

# EAST NEW YORK AND CYPRESS HILLS

SUBAREA

III



# EAST NEW YORK AND CYPRESS HILLS

## EXISTING CONDITIONS

The mixed-use residential subarea east of Pennsylvania Avenue comprises the majority of the study area and is the residential heart of East New York. This subarea is defined by a series of east-west corridors, with Fulton Street and Pitkin Avenue forming the northern and southern border of the study area, respectively, and Atlantic Avenue dividing the area into northern and

southern sections. Pennsylvania Avenue, the only major north-south street in the area, provides the western border. Between these major corridors are residential blocks and a few minor corridors. Most of this subarea, with the notable exception of Atlantic Avenue and segments of a few other corridors, falls into a low-density residential zoning district (R5).

### Atlantic Avenue

Atlantic Avenue is the largest corridor running through the area and is one of the main thoroughfares in Brooklyn. Common land uses along the avenue include low-scale semi-industrial and auto-related uses, such as gas stations, car washes, auto repair shops, storage facilities, and fast food restaurants. Most of Atlantic Avenue is currently zoned for low-density light manufacturing (M1-1) and auto-oriented commercial uses (C8-2). New residential uses are not permitted in either of these zoning districts. The small pockets of manufacturing zoning largely conform to the presence of loft-style buildings previously used for industrial purposes. Most loft buildings have been converted to warehouses, storage facilities or are vacant. Recent construction in the manufacturing district has included fast food establishments or community facilities such as schools, suggesting low demand for industrial land uses.



*Left (photo):  
Atlantic Avenue is a 120-foot wide thoroughfare in East New York.*

## EAST NEW YORK - CYPRESS HILLS SUBAREA - AERIAL VIEW



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## Fulton Street

Fulton Street has retained most of its historic character as an active local retail corridor and is an important shopping and dining destination for the surrounding Cypress Hills community. The J/Z line runs above grade along this corridor, with stations at Van Siclen Avenue, Cleveland Street, Norwood Avenue, and Crescent Street. This provides transit access but also brings noise and blocks some amount of light along the corridor. Fulton Street is mainly lined with historic two- to three-story attached mixed-use buildings with ground floor retail and housing above. Most of the corridor falls into a low-density residential district (R5) with a commercial overlay to allow local retail uses. The three blocks immediately east of Pennsylvania Avenue are part of a low-density commercial district (C8-2) and contain gas stations, car sales lots and auto-repair shops. Residential uses at the ground floor can also be found intermittently along the corridor.

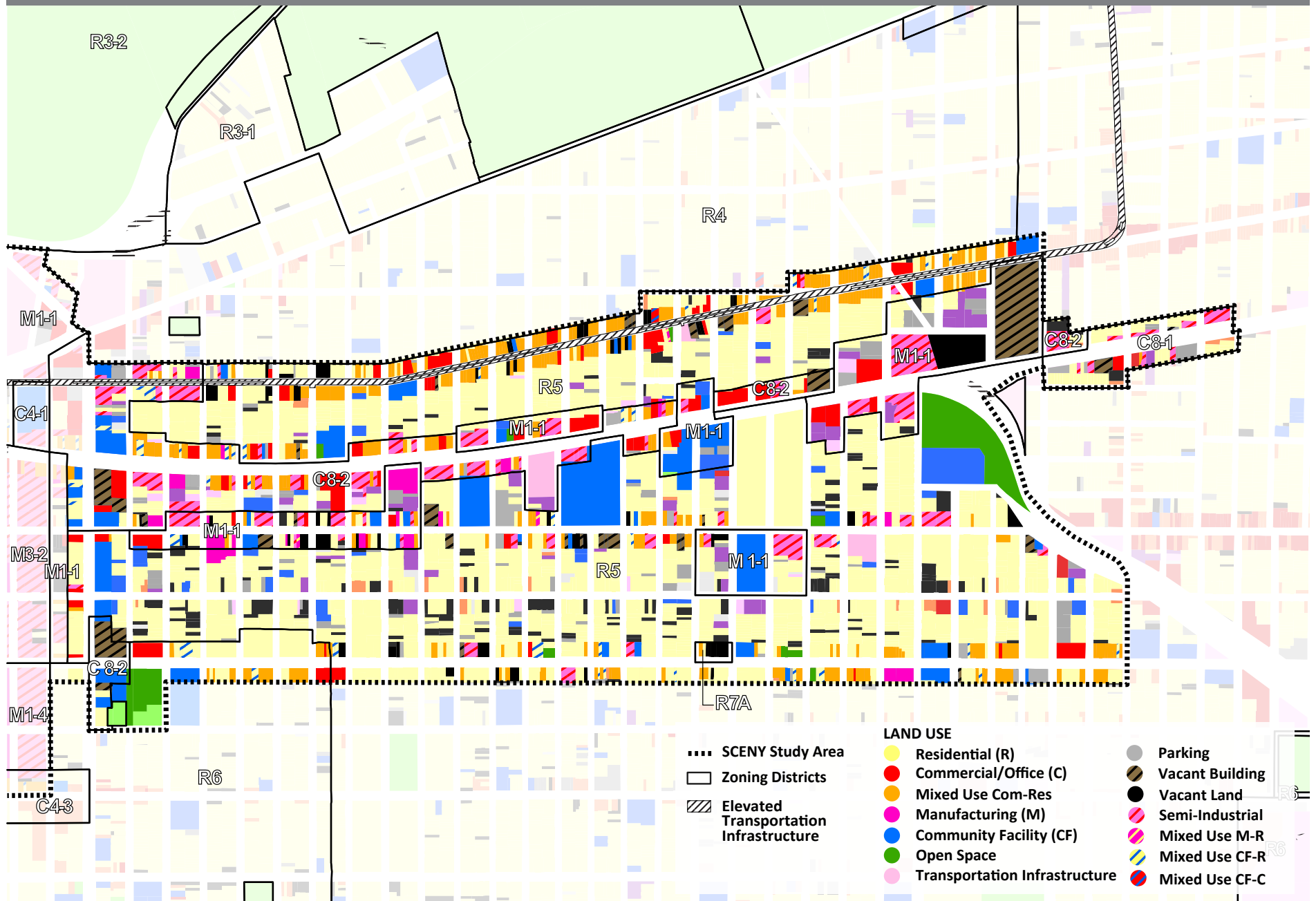
## Pitkin Avenue

The A/C line runs below grade along Pitkin Avenue with stations at Van Siclen Avenue, Shepherd Avenue, and Euclid Avenue, an express stop and the terminus of the C train. The corridor is generally characterized by two- to three-story mixed-use buildings with neighborhood retail at the ground floor and residential units above. While Pitkin Avenue was once a thriving commercial strip, today much of the corridor is residential. Ground-floor residential uses are found in over 40 percent of buildings as many former retail spaces have been converted to residential units. New construction is mostly



Top (photo): Fulton Street at Pine Street  
Bottom (photo): Pitkin Avenue at Van Siclen Avenue

## EAST NEW YORK - CYPRESS HILLS SUBAREA - CURRENT LAND USE AND ZONING



residential and often sets back from the street line to allow for off-street parking or faces side-streets with building sides facing onto Pitkin Avenue. Commercial uses include one of the area's few full-service supermarkets at Vermont Street, as well as delis, laundromats, salons and other small retail establishments. Most of the corridor falls into a low-density residential district (R5) with a commercial overlay to allow local retail uses. Approximately five blocks immediately east of Pennsylvania Avenue fall into a slightly higher density residential district (R6). Fiorentino Plaza, a medium-density NYCHA development can be found on the northern side of Pitkin Avenue in this district.

## Pennsylvania Avenue

Pennsylvania Avenue, which forms the western border of this subarea and is the only major north-south corridor in the area, is home to a mix of uses. Low- to mid-rise rowhouses and apartment buildings are mixed with institutional uses, such as the Community Board 5 offices, churches, a high school and a clinic. A low-density commercial district (C8) along with a residential district with a commercial overlay along this avenue allow for a variety of commercial, community facility and residential uses.

## Central blocks

The residential blocks between the main commercial corridors of Fulton Street, Atlantic Avenue and Pitkin Avenue are characterized by a two- to three-story row houses and small three- to four-story apartment buildings built in the early 1900's, the heyday of the neighborhood's development. Most of this area is zoned for low-density residential uses (R5). Recent infill development includes low-scale rowhouses or semi-detached homes. New construction must conform to the low-density zoning regulations which require off-street parking and front yards, producing developments that do not match the form and character of existing buildings.

The Cypress Hills neighborhood lies to the north of Atlantic Avenue and is characterized by slightly lower scale rowhouses and detached homes than are typically found south of Atlantic Avenue in East New York. Liberty Avenue and Glenmore Avenue are minor corridors running east-west through the southern residential portion of the subarea. Commercial overlays on scattered portions of Liberty Avenue have allowed some local retail uses and a manufacturing district along portions of Liberty Avenue is home to auto repair shops and other semi-industrial uses. Glenmore Avenue is characterized by low-scale homes as well as a number of community gardens which have sprung up on vacant city-owned lots, once occupied by residential buildings.

*Opposite Page (photo):*

*Local residents discuss the area's assets and priorities during the visioning event held in March 2012.*

*Left (photo):*

*Residential homes in the central blocks of East New York.*



## WHAT WE HEARD

In the outreach process, residents of East New York and Cypress Hills expressed appreciation for the diversity of their community and for assets such as local schools, parks and access to transit. Many residents have lived in the neighborhood for decades and have friends, family, and businesses rooted in East New York. While many find the neighborhood an affordable place to live, residents are also concerned about the increasing cost of housing and lack of housing choices.

Residents also shared that they often do not feel safe walking in the neighborhood, particularly crossing Atlantic Avenue, due to a lack of pedestrian amenities, and crime. Community members reported that they often have to shop outside the neighborhood for basic needs like groceries and household goods because of the lack of retail variety.

*“People like to shop on Fulton Street where there are locally owned stores”*

*“There are not a lot of places to go or walk to, like shops or community centers”*

*“Atlantic Avenue is too busy and unsafe to cross”*

*“We want more developments with storefronts and outdoor seating on Atlantic Avenue”*

*“Too many vacant lots and buildings are an eyesore for the community”*

*“The area is safer than it has ever been”*

*“More diverse housing options are needed so young people can move back to the neighborhood when they become successful”*



## CHALLENGES

### Lack of diverse housing choices

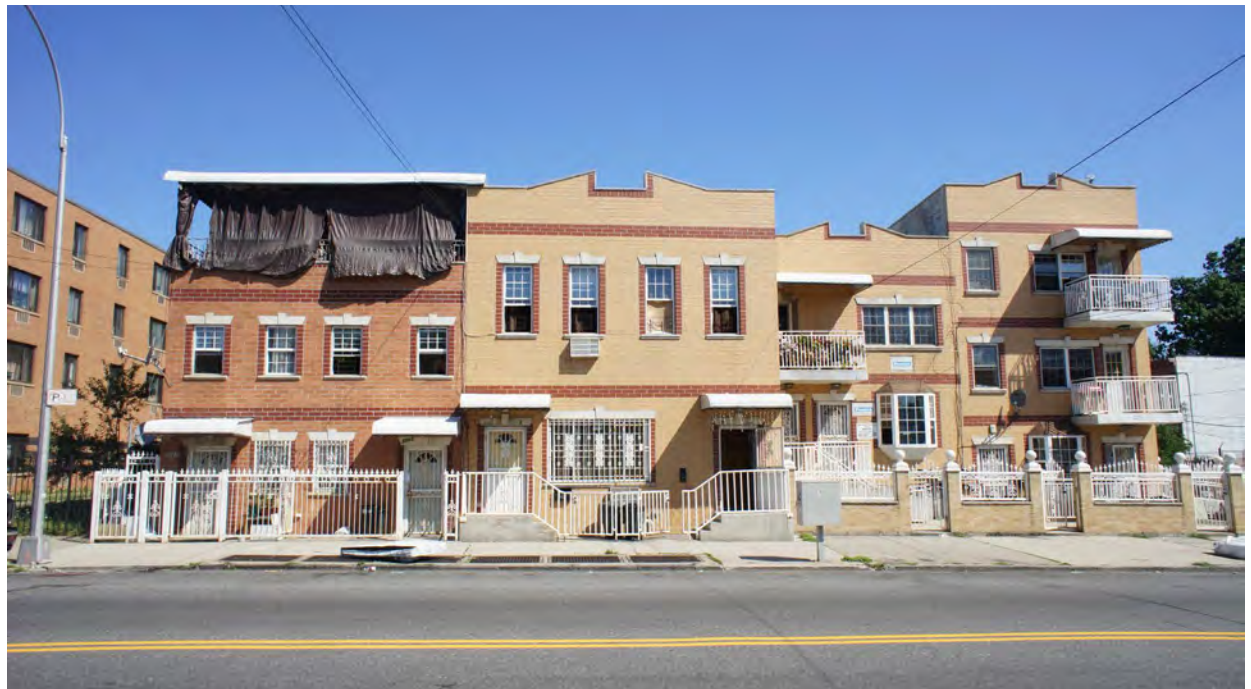
East New York community members identified a strong need for additional housing, including affordable housing, in their neighborhood. The area has been attracting new residents in recent decades, drawn by housing which can be found at a comparatively lower cost than elsewhere in Brooklyn. While rents may be more affordable than in the rest of the City, households in the area are heavily burdened by housing costs, with many spending more than 30 percent of their income on rent. Residents would like to see more options for mixed-income housing serving the needs of diverse populations such as seniors and young people. With East New York's population growing, for the neighborhood to remain affordable for households at various income levels, steps must be taken to increase the housing supply and create and preserve affordable housing.

### Zoning limits opportunities for new housing and a mix of uses

Current zoning regulations limit new development to low densities despite the excellent transit access found throughout the area, which could support a higher density of development. This limits the production of housing, including affordable housing, substantial quantities of which are best achieved at higher densities. The lack of new housing has been a factor preventing the area's population from returning to historical levels.

The zoning regulations in much of the area require front yards, restrict the total building height to 40 feet, and require parking to be provided on-site. This restricts the overall size of a potential building, and the total number of residential units that can be built. These regulations have also encouraged development out-of-character with historic styles. Setbacks for front yards or parking are not in context with historic building patterns, and there are few limits on curb cuts in front of homes. This creates a fragmented streetwall with numerous curb cuts along residential streets, inhibiting walkability.

Zoning also prohibits the construction of new housing in certain areas of East New York, most notably along Atlantic Avenue, a major corridor with numerous parcels that could be developed with a mix of uses including housing. This limits the overall capacity for housing and discourages mixed-use developments. The lack of residential uses serves to further reduce the amount of pedestrian activity along Atlantic Avenue.



### Limited Retail

Access to local services and shopping is lacking in East New York. Residents would like to see a greater variety of retail services in the neighborhood, particularly stores selling healthy, affordable food. While the commercial corridors of Fulton Street, Pitkin and Atlantic Avenues are within walking distance to residential areas, many East New York residents say they currently shop outside the neighborhood because stores in the area do not provide the variety and quality of goods they would like to fill their household needs. The typical retail mix is fairly limited to delis, fast food restaurants and salons. Residents with access to a vehicle are able to shop at nearby retail destinations with a greater

*Opposite Page (photo):  
New low-density residential development along Pitkin Avenue.*

*Below (photo):  
Inactive ground floor uses and vacant storefronts  
along the Fulton Street corridor.*

variety of goods at competitive prices. The number of retail establishments in the neighborhood has not returned to its historical level when the population was higher. On Fulton Street where the surrounding residential population has been stable, the retail corridor is active whereas on Pitkin Avenue, where surrounding neighborhoods saw a dramatic decline in the residential population retail establishments have been shuttered.

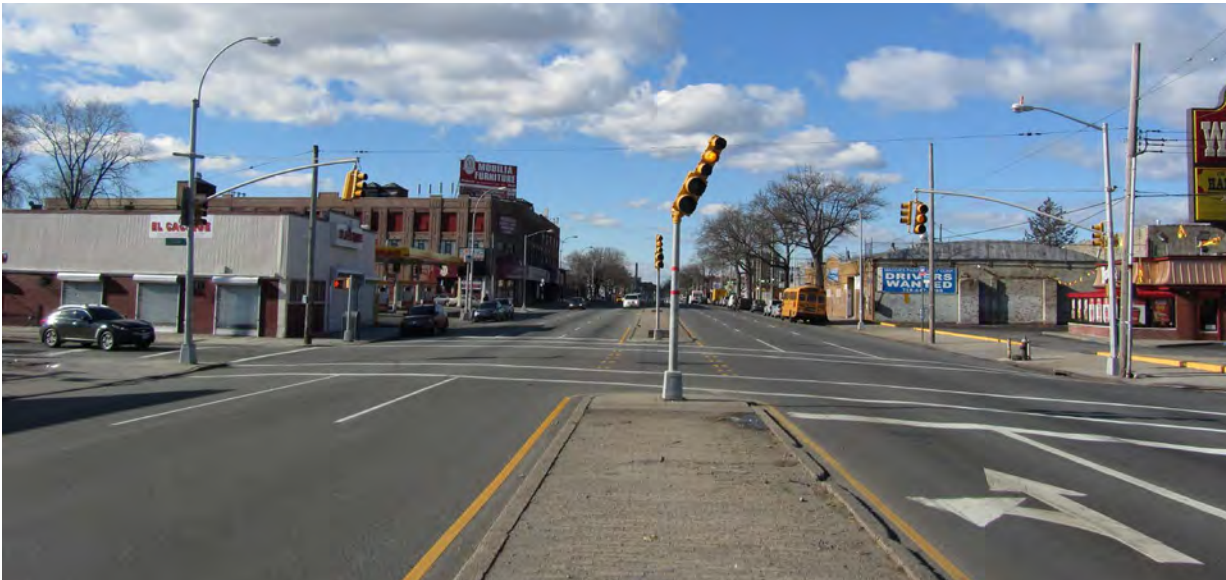
### Inactive ground floor uses

On many historic retail corridors, housing on the ground floor disrupts retail continuity. For example, on Pitkin Avenue many former storefronts have been converted to residential use after experiencing declining commercial demand. The conversion of ground floor retail spaces to residential uses, as well as the construction of new residential developments on both Pitkin Avenue and Fulton Street has created a disjointed retail corridor and limited street activity. On Liberty Avenue and Pennsylvania Avenue commercial overlays are discontinuous, disrupting retail continuity. On Atlantic Avenue, the form of commercial development that is encouraged by current zoning – low-scale development set back from the street by parking lots – leads to underutilization and diminishes the quality of the street environment by creating an auto-oriented streetscape with fragmented streetwall and numerous curb cuts. This makes the street uninviting to pedestrians. Additionally, a lack of activity at the street level, especially at night, makes walking feel unsafe.



## Poor streetscape conditions for pedestrians and bicyclists

The pedestrian infrastructure found in the area does not provide for a safe, active environment. Several major pedestrian routes to transit are not striped with crosswalks or equipped with signals or other appropriate vehicular controls. This makes it dangerous for pedestrians to cross major streets and contributes to pedestrian injuries and fatalities, particularly on Atlantic Avenue. Between 1999 and 2009 there were six pedestrian fatalities and 230 injuries on Atlantic Avenue between Pennsylvania and Fountain Avenues. Many key intersections lack traffic signals and crosswalks, there are no curb extensions and only a narrow median is present, making it difficult for pedestrians to traverse this major thoroughfare and creating a barrier between north and south portions of the neighborhood. This

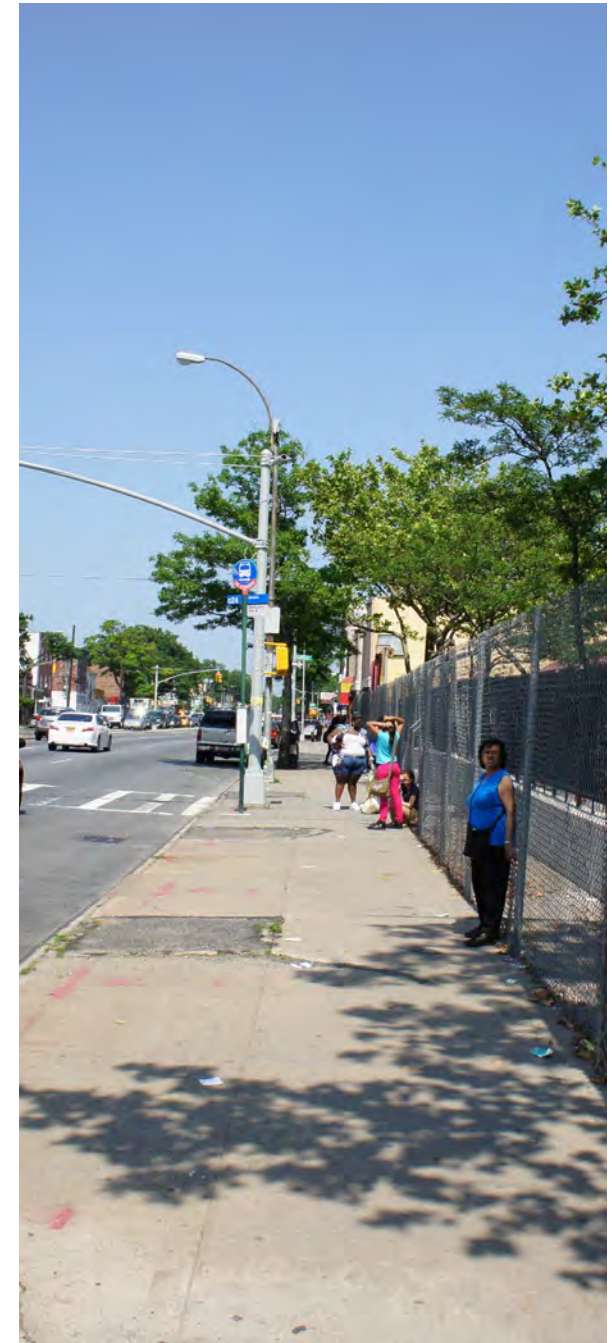


Above (photo):  
The width of Atlantic Avenue and lack of safety medians and other pedestrian infrastructure makes it challenging to cross.

limits residents' ability to access transit, which lies to the north (J/Z along Fulton) and south (A/C along Pitkin) of this thoroughfare.

Few pedestrian amenities such as lighting, benches, bus shelters, wayfinding signs and street trees are found along key corridors, making walking less appealing. In part because of transit lines running below grade along Pitkin Avenue and above ground on Fulton Street there are few street trees on these corridors.

Infrastructure for bicyclists is fragmented, with few bike lanes or bike parking, which diminishes safety and discourages residents from choosing this form of transportation, particularly kids and other less experienced riders.



Above (photo):  
Bus riders wait at a stop on Atlantic Avenue without a shelter.

## OPPORTUNITIES

### Significant Underutilized Sites

A number of vacant or underutilized sites hold great potential for large-scale redevelopment for a mix of uses including housing, retail, commercial services and community facilities. Many of these sites have been identified as strategic sites by Cypress Hills Local Development Corporation (CHLDC) and are being examined for their development potential as part of a Brownfield Opportunity Area study. Most of these sites are located along Atlantic Avenue.

### Transit Resources

The A/C line along Pitkin Avenue and the J/Z line along Fulton Street make transit highly accessible throughout the neighborhood. Service from the Euclid Avenue express A station can reach Downtown Brooklyn in 20 minutes. Numerous buses serve the area, including lines along Atlantic Avenue, Pennsylvania Avenue and from the Euclid Avenue station to Gateway Mall, JFK and other destinations. This existing transit infrastructure can support a higher density of residential and commercial uses.

### Regional Connectivity

Atlantic Avenue is a major transportation corridor in Brooklyn for both vehicle traffic and transit. The avenue, which bisects the entire borough, running from Downtown Brooklyn to Jamaica, Queens, is part of the citywide truck network and is a key link in routes to JFK airport. The Long Island Rail Road (LIRR) runs along Atlantic Avenue below and above grade in various sections. The East New York LIRR station provides the area with access to regional employment centers, retail and entertainment destinations in Brooklyn and on Long Island.

### Neighborhood Character

The compact street network has laid the foundation for a walkable community where shopping corridors are in close proximity to residential areas. Rowhouses in the area are typically set back a short distance from the street, creating a consistent streetwall that frames the sidewalks and is inviting to pedestrians. Fulton Street and Pitkin Avenue are traditional retail corridors and portions of these streets retain an intact streetwall and active ground floor uses. Distinctive structures that are currently vacant or underutilized, such as the Borden Dairy on Atlantic Avenue and the former police precinct house on Liberty Avenue, could be adaptively reused for housing, economic development, community services, or other uses and help establish a unique identity for the area.



Above (photo):  
The Arlington Village apartment complex on Atlantic Avenue has fallen into a state of disrepair and is only partially occupied.

# VISION



*Atlantic Avenue at Warwick Street today*

*Atlantic Avenue would become the central spine connecting the thriving neighborhoods to the north and south with mixed-income housing, plentiful retail and safe streets.*



A vision for Atlantic Avenue as the heart of East New York.

# STRATEGIES

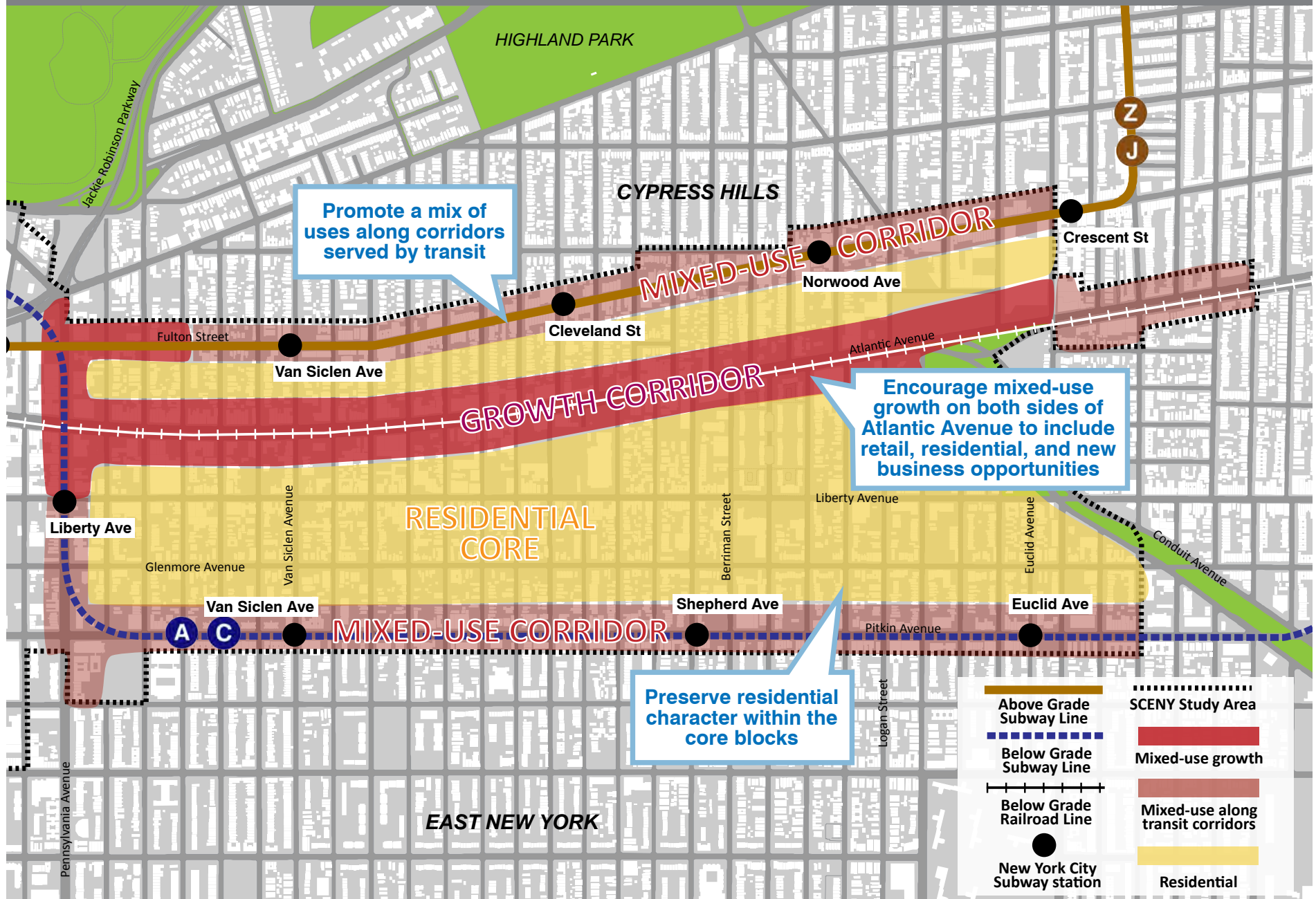
The East New York – Cypress Hills Subarea has the potential to become a vibrant, inclusive residential neighborhood with a wide variety of local retail options, job opportunities and attractive, safe streets that invite residents and visitors to enjoy their neighborhood. Opportunities for new housing, including affordable housing, along key corridors, particularly Atlantic Avenue, would provide more housing choices for current and future residents. A growing residential population would expand the customer base for existing and new businesses such as grocery stores, pharmacies, and other services

to flourish. Significant strategic sites and distinctive buildings hold the potential to support economic development and provide job opportunities for local residents and the region. New development in the primarily residential central blocks should match the form of existing buildings, adding to the area's unique character. Streetscape improvements could support this new level of activity with safer crossings on Atlantic Avenue and other corridors. The following strategies are proposed to work together to help realize this vision.



*Left (photo):  
An active mixed-use transit corridor in the Bronx.*

## EAST NEW YORK - CYPRESS HILLS SUBAREA - LAND USE RECOMMENDATIONS



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# A.

## PROPOSE ZONING CHANGES TO FACILITATE BALANCED NEIGH- BORHOOD GROWTH

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### SUPPORT MIXED-USE GROWTH ON KEY TRANSIT CORRIDORS

Atlantic Avenue, Fulton Street and Pitkin Avenue have the potential to become vibrant mixed-use corridors. Changes to the zoning to allow higher densities and a greater variety of uses would promote new housing, more active streetscapes, and a greater variety of retail options such as grocery stores, restaurants, banks, pharmacies, and other needed services.

**Atlantic Avenue** has the potential to provide substantial new housing, retail and other commercial services. New housing is not currently permitted in the zoning districts found along most of Atlantic Avenue. Changing the zoning to allow residential uses would facilitate the construction of new housing and mixed-use development. Allowing higher residential density and a variety of job-generating uses on these sites would help bring a critical mass of residents to support a greater diversity of retail offerings and activate streetscapes and public spaces. In this way, Atlantic Avenue could transform into an urban boulevard offering a diversity of housing options, shopping, entertainment, jobs and services to the surrounding neighborhood as well as drawing visitors from the broader region.

**Fulton Street, Pitkin Avenue and Pennsylvania Avenue** have the potential to see modest growth on underutilized sites, enabling new mixed-use developments with housing and ground-floor retail that are supported by the existing transit network.

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### PRESERVE RESIDENTIAL NEIGHBORHOODS AND PROMOTE CONTEXTUAL INFILL DEVELOPMENT

Residents have identified the residential blocks between the transit corridors as areas to preserve. Side streets between the major commercial corridors feature established neighborhoods of rowhouses, duplexes and small apartment buildings. Contextual zoning would ensure that new infill development complements the existing residential character by promoting consistent building height and size.

Allowing new residential development with ground-floor retail on Liberty Avenue would strengthen this neighborhood corridor where manufacturing zoning currently prohibits new housing and scattered commercial zoning allows retail only on disparate blockfronts.

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### ENCOURAGE APPROPRIATE DESIGN AND USE TO FOSTER ACTIVE STREETSAPES

New zoning for the area should promote active ground floor uses with an appropriate minimum level of window coverage, and minimize curb cuts which disrupt the sidewalk to foster more dynamic commercial corridors that are inviting to pedestrians. Regulations should respond to the needs of particular corridors, for example by shaping buildings to minimize the impact of the elevated train on Fulton Street with additional flexibility for taller buildings or requiring setbacks from the street.

## DEVELOP NEW NEIGHBORHOOD DESTINATIONS ON STRATEGIC SITES ALONG ATLANTIC AVENUE

A vital component in the transformation of East New York is the creation of new centers of activity that will bring together housing, commercial uses, community services and street level activities. A number of strategic sites – vacant or underutilized properties which hold potential for redevelopment – have been identified by DCP as well as CHLDC

through their Brownfield Opportunity Area study. This study involved extensive community outreach to develop a community vision for future use on these sites. The properties considered to hold the greatest potential are all located along Atlantic Avenue; new activity on these sites would help establish this corridor as the central spine of the

neighborhood connecting the communities to the north and south. Changing the zoning regulations to allow a mix of uses on these sites would increase the potential for redevelopment and help facilitate the transformation of the neighborhood by creating opportunities for new housing, jobs and economic development.

**Site:** Former M&T

Bank building

**Size:** Just over 30,000 square feet

**Condition:**

Vacant Building

**Potential Future Use:** This site's location at the junction of two major thoroughfares makes this an ideal site for a community center, civic space, health facility, housing, and other uses.



**Site:** Arlington

Village

**Size:** Over 300,000 square feet (two full city blocks)

**Condition:** Low-rise garden apartments in a state of disrepair and only half-occupied

**Potential Future Use:** Mixed-use development offering affordable housing, open space, and retail along Atlantic Avenue.



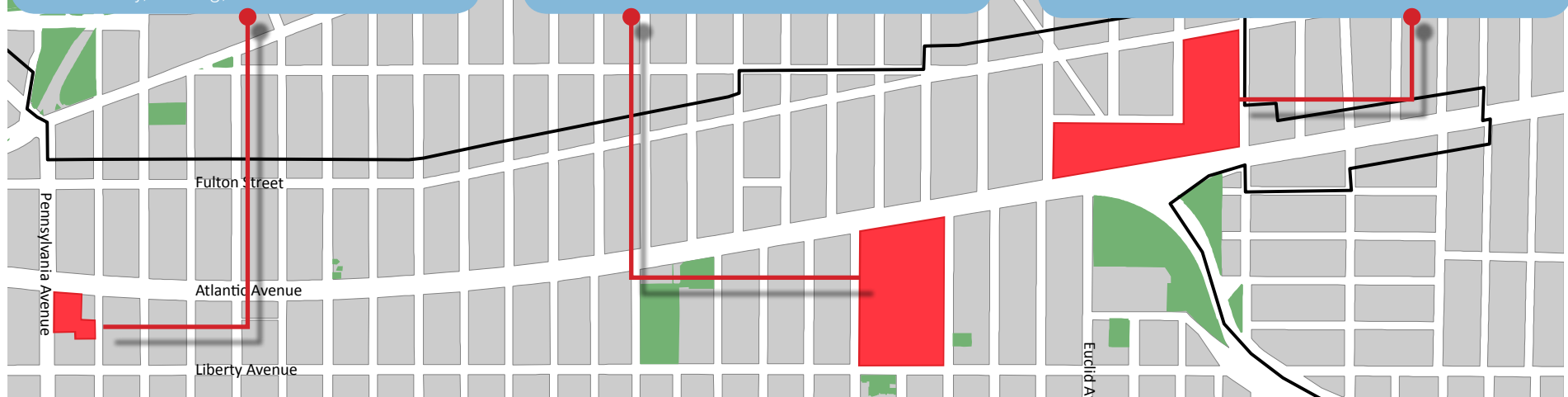
**Site:** Former Chloe Food

plant and adjacent City-owned property

**Size:** Nearly 300,000 square feet

**Condition:** Food production plant burnt down in early 2012; adjacent lot is undeveloped

**Potential Future Use:** Envisioned as food production center providing local jobs as well as access to fresh food through retail operations. Housing, rooftop gardens, and weekend markets could coexist with such uses.



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## B.

# PROMOTE AFFORDABLE HOUSING OPPORTUNITIES

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Atlantic Avenue presents the greatest opportunity for the development of housing affordable at a range of income levels. The width of the street, access to transit, and presence of a number of significant sites with potential for redevelopment provide this corridor with the capacity to support significant growth. Changes to the zoning allow residential development at higher densities would allow the construction of affordable apartment buildings on identified strategic sites as well as other properties along the corridor and result in a substantial expansion of the neighborhood's housing supply.

Pitkin Avenue and Fulton Street are transit corridors and established shopping strips with many vacant lots or low-rise buildings that could serve as sites for the construction of new affordable housing. Changing the low-density zoning to medium-density would allow more affordable housing to be built along these corridors.

As described in *Housing New York*, the City's 10-year strategy to promote housing affordability, the City expects to use a wide variety of tools, including housing subsidy programs, tax incentives, and inclusionary zoning, to promote housing affordability in neighborhoods such as East New York. DCP and HPD are currently conducting a study that will establish the foundation for a new mandatory Inclusionary Housing program, which would be applied in medium and high density districts where rezonings provide an opportunity for significantly more housing. This program would require as a condition of residential development that a portion of the housing developed be permanently affordable.

East New York's housing includes a large share of apartments that are currently accessible to low- and moderate-income households, whether or not they are subject to restrictions on rental prices. As part of *Housing New York*, the City will seek to establish new outreach strategies and preservation tools to preserve affordability through targeted investments in existing housing. The construction of new housing for all income levels would also provide additional affordable housing opportunities and by accommodating growing demand, help reduce upward pressure on rents.



Above (photo):  
Parkview Commons in the South Bronx was developed by Nos Quedamos on a former brownfield site. It provides over 100 units of affordable housing as well as ground floor retail.

## C. SUPPORT RETAIL GROWTH

With increased residential density, the neighborhood will see increased demand for local services such as grocery stores, banks and restaurants, supporting existing and new businesses while creating local job opportunities. City incentives for the development of grocery stores selling fresh food should be utilized to add to the neighborhood's healthy food options. As well, support for new and existing businesses could be provided through the creation or expansion of Business Improvement Districts or merchants associations to support retail growth along corridors such as Atlantic Avenue, Fulton Street and Pitkin Avenue.



*Above (photo):  
125th Street is an active commercial corridor in Harlem offering a wide variety of retail, services, and office space, as well as entertainment and cultural attractions.*

## MYRTLE AVENUE, Brooklyn

[case study]



The Myrtle Avenue Revitalization Project (MARP) has helped transform a distressed street into a vibrant, mixed-use commercial corridor with entrepreneurial, cultural, recreational and employment opportunities for local residents. In the late 1990's Myrtle Avenue in Fort Greene and Clinton Hill was characterized by a high ground-floor vacancy rate, a high crime rate, dilapidated buildings, excessive graffiti, limited retail variety and light foot traffic. MARP, founded in 1999, began to make physical improvements to the corridor that included graffiti removal, tree plantings and storefront improvements. As these measures began to transform Myrtle Avenue, MARP began a campaign to attract new businesses to the corridor.

By 2005, Myrtle Avenue was booming, and a Myrtle Avenue Business Improvement District (BID) was established. The combined efforts of MARP and the BID have lowered retail vacancy rates, lowered crime rates, supported the growth of locally-owned businesses, and attracted new development to the area. Streetscape improvements such as high visibility crosswalks and curb extensions have contributed to the revitalization by making the corridor more pedestrian-friendly.

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## D. IMPROVE STREETSCAPES AND PEDESTRIAN SAFETY

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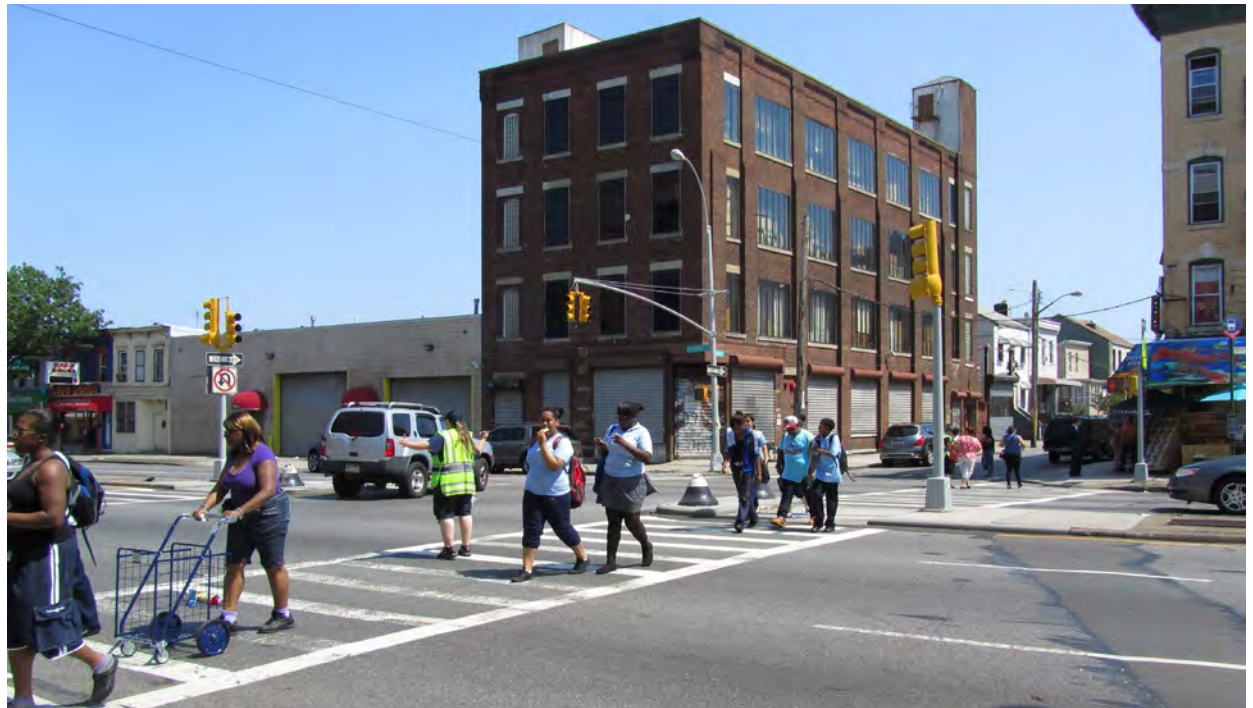
Curb extensions, high-visibility crosswalks, safety medians, street tree plantings, benches, bus shelters and other amenities for pedestrians would create a safer and more inviting streetscape which would encourage residents to choose to walk. Intersections near transit, schools and community services should be prioritized to ensure safe routes for students to walk and bike to school and for residents to access essential services.

### Atlantic Avenue

Crossing the north-south neighborhood divider of Atlantic Avenue is particularly difficult given its width, high traffic volume and lack of pedestrian safety measures.

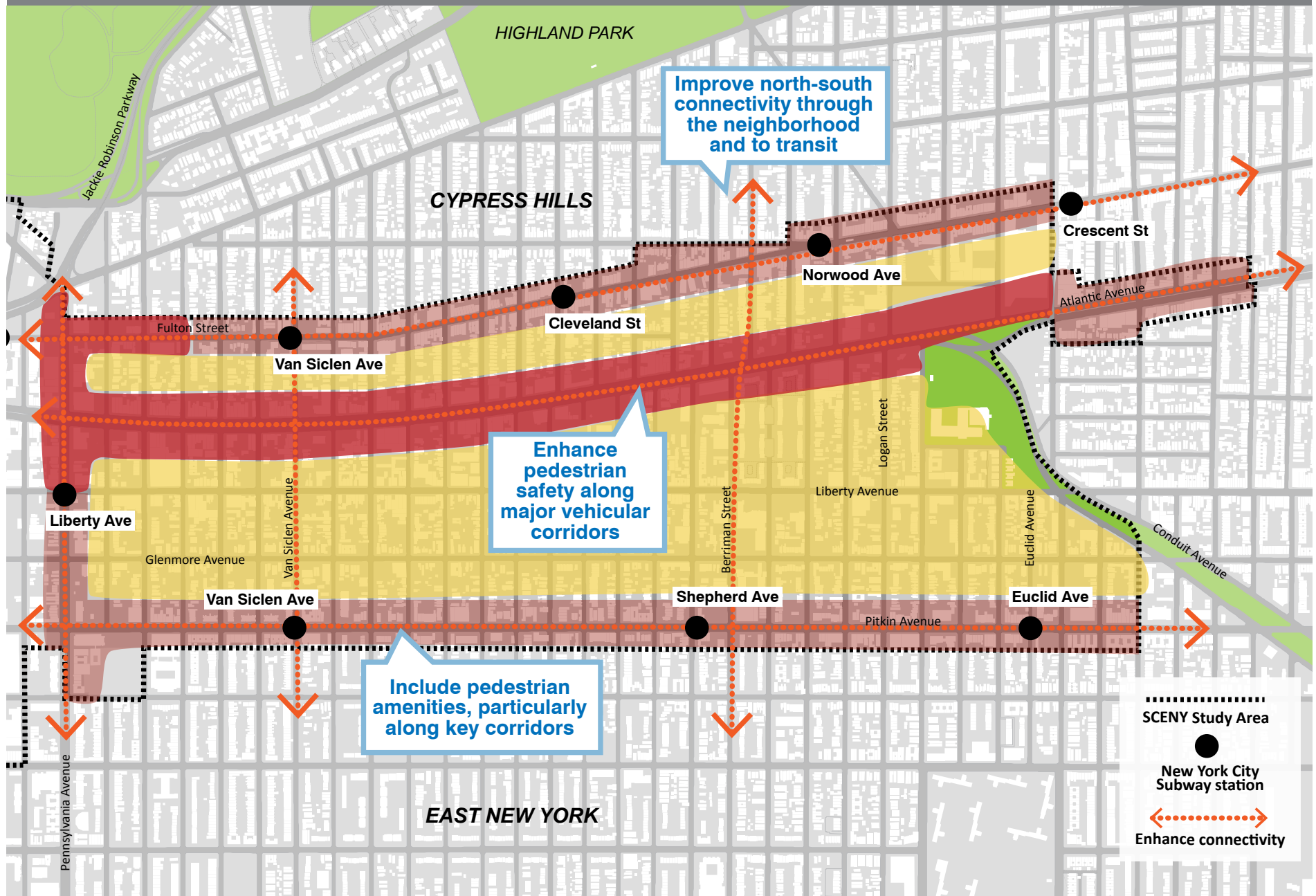
Former City Council Member Erik Dilan allocated funds to the NYC Department of Transportation for streetscape improvements at key intersections along Atlantic Avenue. These measures could include safety medians, curb extensions, high visibility crosswalks and new traffic signals. After identifying priority intersections and appropriate safety measures, construction is expected to begin in Fall 2016. These safety improvements would help bridge the gap between northern and southern portions of the neighborhood, enhancing residents' access to transit, community facilities and shopping.

In the longer term Atlantic Avenue should be rebuilt by taking into account proposed land use changes.



*Right (photo):  
Pedestrian safety improvements along  
Atlantic Avenue in East New York.*

## EAST NEW YORK - CYPRESS HILLS SUBAREA - CONNECTIVITY RECOMMENDATIONS



A reconstruction of Atlantic Avenue could include the addition of a raised, planted median as well as a redesign of the intersection of Atlantic and Conduit Avenues to replace the grade-separated interchange with a conventional interchange-controlled by traffic lights. This change would likely not result in longer travel times but would increase traffic safety by forcing drivers to maintain a safe speed. Additionally, a growing residential population along Atlantic Avenue could result in an increase in local transit ridership, particularly on the bus route serving the corridor. Increased ridership may warrant new bus stop shelters which could be incorporated into an overall street redesign.

### Pitkin Avenue

Pitkin Avenue in Brownsville, west of the study area, is a thriving commercial corridor with vibrant retail activity and heavy pedestrian traffic; the corridor has the potential to undergo a similar renaissance in East New York with the addition of active ground-floor uses. Streetscape improvements such as curb extensions, high-visibility crosswalks and more street trees would make Pitkin Avenue a more inviting place to walk. The addition of a pedestrian plaza or other public open space, potentially adjacent to the Euclid Avenue station, would help activate the street and provide a community gathering place.



*Left (photo):  
School children learn about traffic safety.  
Image: © NYC Department of Transportation*

*Opposite Page (photo):  
A pedestrian plaza at Livonia and New Lots  
Avenues has created new public space.*

## Fulton Street

Active ground floor uses make Fulton Street a vibrant pedestrian environment. Continuing to support ground floor activity and promoting design interventions to account for the impact of the elevated train, such as encouraging building setbacks to create wider sidewalks and allow more light to reach the street would create a more pedestrian-friendly environment. Amenities such as high visibility sidewalks, benches and street trees would also make the corridor more welcoming to pedestrians. Explore potential sites for a pedestrian plaza, such as at Norwood Avenue. This would create an active public space and bring more eyes to the street, enhancing personal safety.



## ADAM CLAYTON POWELL BLVD, Harlem, Manhattan

[case study]



Image: © NYC Department of Transportation

The Department of Transportation worked with community members in Harlem to improve street safety conditions on Adam Clayton Powell, Jr. Boulevard. Between 2006 and 2012, there were ten pedestrian fatalities and hundreds of injuries as a result of crashes on this road. Major issues included dangerous street crossings, speeding vehicles, double-parked vehicles and congestion in the left-turn lane.

After consultation with the community, the NYC Department of Transportation responded to these issues by extending the center median and the curb at crosswalks, adding pedestrian safety signage, hosting safety education programs, retiming signals and installing pedestrian countdown signals. These measures have created a shorter crossing distance and a safer space for pedestrians. Wider parking lanes and dedicated left-turn lanes were also instituted.

Since these improvements have been made, average vehicle speeds have been lowered and crashes on Adam Clayton Powell, Jr. Boulevard have decreased by 32 percent.

# CATALYST PROJECT:

## *Pitkin Avenue Corridor*

Cypress Hills Local Development Corporation is currently developing a mixed-use affordable housing project on a vacant site on Pitkin Avenue at Berriman Street. When complete, this development will provide 60 units of affordable housing and new retail options for the neighborhood. In order to develop an adequate density to support affordable housing, the site was rezoned from R5/C2-3 to a medium-density R7A/C2-4 district in 2013. The

previous zoning district would have permitted only 34 dwelling units and would have required over 20 parking spaces to be provided. This limited scale would not have made affordable housing financially feasible. An area-wide rezoning would allow future developments of this scale to be built as of right, expanding the potential supply of affordable housing in the neighborhood.



*Pitkin Avenue at Berriman Street today*

*A mixed-use development with affordable housing and retail on a transit corridor.*



*Pitkin Avenue with a mixed-use development currently underway at the corner of Berriman Street, as well as potential long-term land use and streetscape changes.*