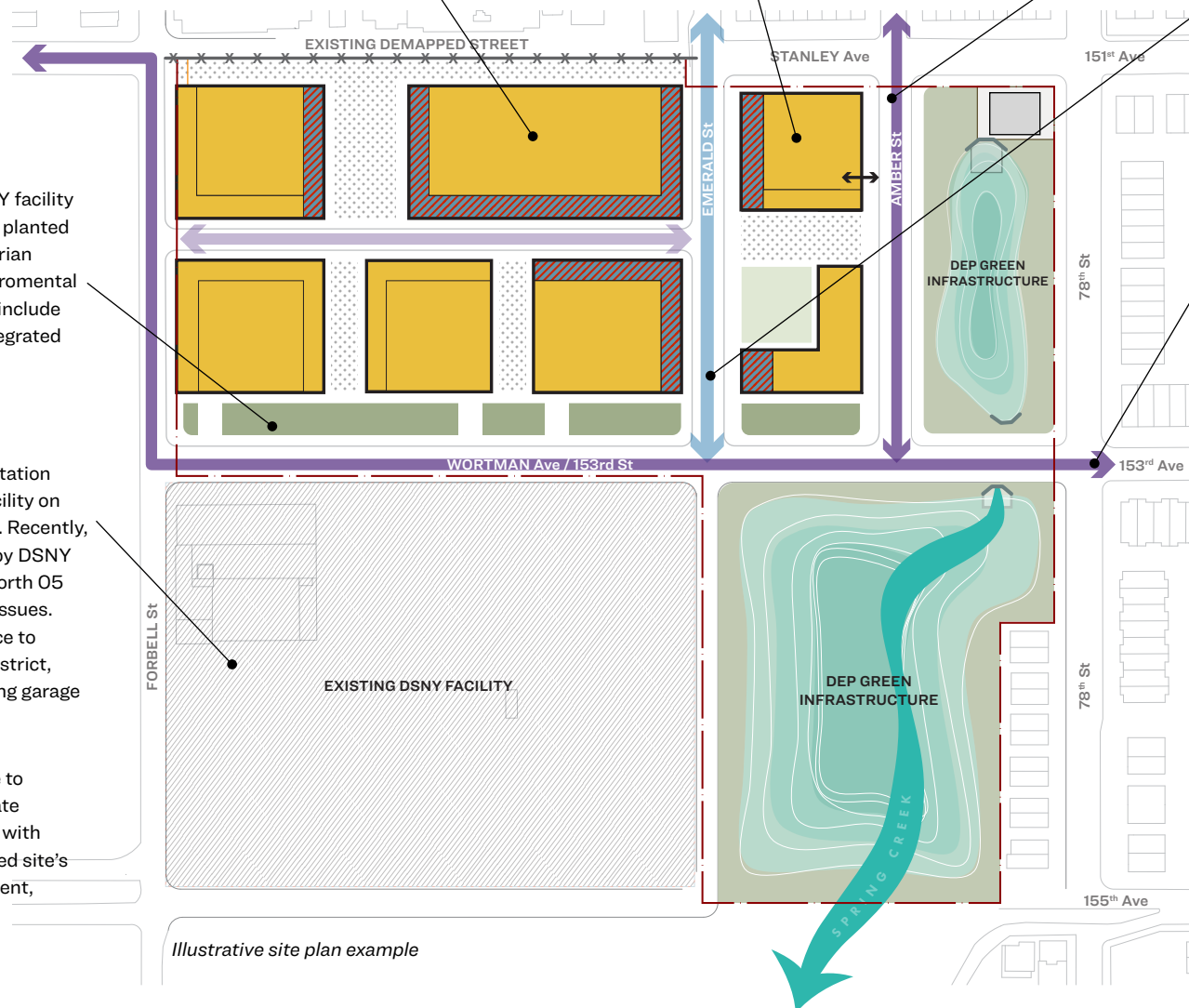
These connections require elevating streets north of Loring Ave and reconnecting the street grid as part of the Jewel Streets drainage plan.

EMERALD STREET: NEIGHBORHOOD CORRIDOR

Focus stores and businesses towards the center of the site on Emerald Street, the site's main north-south connector linking to Linden Boulevard, and continuing north to Conduit Avenue and the subway.

WORTMAN/153RD AVENUE

As the main east-west corridor on the site, will serve as a critical link between Lindenwood to the east and Spring Creek to the west, connecting residents to stores and other amenities in Lindenwood.



Illustrative site plan example

- Primary Commercial Corridor
- New Street Connection
- Potential New Street Connection
- Residential
- Active Ground Floor
- Pump Station
- Paved Outdoor Space
- Green Edge Buffer
- Building Courtyards
- Green Infrastructure

LAND USE AND HOUSING STRATEGIES

RESILIENT AFFORDABLE HOUSING

The City-owned site will include up to 1,400 new affordable homes subsidized by the New York City Department of Housing Preservation and Development. New affordable rental housing on the City-owned site will be income-restricted and rent-stabilized for residents with a range of incomes, meaning that you have to qualify based on your income, and you are protected from sudden rent increases. Affordable homeownership opportunities will be included as well.

As with other HPD-assisted affordable housing projects, the future development will follow HPD's Design Guidelines to minimize climate impact and enhance climate resiliency. These building design requirements ensure that all HPD-assisted affordable homes, and the residents who live in them, remain safe and resilient. They help protect against risks like sea level rise, stormwater flooding, and increasing heat.

EXAMPLE SITE PLANS

Taking the master plan principles and strategies for drainage and open space, transportation, and land use and housing into account, what could the City-owned site look like?

Here are a few examples of how streets, open space, retail, community facilities, and housing could be arranged on the City-owned site. These examples are meant to serve as a starting point for further community and stakeholder input about how the site should be developed.

Opportunities to comment and weigh in are outlined under [“What’s Next?”](#) later in this section.



EXAMPLE 1

Cars and pedestrians flow through the middle horizontal street.

The building footprints are larger, allowing for more housing units.

Open spaces and storefront activity are concentrated along to Emerald Street.

Each block can be a single building of multiple buildings centered around a courtyard

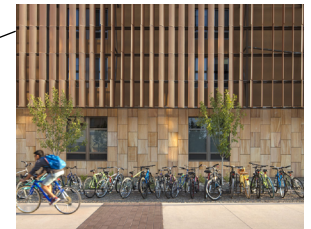
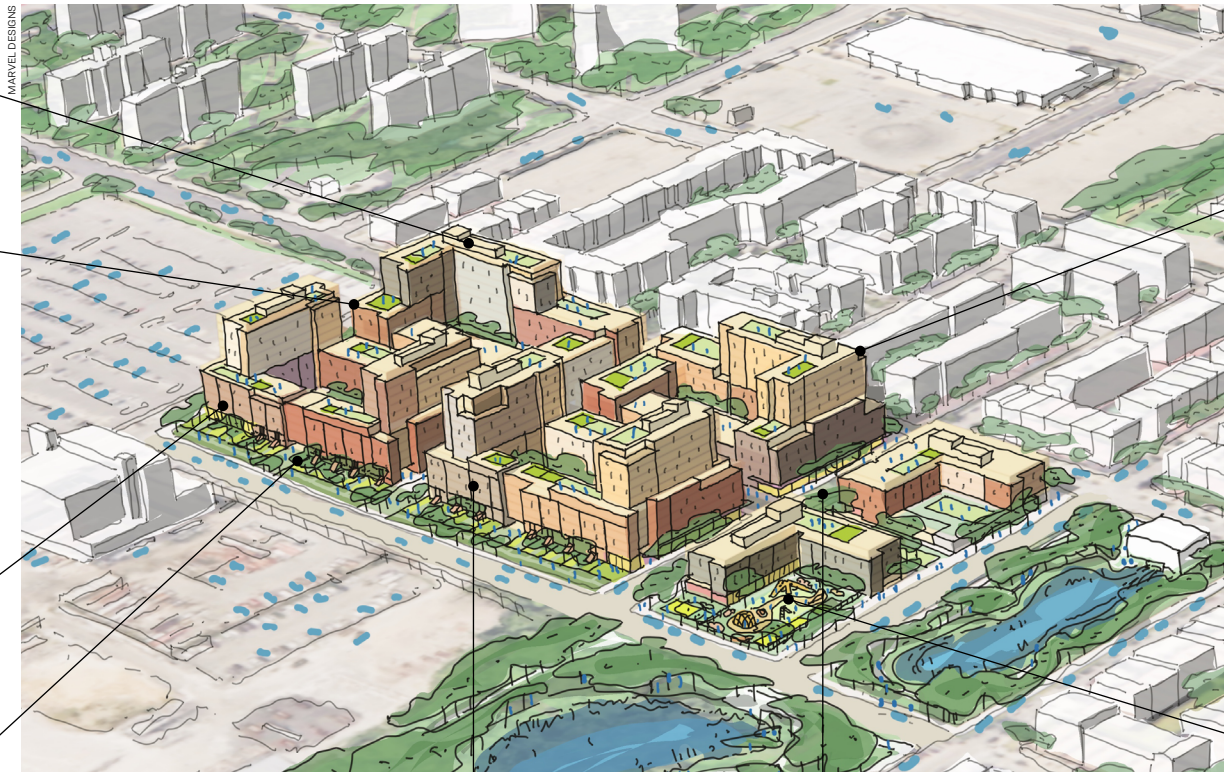


Central axis is shared between cars and pedestrians. Parking access is through this spine

Residential, commercial and retail program wraps the parking base



Front yard quality in DSNY buffer to include trees, bioswales, access to low-rise residential units



Screen wrapped parking with bike parking and other plaza type program

Emerald Street activated by commercial and retail



Low rise residential / maisonnettes



Play area / neighborhood park for residents

EXAMPLE 2

The middle horizontal street is pedestrianized, while cars are routed along the edges of the site.

There is a mix of small and large buildings to provide variety of building types.

Open spaces and storefront activity are spread along Emerald Street and the horizontal pedestrianized street.

Each block can be a single building or multiple buildings centered around a courtyard

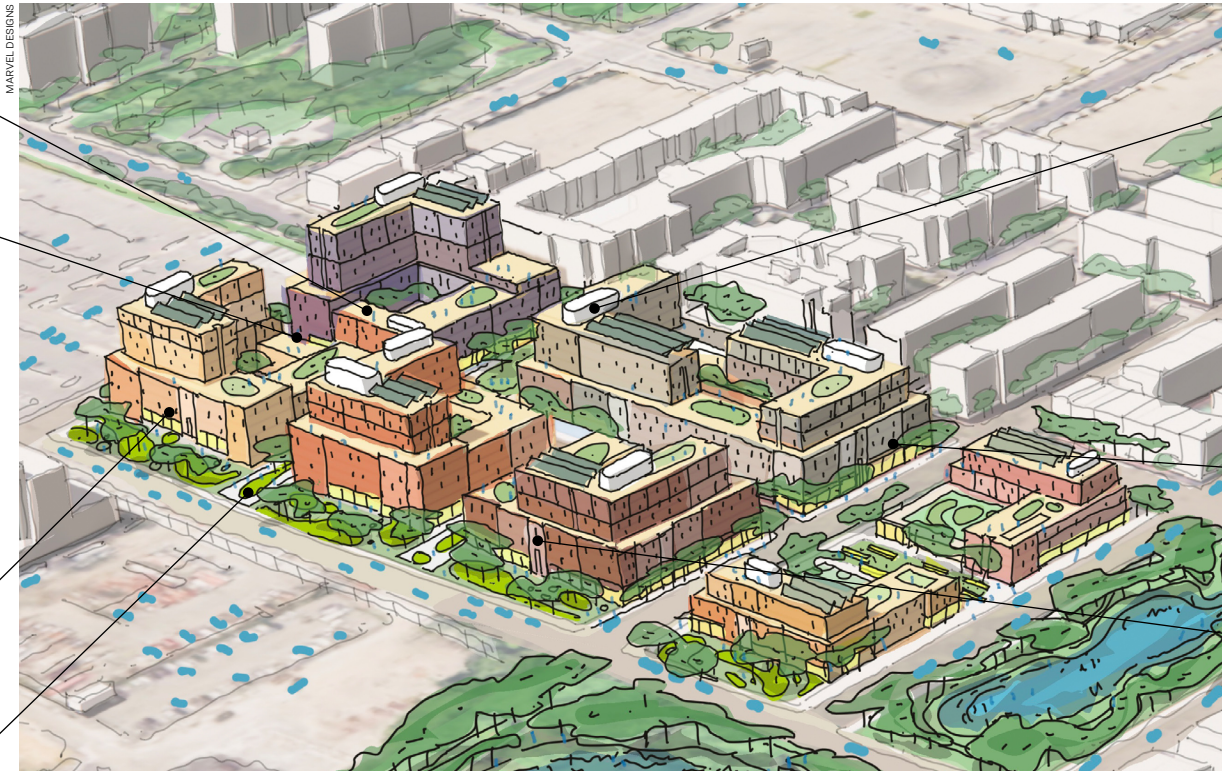


Interior plaza connector serves as the primary pedestrian connector through the development, with fire truck access provided for safety

Residential, commercial and retail program wraps the parking base



Ecological green edge buffer from the DSNY facility



Fitness area for residents with possibility for senior or children focused spaces.

Emerald Street activated by commercial and retail



Screen wrapped parking with bike parking and other plaza type program

EXAMPLE 3

The middle horizontal street pedestrianized and drawn at an angle. Cars are routed along the edges of the site.

There is a mix of small and large buildings to provide variety of building types.

Open spaces are larger and storefront activity are concentrated close to Emerald Street.

Interior plaza connector serves as the primary pedestrian connector through the development, with fire truck access provided for safety

Residential, commercial and retail program wraps the parking base



Ecological green edge buffer from the DSNY facility

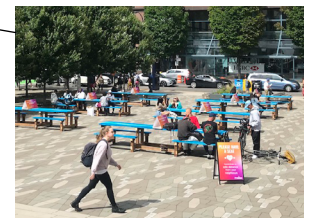


Each block can be a single building or multiple buildings centered around a courtyard



Screen wrapped parking with bike parking and other plaza type program

Emerald Street activated by commercial and retail



Playarea / neighborhood park for residents

NEXT STEPS

In order to turn the City-owned site into affordable, rent-regulated housing and affordable homeownership, the zoning changes proposed in this plan have to be approved through the City's public review process. This process is called the Uniform Land Use Review Procedure (ULURP), and includes multiple rounds of community input and elected official review that HPD will facilitate over several months ([learn more about ULURP here.](#))

Simultaneous to ULURP, the project will go through the City Environmental Quality Review (CEQR) process to identify and propose mitigations to any environmental impacts. This process will begin with a public scoping hearing anticipated to occur by the end of 2025.

HPD will also publish one or more Requests For Proposals (RFPs)—documents that seek proposals to develop mixed-use housing and open space based on the opportunities and constraints of the site and community priorities. Because the site is so large and could contain a mix of rental, ownership, and/or supportive housing, there may be multiple RFPs awarded different development teams that build out the site in phases.

HPD will engage local stakeholder to help shape this RFP. Through tabling events, surveys, and public workshops, local stakeholders will develop a community vision for the types of services and housing that should be included in the future development. This vision will be part of the RFP.

HERE IS WHAT HPD'S RFP PROCESS TYPICALLY LOOKS LIKE:





WHAT'S NEXT

WHAT'S NEXT

Realizing the vision of this neighborhood plan will take many years. As we transition from long-term planning to implementation, close collaboration with Jewel Streets stakeholders will remain the foundation.

INFRASTRUCTURE

The City's infrastructure agencies—DEP, DOT and DDC—will continue to collaborate to finalize plans for the Bluebelt, sewer system, and street network.

RESILIENT ACQUISITIONS

In the coming weeks, the City will meet with Jewel Streets residents to inform them about their options through the Resilient Acquisitions Pilot and connect with other housing resources.

LAND USE CHANGES

Critical steps on the path to public review of the proposed land use changes will occur in late 2025 and 2026. When the public approvals process begins, multiple rounds of community input and elected official review will inform the changes.

CITY-OWNED SITE RFP

The City will publish a Request for Proposals (RFP) to develop a mixed-use housing and open space vision for the City-owned site. In the coming months, HPD will begin the first step of its development process, Community Visioning, to inform the requirements for the RFP(s).

ACKNOWLEDGEMENTS

The Jewel Streets Neighborhood Plan is the product of the hard work and input of local residents, community organizations, elected officials, and City agencies who contributed their time, energy, and knowledge of East New York, Lindenwood, and the Jewel Streets, to help shape this plan and the strategies within. We acknowledge the many partners that made this plan possible.

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East New York Community Land Trust
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Cypress Hills Local Development Corporation
(CHLDC)
Bangladeshi American Community
Development and Youth Services (BACDYS)

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9th Senatorial District
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Council District 42
Council Member Joann Ariola,
Council District 32
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Queens Borough President, Donovan Richards

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Justice (MOCEJ)
Mayor's Office of Environmental Remediation
(MOER)
Mayor's Office of Housing Recovery
Operations (HRO)
Mayor's Office of Talent and Workforce
Development (NYC Talent)
NYC Department of Buildings (DOB)
NYC Department of City Planning (DCP)
NYC Department of Design and Construction
(DDC)
NYC Department of Environmental
Protection (DEP)
NYC Department of Health and Mental
Hygiene (DOHMH)
NYC Department of Housing Preservation
and Development (HPD)
NYC Department of Parks and Recreation
(NYC Parks)
NYC Department of Sanitation (DSNY)
NYC Department of Small Businesses
Services (SBS)
NYC Department of Transportation (DOT)
NYC Economic Development Corporation
(EDC)
NYC Housing Authority (NYCHA)

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Department of City Planning (DCP)
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Cypress Hills Local Development Corporation (CHLDC)
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