



Atlantic Avenue Mixed Use Plan Working Groups Round One

Streetscape, Physical Infrastructure,
& Open Space

February 16, 2023



1. Meeting Objectives

2. Planning Process

Kickoff: What we Heard

3. Today's Focus Area

4. Table Introductions

Get Refreshments

5. Background + Context

City Agency Presentations

6. Table Discussion

Share Back

5. Next Steps

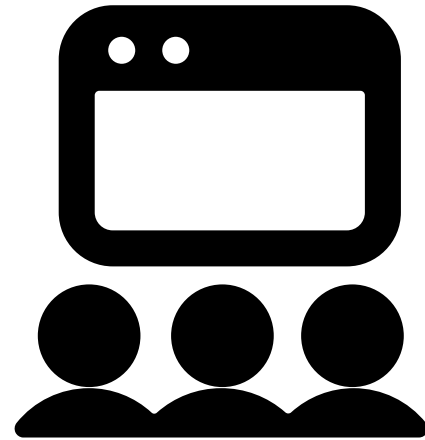
Meeting Objectives

- Share an overview of the plan process and timeline.
- Present synthesized information gathered at the initial Public Kickoff meeting
- Develop a set of key themes and opportunity statements for today's focus area
- Share the tools the City has available to improve the streetscape, physical infrastructure, and open space

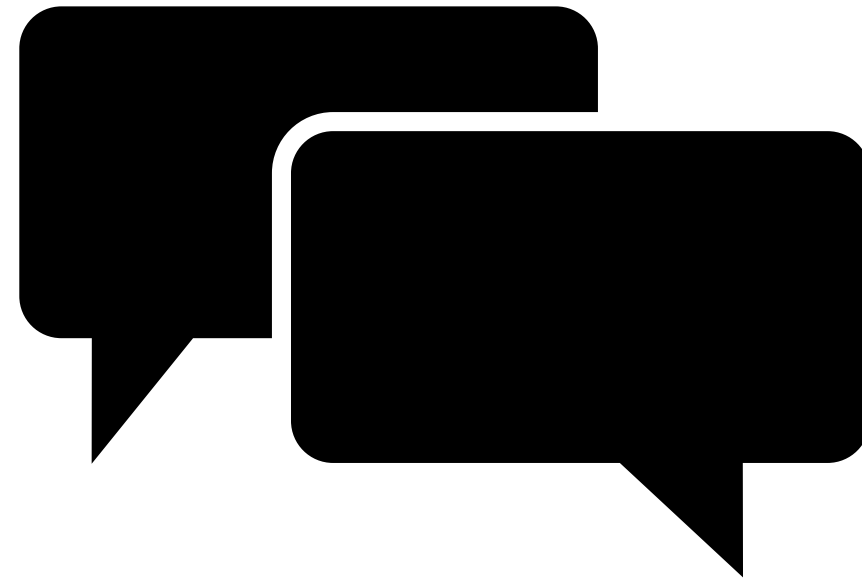
1

PLANNING PROCESS

Today's Meeting Format

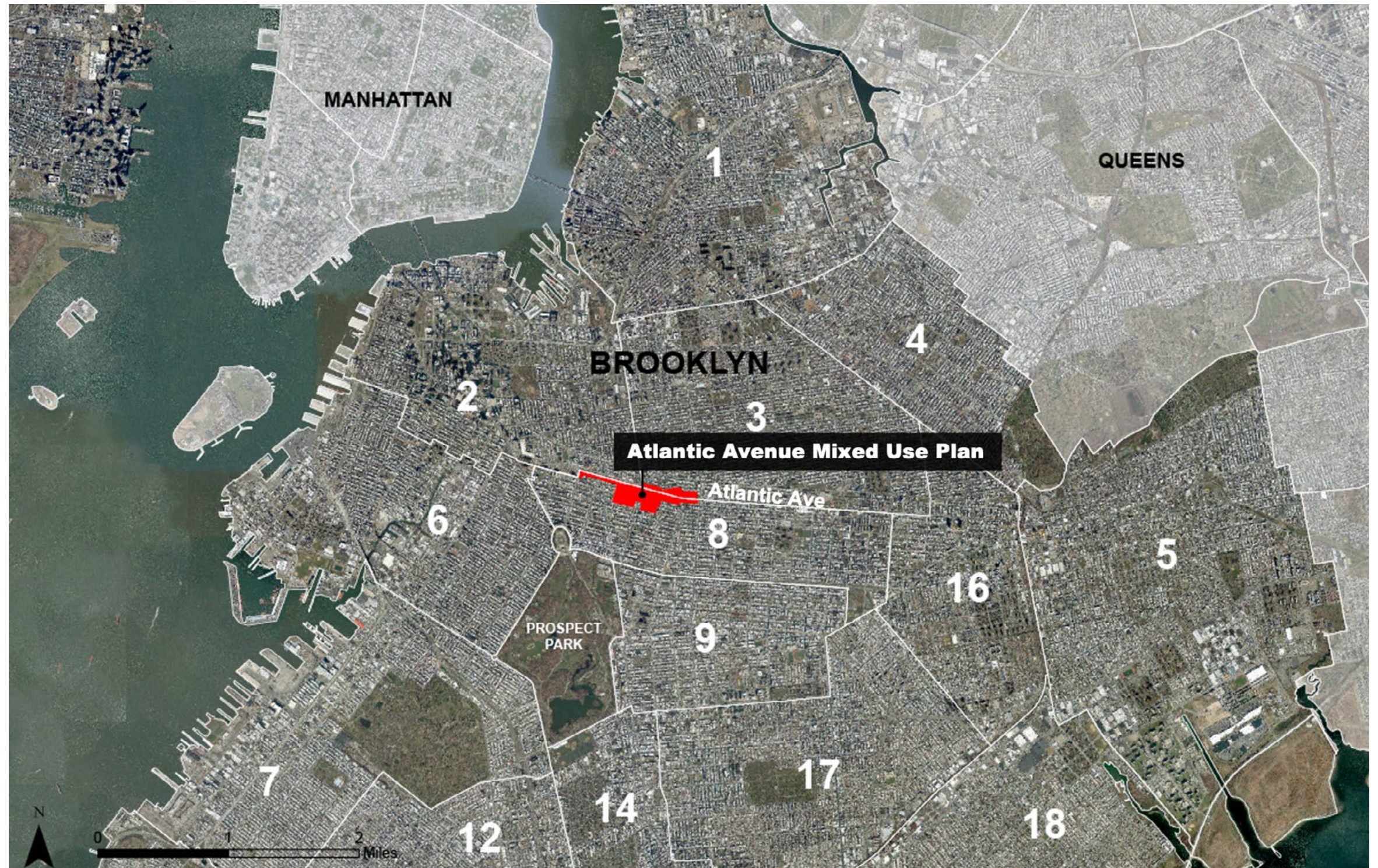


Presentation

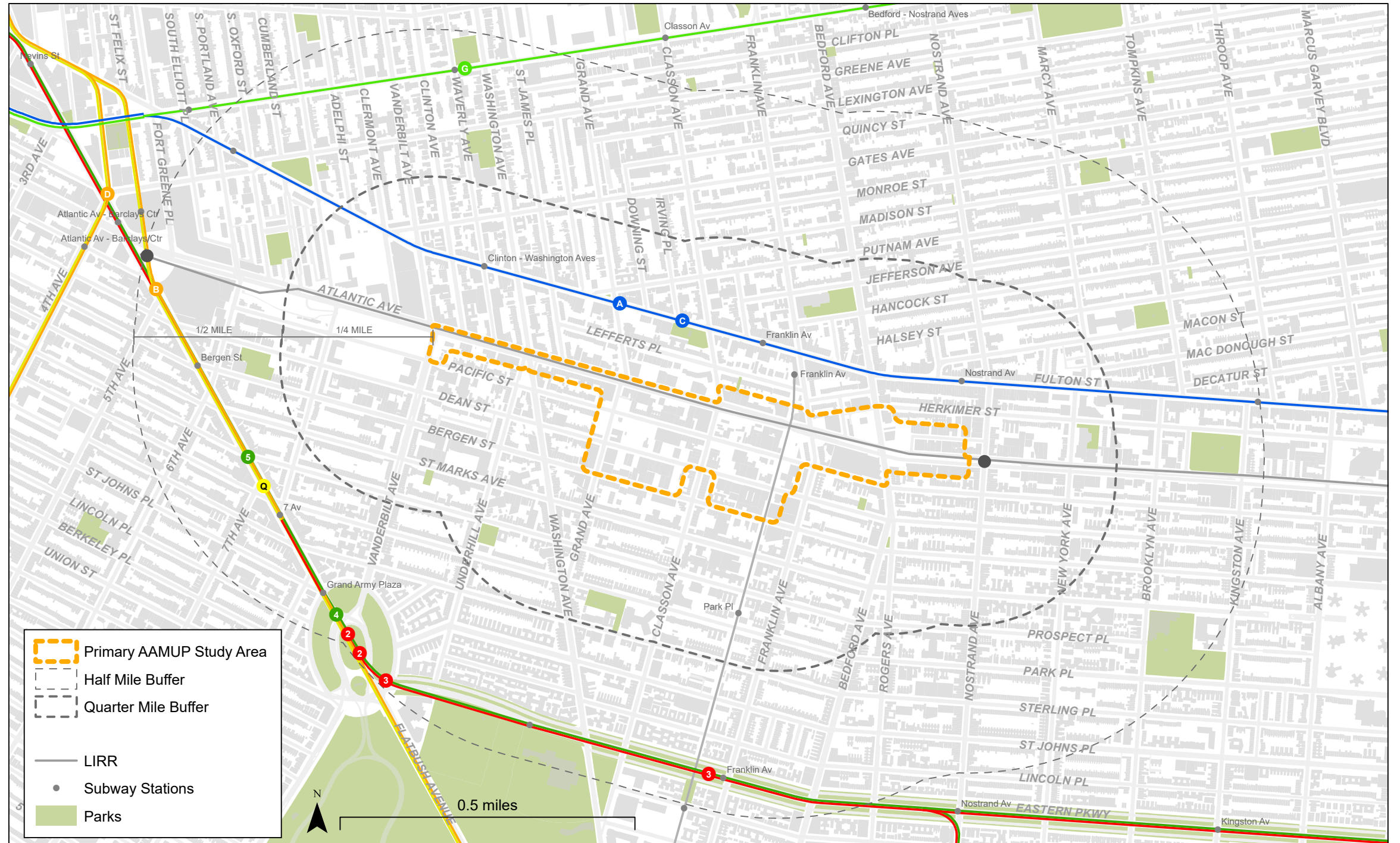


Discussion

Project Area: Community Districts



Project Area: Neighborhood Context



What's in Our Community Plan for Atlantic Avenue?

Focus Area A

Streetscape, Physical Infrastructure, and Open Space

- Transportation + Street Safety
- Accessibility
- Green + Open Spaces
- Climate Change Mitigation + Resilience

Focus Area B

Economic Development, Human Capital, and Services

- Economic Development
- Job Creation + Training
- Schools and Childcare
- Libraries and Community Spaces
- City Services

Focus Area C

Land Use, Density, and Housing

- Affordable Housing
- Land Use + Zoning
- Neighborhood Amenities

**Atlantic Avenue
Mixed Use Plan
Vision and Priorities**

Planning Process Goals



Gather Information

Collect and organize community challenges, opportunities, and ideas in order to inform the community plan



Community Organizing and Engagement

Strengthen ties between community members and City agencies and demonstrate a successful model for community planning



Develop Recommendations

Develop implementable recommendations that reflect community hopes for the future while building on past and present planning efforts



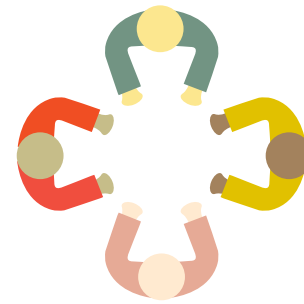
Model Community Planning

Build a base of engaged residents to advocate for community needs, and define shared priorities and goals across various stakeholders

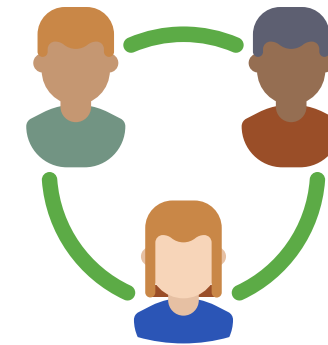
Who's Part of the Process?



Community



Working
Groups



Steering
Committee



Council Member
Crystal Hudson



Facilitators

Why is This Happening Now?

WHO

The **Atlantic Avenue Mixed Use Plan (AAMUP)** process is a next step following years of work by Community Board 8, and its Land Use and M-CROWN sub-committees started in 2013.

WHY

The community identified that the existing zoning restricts new housing and jobs, and saw opportunity to create new homes with **permanently affordable housing to address rising rents**, and **expand job opportunities that pay livable wages**.

WHAT NOW?

To date, the NYC Department of City Planning has worked with these local leaders to develop a land use framework, and **the next step is this community planning process**.

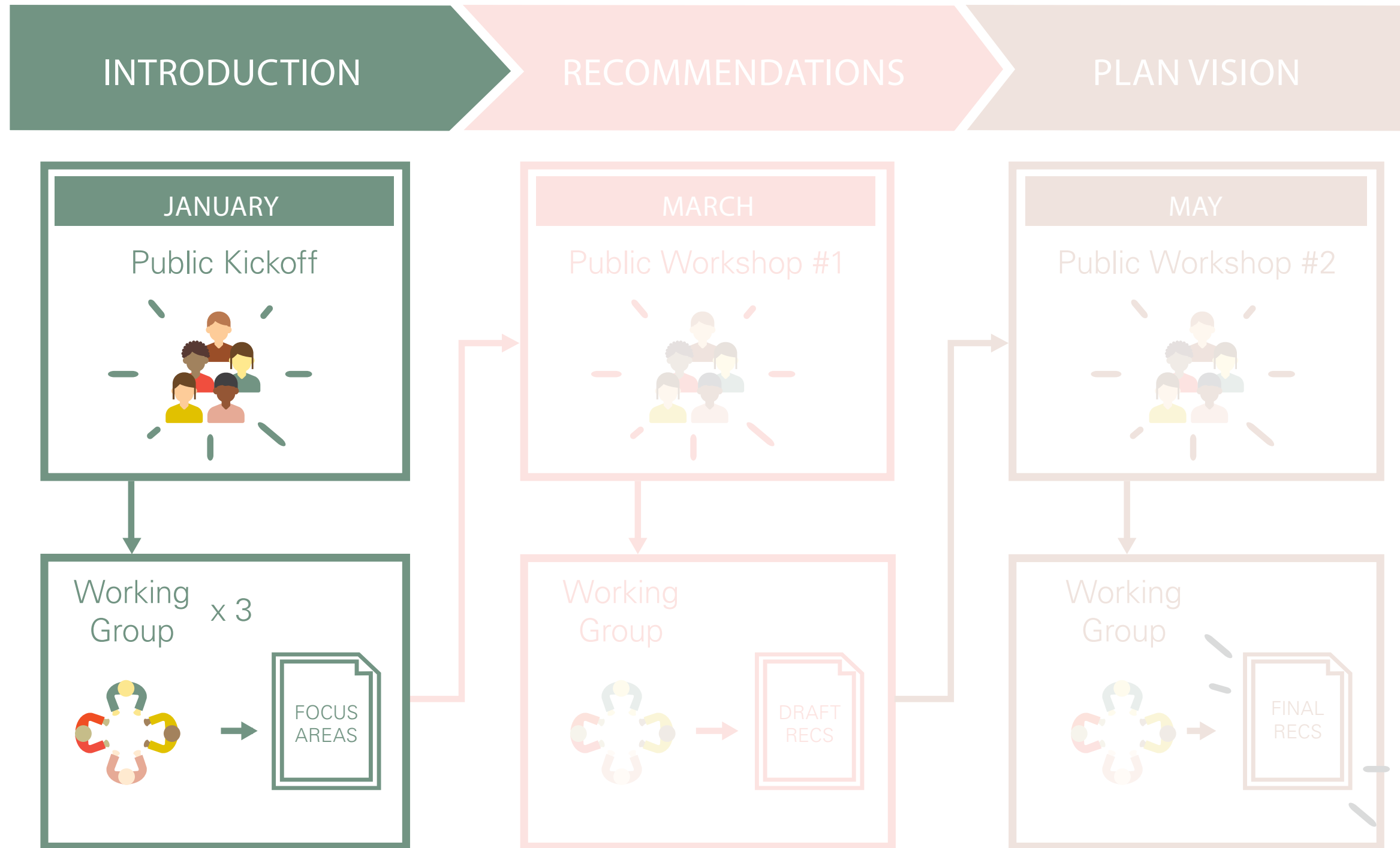
Planning Process



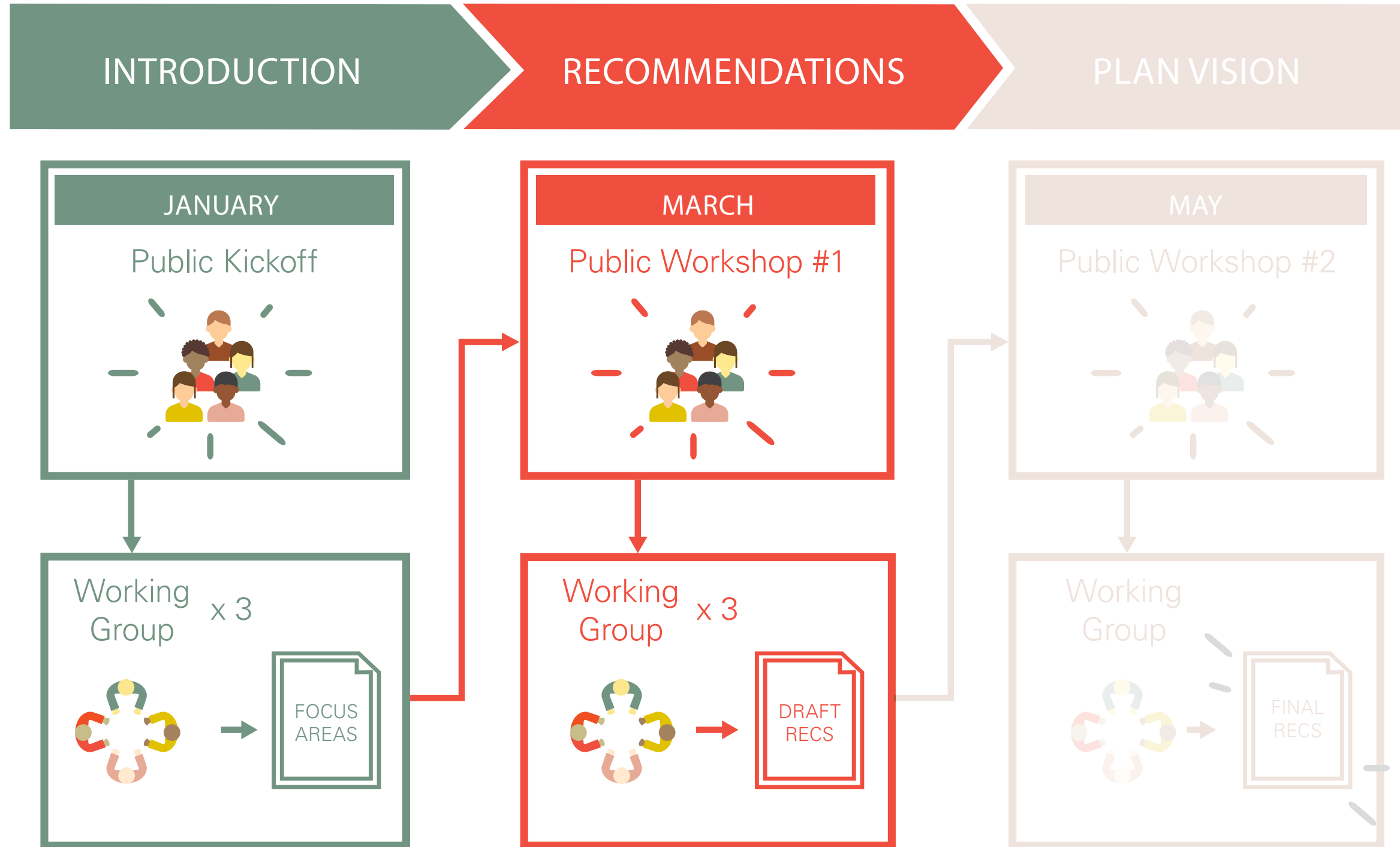
Planning Process



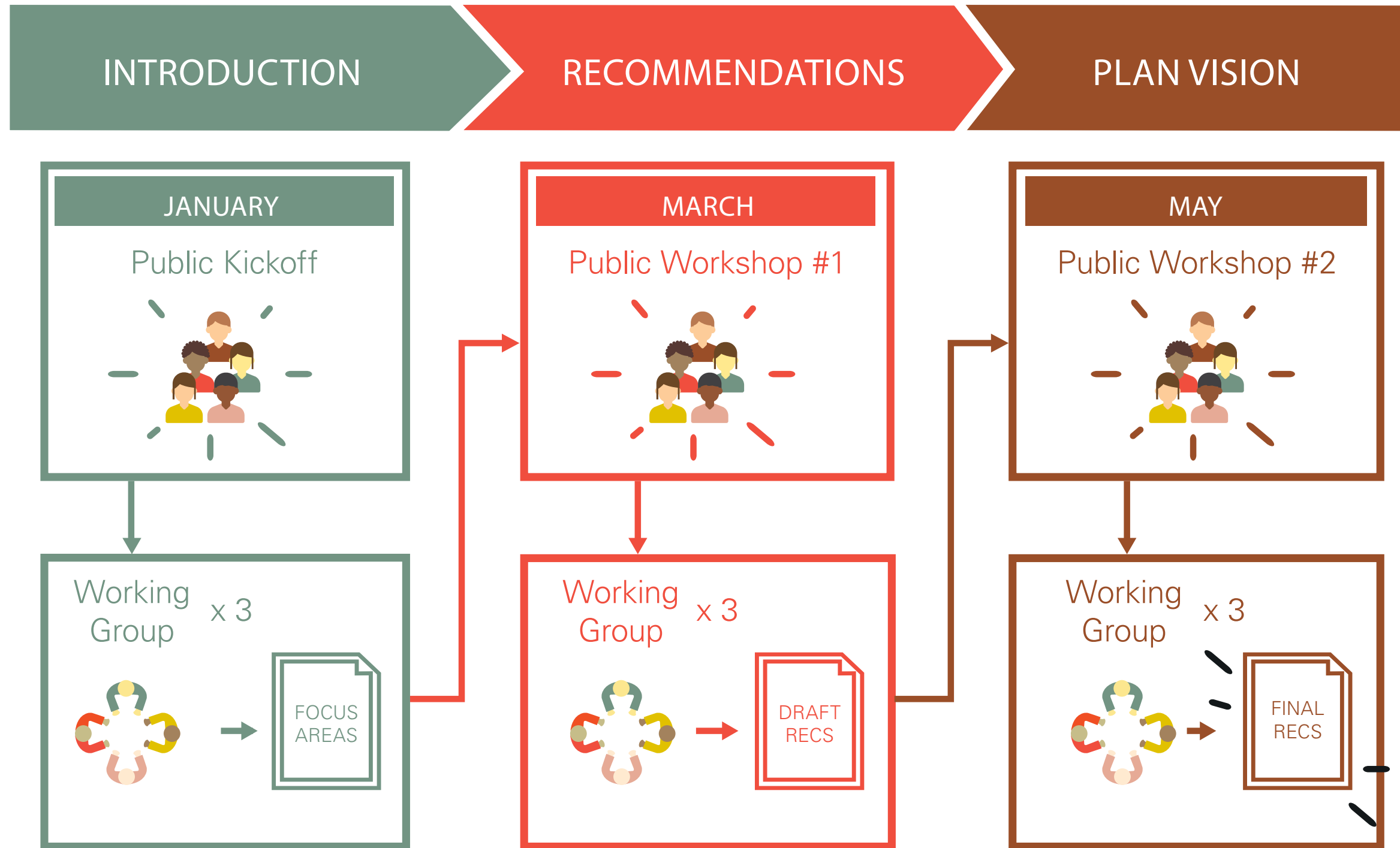
Process Timeline



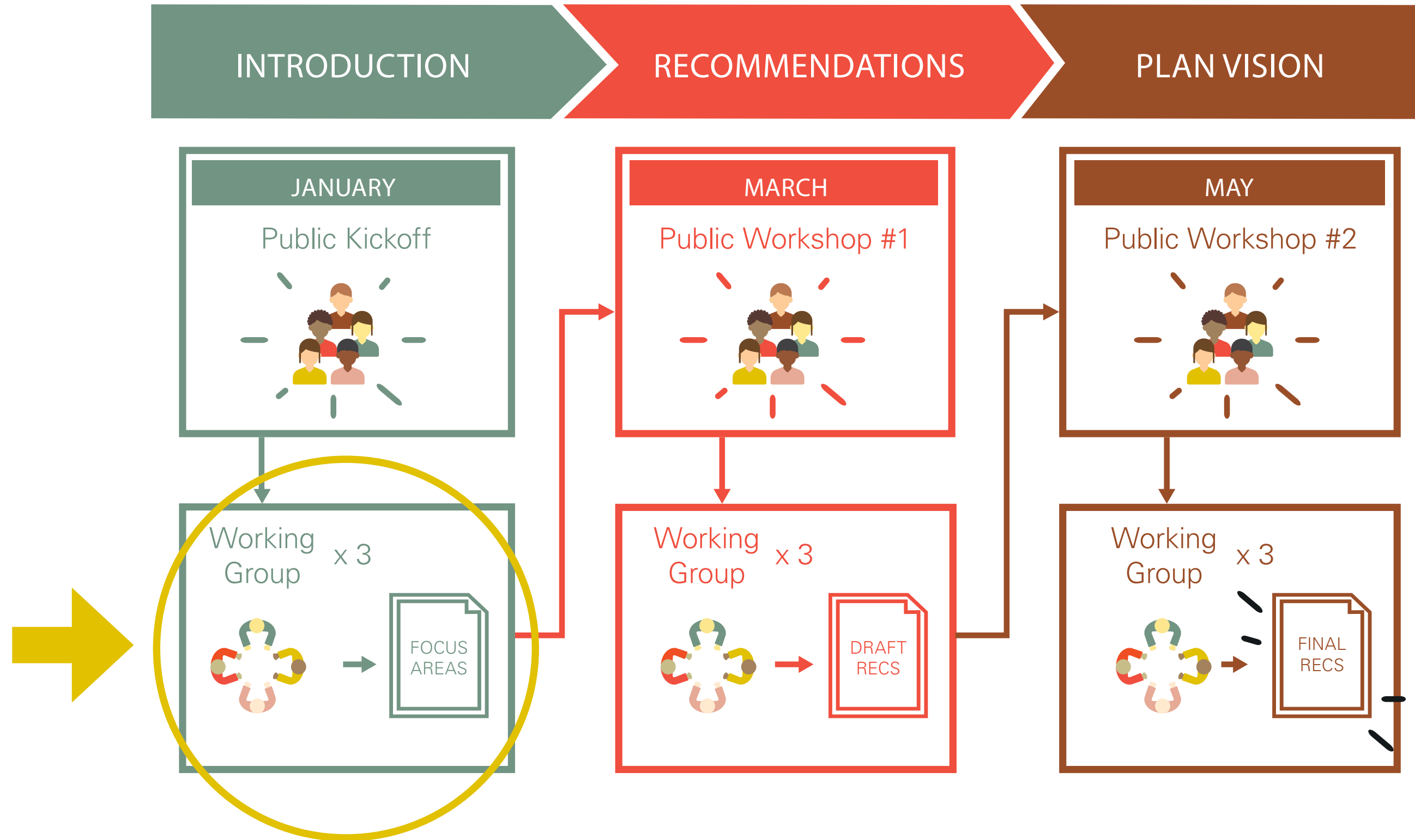
Process Timeline



Process Timeline



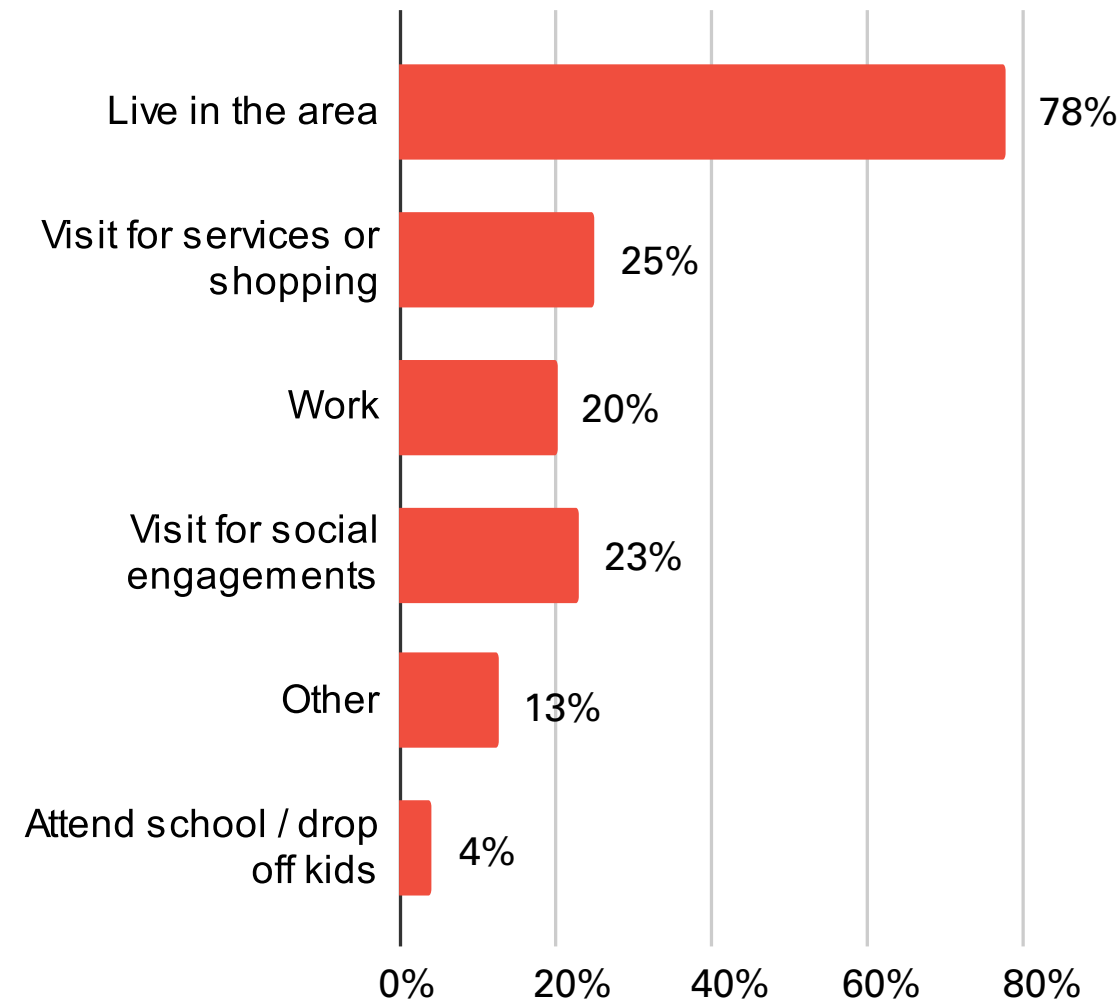
Process Timeline



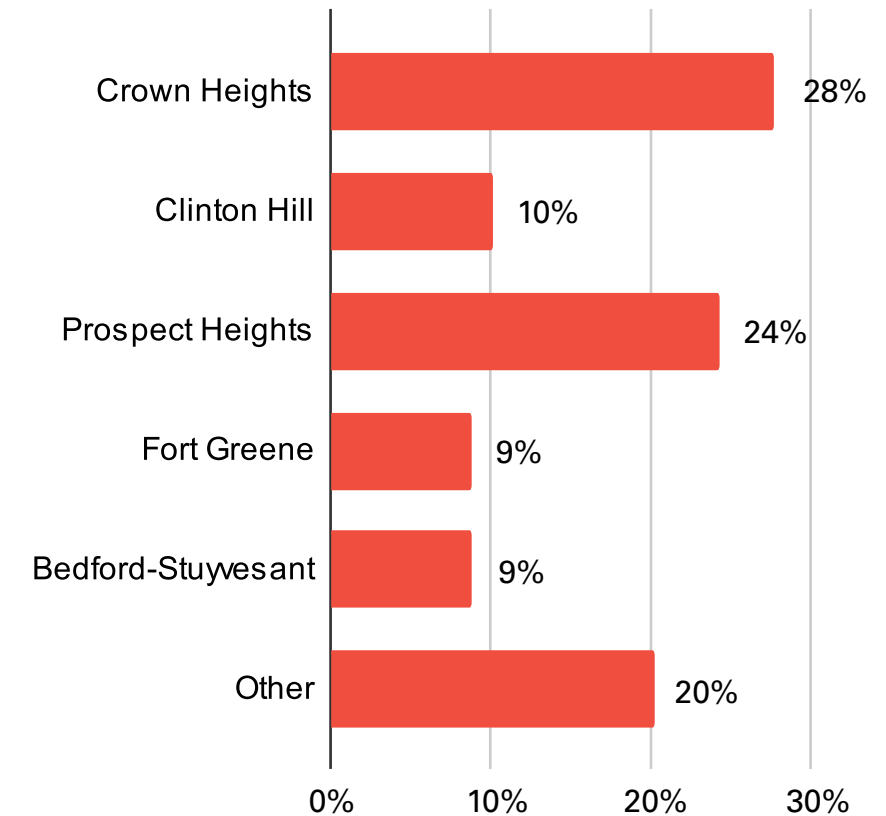
Kickoff: Participant Profile

- Virtual public meeting on January 17th, 6-8pm
- 253 attendees
- 13 Polls
- 11 Discussion Groups

Relationship to the project area (all that apply)



Residential neighborhood



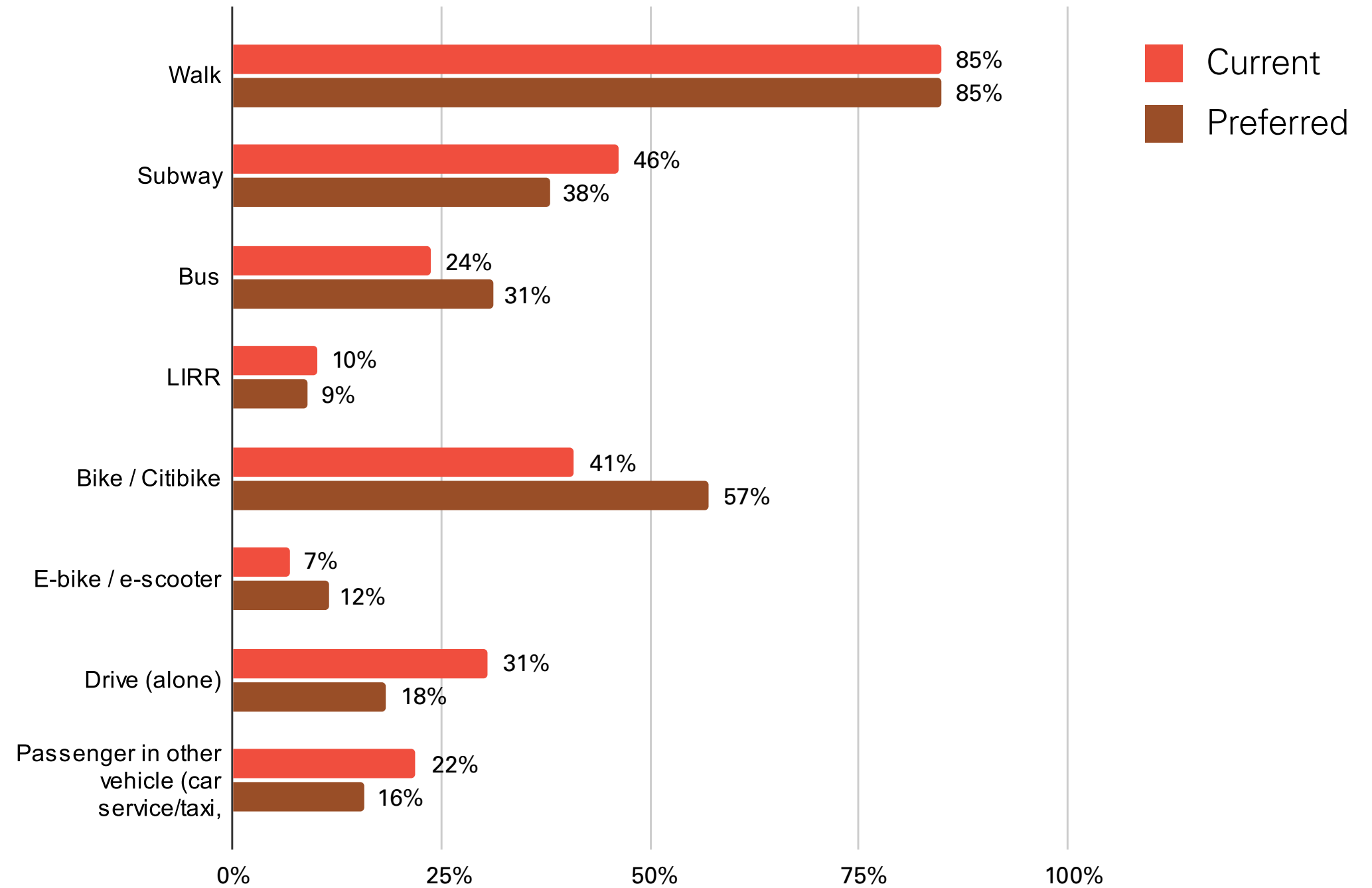
What We Heard: Travel Behavior

- Most participants (57%) frequently cross Atlantic Avenue on north-south trips
- The majority (45%) crossed at least two times a week, 25% crossed every day

Key Issues and Concerns

- Dangerous street crossings for pedestrians and bicyclists
- Poor sidewalk condition (often used by industrial uses for parking)
- Underutilized car/truck storage
- Reduce cars lanes to accommodate protected bus lanes and protected bike lanes

Current and Preferred Mode of Travel

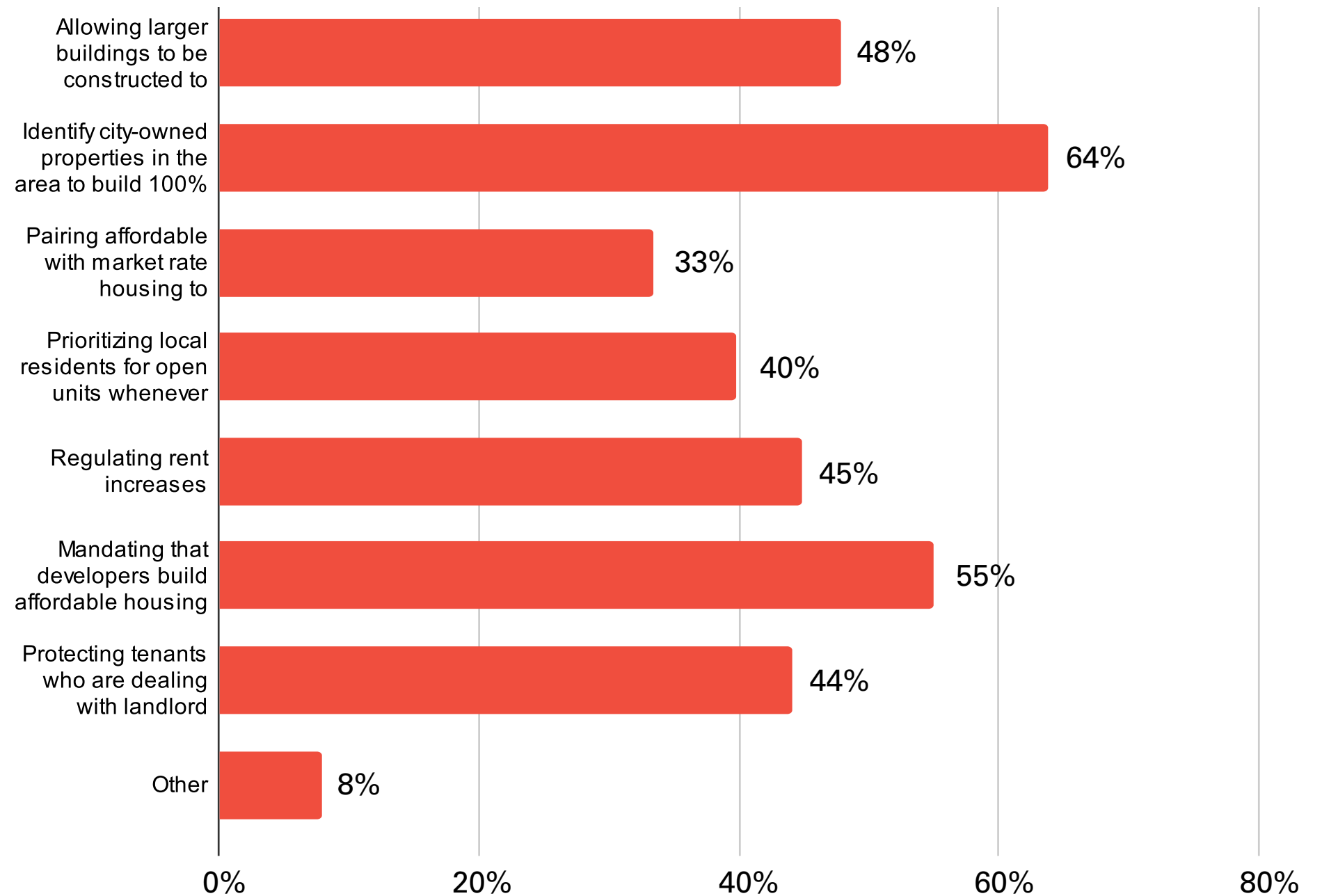


What We Heard: Housing

Key Issues and Opportunities

- Redefine affordability to specify who is being catered and how
- Use publicly owned and underutilized land to create deeply affordable housing
- Need for permanent and supportive housing for the homeless population
- Harassment, denial of repairs, illegal deregulation, and overcharge faced by tenants
- Displacement of Black residents and businesses
- Restricted rezoning area

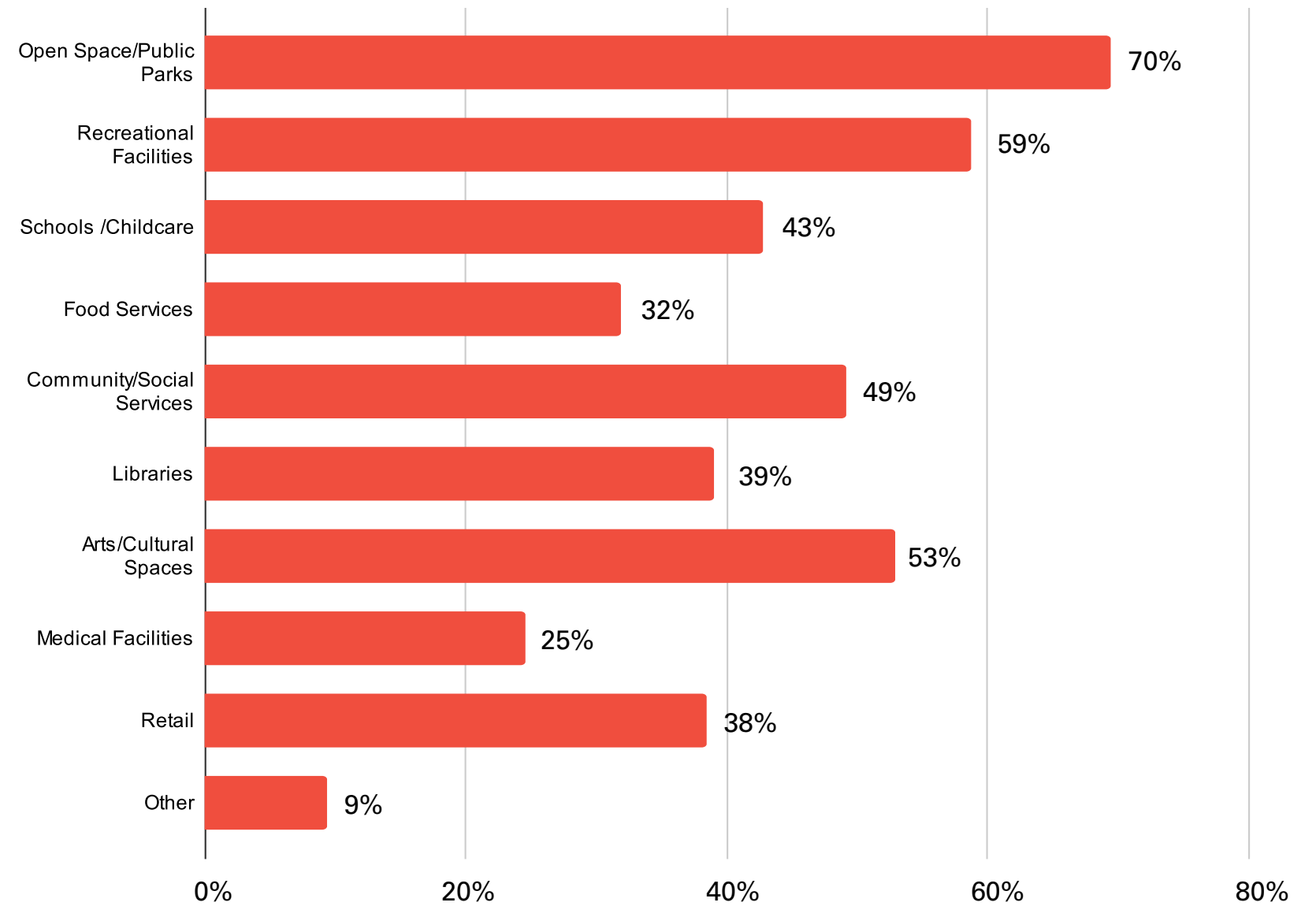
Preferred Strategies to Keep Housing Affordable



What We Heard: Community Facilities

In addition to housing and homelessness support (82%), other most desired community resources include elder care (69%) and health and nutrition (68%).

Desired Neighborhood Amenities



3

TODAY'S FOCUS AREA: STREETScape, PHYSICAL INFRASTRUCTURE AND OPEN SPACE



Working Group Focus Areas



**Streetscape, Physical
Infrastructure,
and Open Space**



**Economic
Development,
Human Capital,
and Services**



**Land Use, Density,
and Housing**

Today's Focus Area



**Streetscape, Physical
Infrastructure,
and Open Space**



**Economic
Development,
Human Capital,
and Services**



**Land Use, Density,
and Housing**

Focus Area A Toolkit

Sample



Sidewalk Widening



Bus and Bike Infrastructure



Trees/ Landscape/
Green Infrastructure



Pedestrian Safety
Enhancements



Curb Regulations



Designed Underpass

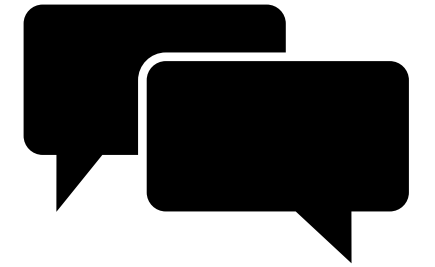
4 | TABLE DISCUSSIONS



Discussion Community Agreements

- **Share the air time** —work together to make sure everyone gets a chance to speak
- **Respect the diverse viewpoints and experiences in the group** — together, we know a lot; alone, we won't know it all; Please keep an open mind
- **Use “I” statements** – share from your own experience and avoid generalizations
- **Check your negativity bias** - focus on constructive discussion instead of what you dislike

Group Introductions



Introductions + Icebreaker Activity

5

FOCUS AREA A: BACKGROUND AND CONTEXT



Transportation Connections

- Three local LIRR connections: Atlantic Terminal, Nostrand Avenue, Broadway Junction
- Multiple MTA transit connections
- Achieving equitable transit access for all Crown Heights residents



Street Safety

- Atlantic Avenue is one of Brooklyn's most dangerous streets for vehicular crashes
- This is especially true for older adults, young children, and people with ambulatory disabilities
- Street safety measures can mitigate this danger with tools like sidewalk extensions, longer crossing times, improved lighting, traffic islands and road diets



Open and Green Space

- The project area has limited access to open and green space
- New and enhanced open spaces offer opportunities to recreate and safe spaces for youth
- Regular physical activity helps maintain community health
- Encourages social interaction and spaces to gather



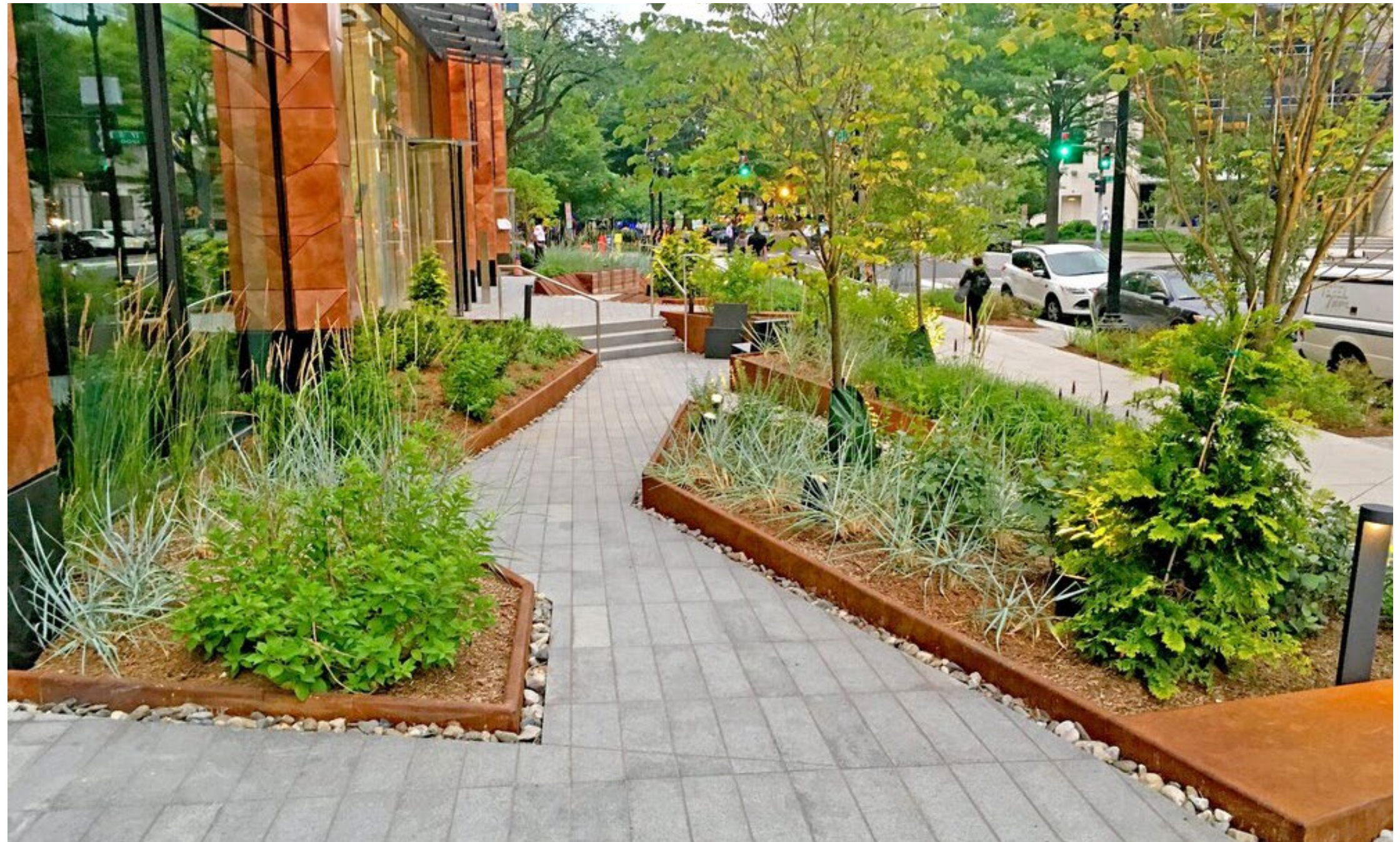
Climate Change Mitigation

- Climate mitigation is focused on reducing carbon emissions and other types of pollutants
- Includes renewable energy infrastructure, building electrification and weatherization, promoting sustainable modes of transportation like walking, public transit, and biking



Climate Change Resilience

- Climate Change in NYC: sea level rise, increased rainfall, extreme heat and cold snaps
- Increasing the city's green cover (bioswales, rain gardens, etc.) helps absorb heavy rainfall, preventing lingering flooding
- Increasing the city's canopy cover also helps to reduce the urban heat island effect - reducing temperatures up to 2-6 degrees and provides shading on hot days



Curb and Street Space

- Streets are NYC's most prevalent public space
- The ways we choose to use the curbside impact street activity, sidewalk accessibility, business activity, and transportation mode choice
- Street design elements like raised crosswalks, speed bumps, and narrowed roadways can help reduce vehicles to safe speeds



Atlantic Avenue Mixed-Use Plan

Working Group Meeting 1
Streets, Open Space and Physical
Infrastructure

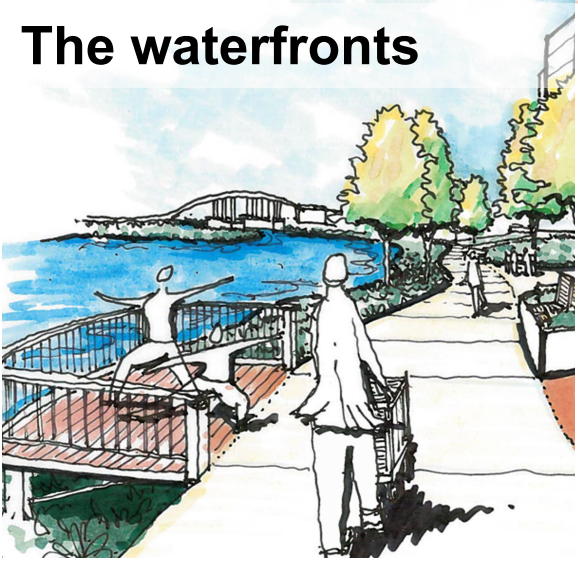
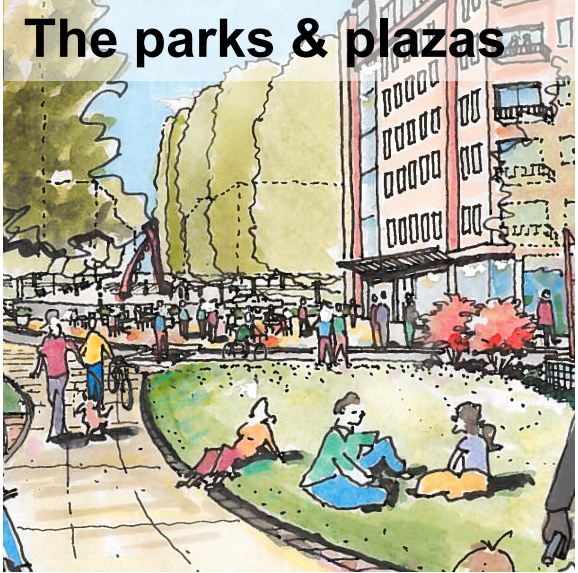
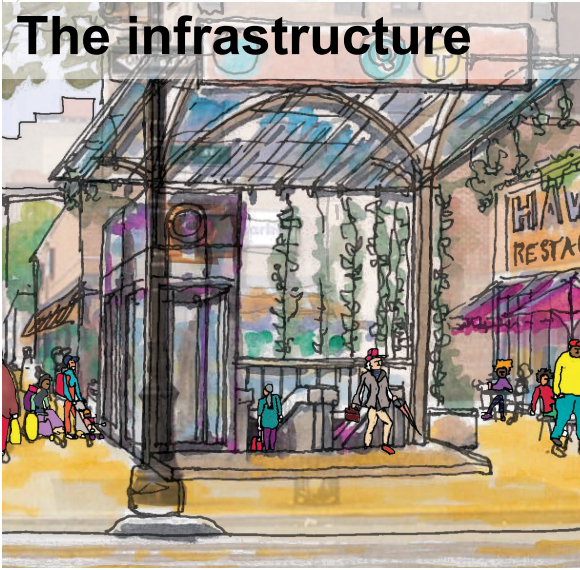
February 16, 2023

Agenda

1. What is the public realm
2. Transportation conditions and data
3. Department of Transportation
4. Department of Parks and Recreation

What is the Public Realm?

What is the Public Realm?



The Streets

Atlantic Avenue
Between Franklin Ave
and Bedford Ave.



Street maintenance, curb cuts, road paintings



The Sidewalks

Atlantic Avenue
Facing west, adjacent to
the elevated S-Shuttle



NYC Parks

Street Trees and medians

DEP, FDNY,



The Open Space: Parks and Plazas

Lowry Triangle Park
Atlantic Ave. and
Washington Ave.



NYC Parks

**Underhill Avenue
Open Street**
Between Atlantic Ave.
and Pacific St.



The Infrastructure

Elevated S-Shuttle
From Fulton St. to
Prospect Park

Bike Lane
Along Dean Street.

DOT
MTA



The Buildings

Atlantic Armory
Atlantic Ave and
Bedford Ave.



LPC, DHS

The Buildings

Dean St.
Vanderbilt St and Dean St. looking west

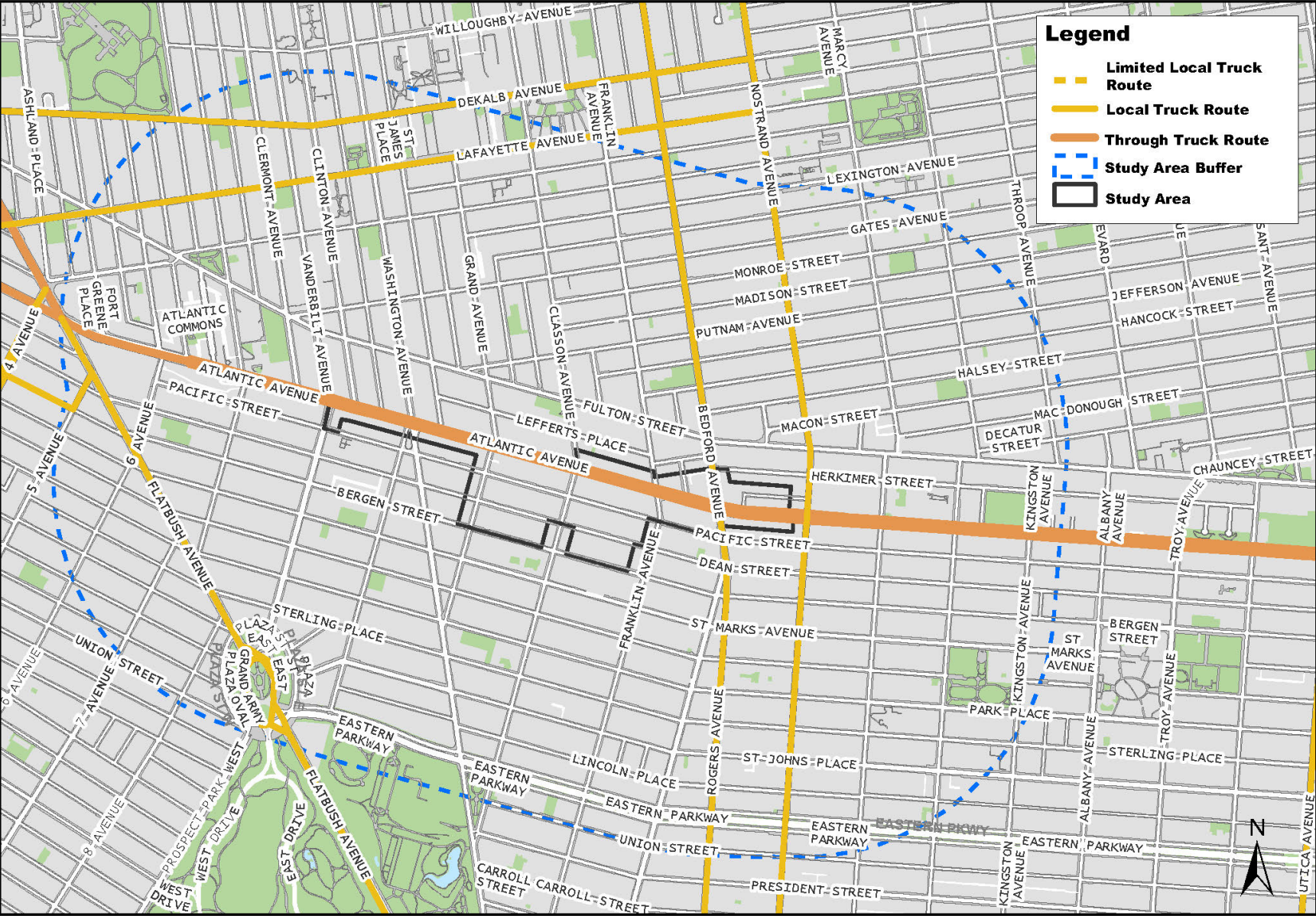


Ground floor uses, Building height and setbacks

Transportation Network & Analysis



Transportation Network : Streets







Transportation Network : Bicycle and Public Transit Network

Legend

-  Bike Lanes
-  Citi Bike Station
-  Long Island Railroad (LIRR) Stations
-  Subway Stations



Subway Lines

-  1-2-3; 4-5
-  A-C
-  D-N-R
-  B-Q
-  G
-  S

Long Island Railroad (LIRR) Lines

-  Route

Context

-  Study Area
-  Study Area Buffer

Note:
This map does not include CitiBike stations Phase 3 expansion

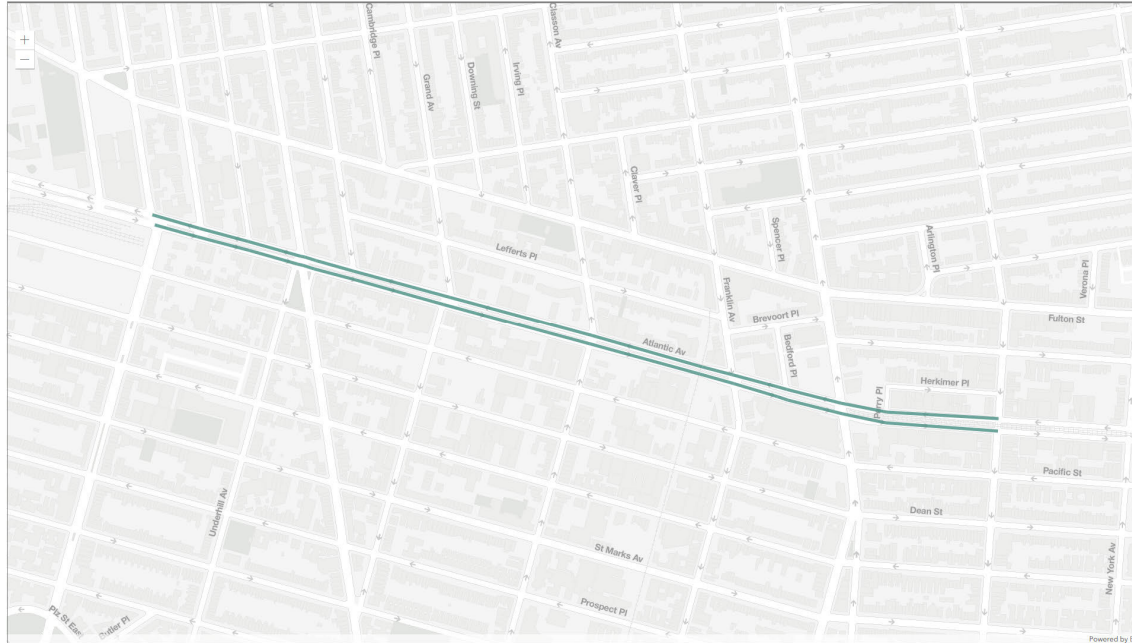


Esri Community Maps Contributors, NYC OpenData, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Corridor Traffic Safety Report: Atlantic Avenue Corridor



CORRIDOR TRAFFIC SAFETY REPORT



REPORT SUMMARY	
TYPE	CORRIDOR
INJURY DATE RANGE	2016-2020 (5 Years)
LENGTH	0.97 mile
KSI	32 per mile
RANK	Top 10% in Brooklyn
FATALITIES	2
	2016-02/08/2023 (8 YEARS)
DANGEROUS INT.	ATLANTIC AVENUE/BEDFORD AVENUE (Based on Max KSI)
BOROUGH	BROOKLYN

Injury Summary, 2016-2020 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	75	12	0	12
Bicyclist	47	8	0	8
Motor Vehicle Occupant	447	11	0	11
Other Motorized	0	0	0	0
Total	569	31	0	31

Source: Fatalities: NYCDOT, Injuries: NYSDOT KSI: Persons Killed or Severely Injured

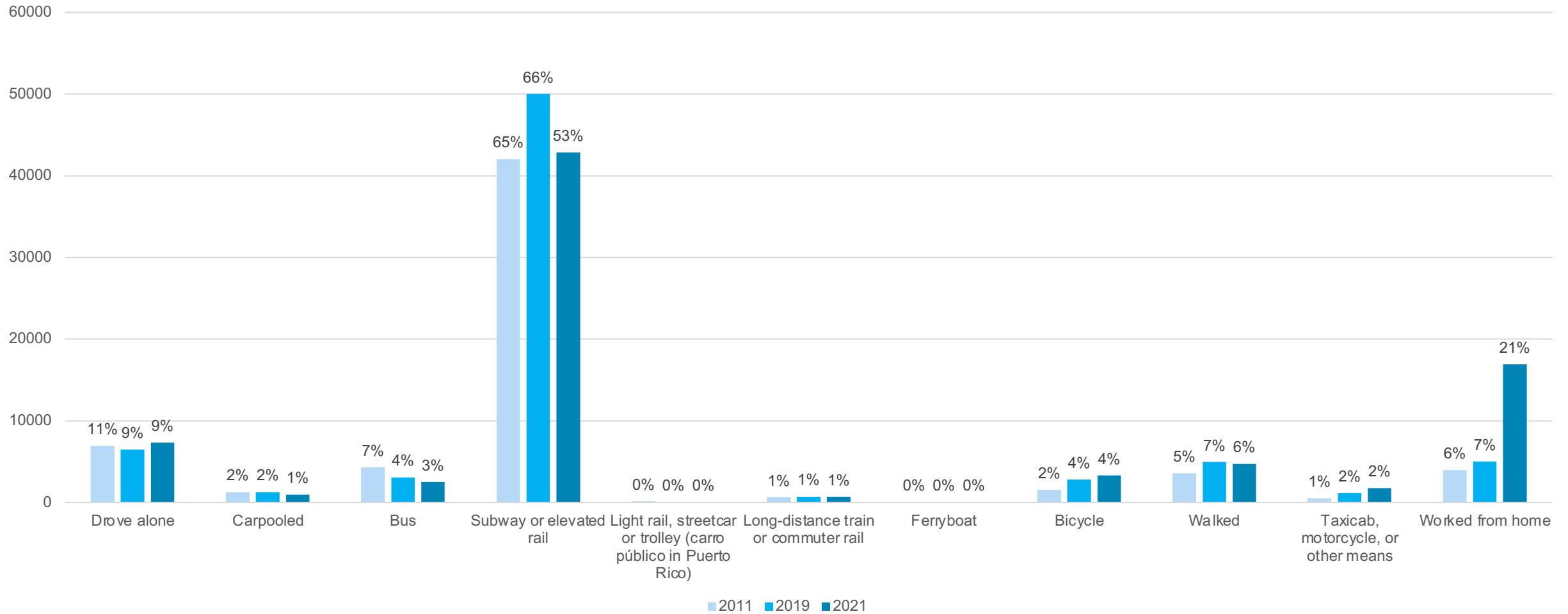
Starting in 2019, the National Highway Safety Administration (NHTSA) mandated that all jurisdictions follow the Model Minimum Uniform Crash Criteria (MMUCC) 4th Edition guidelines for collecting Serious Injury crashes. They did this to standardize what data is being collected across the country. Accordingly the New York State Department of Motor Vehicles (DMV) changed their definition of severe, "A"-type injuries. As a result of this change, some injuries not previously attributed to the serious injury classification are now included. This change has made data from that year difficult to compare to previous years. Any increase in severe injuries may reflect the change in the formula and not an actual change in the trend of severe injuries.

Fatalities

Mode	Fatalities 2016-2020 (5 Years)	Fatalities 2016-02/08/2023 (8 YEARS)
Pedestrian	0	2
Bicyclist	0	0
Motor Vehicle Occupant	0	0
Other Motorized	0	0
Total	0	2

Means of Transportation

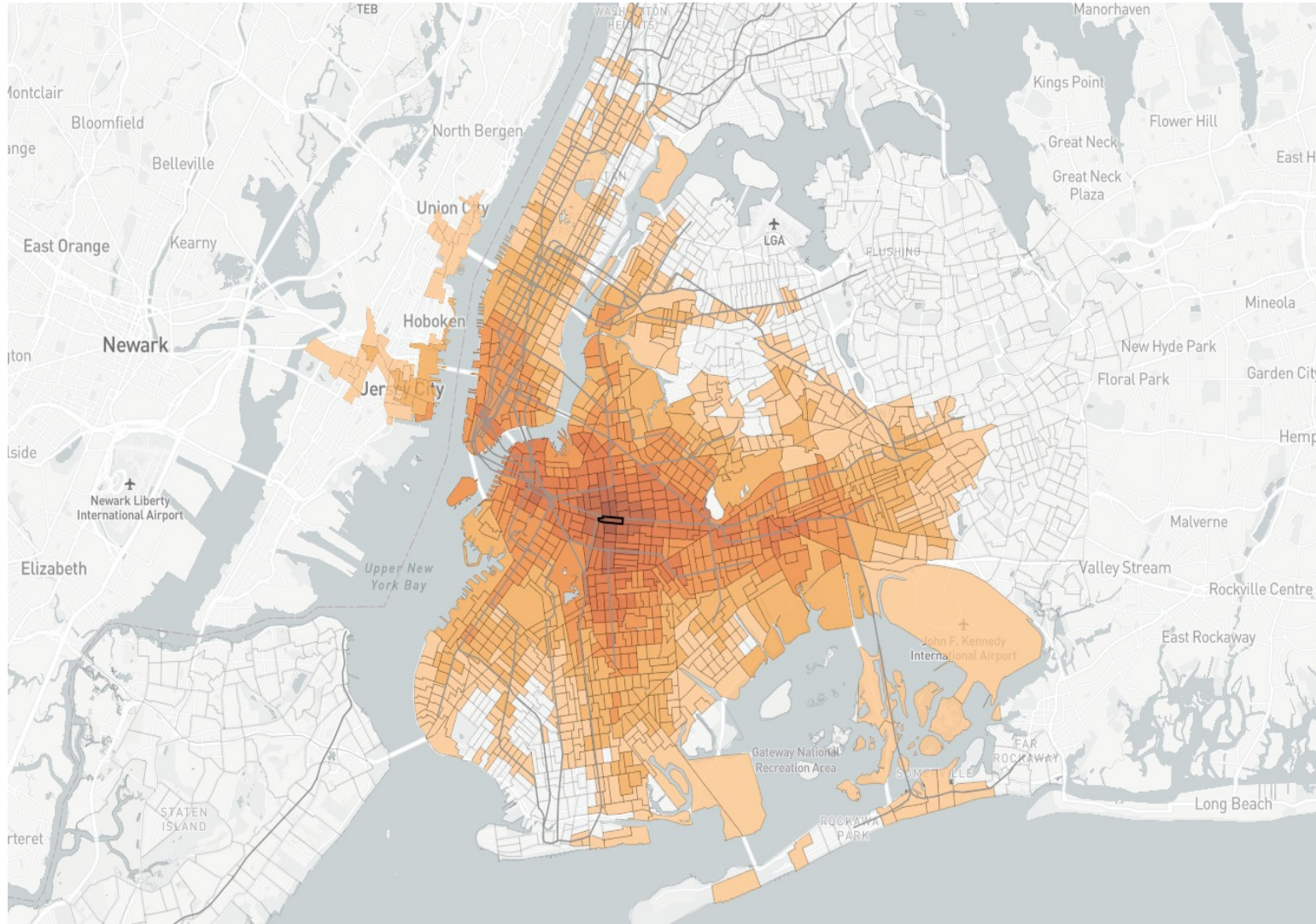
Means of Transportation



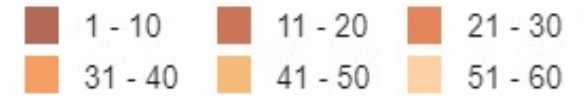
Data source: ACS 2007-2011 5-Year Estimates; ACS 2015-2019 5-Year Estimates; ACS 2017-2021 5-Year Estimates.
 (ACS = American Community Survey)

Travelshed Map

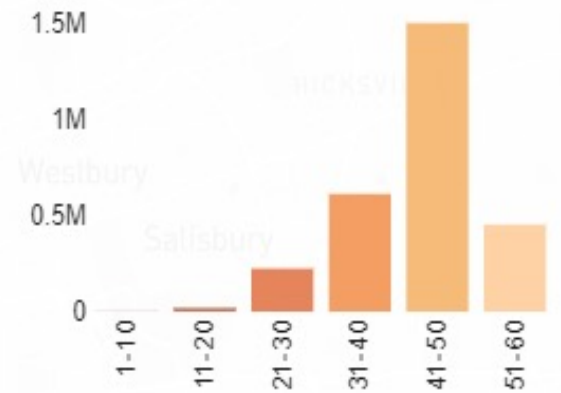
Average travel time to work from study area has stayed fairly stable between 2011 and 2021 at roughly 38 minutes to Lower Manhattan and 48 minutes to Midtown Manhattan *



AM Peak Transit Travel Time from Census Tract 36047024700 (mins)



Jobs Accessible by Travel Time



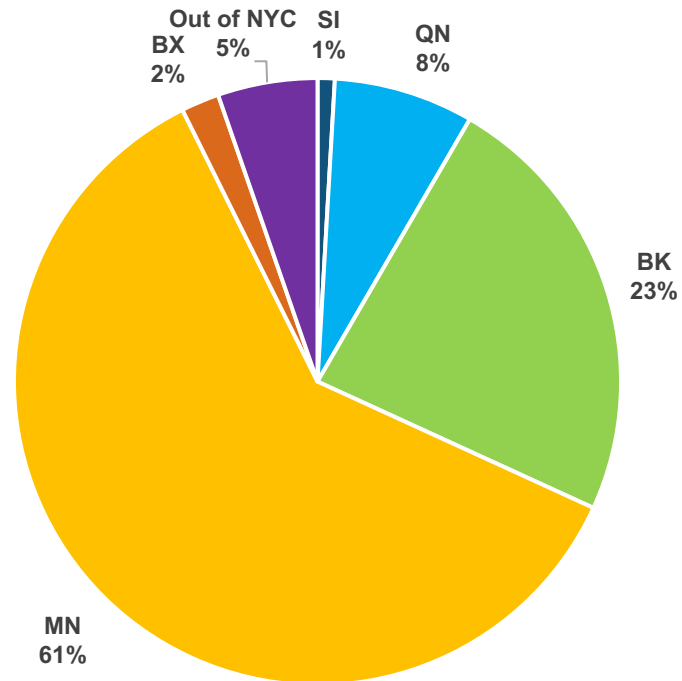
Total jobs within 60 minutes: 2,822,061
(Data Source: Census Bureau LEHD 2017)

* Data source: ACS 2007-2011 5-Year Estimates; ACS 2015-2019 5-Year Estimates ; ACS 2017-2021 5-Year Estimates.

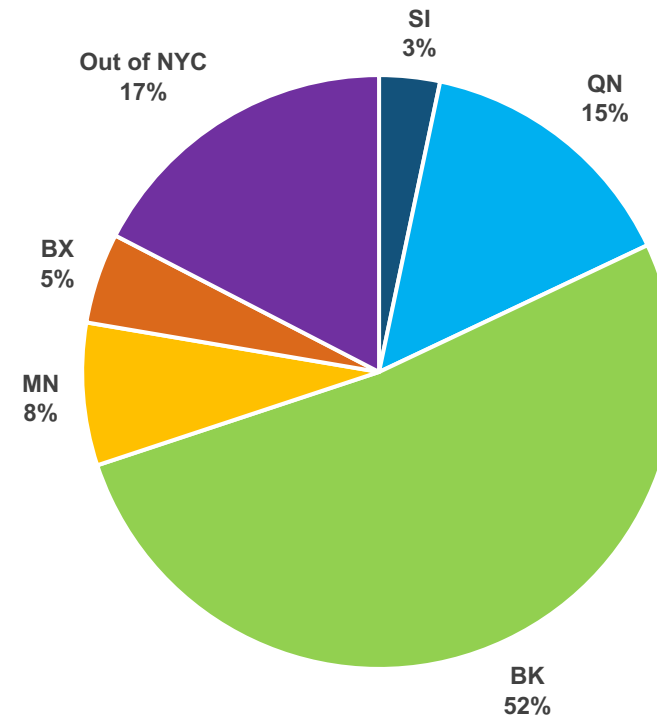
* Data source: Census Bureau LEHD 2017 (LEHD= Longitudinal Employer-Household Dynamics).

Commuter Flows - Year 2019

2019 Work Destinations For Residents in Study Area



2019 Residences For Workers in Study Area



Data Source: LODES 2011 & 2019 (LODES = Longitudinal Origin-Destination Employment Statistics)



Thank you

A blue-tinted photograph of a city street. On the left is a large, multi-story stone building with a prominent arched entrance and a small tower-like structure. A person is walking on the sidewalk in front of it. In the center, a bare tree stands on a sidewalk next to a tall utility pole. The street is wide and paved, with a streetcar visible on the right side. In the background, there are more buildings and a bridge structure. The sky is overcast.

Department of Transportation & Department of Parks and Recreation

Dept. of Transportation Street Improvement Toolkit

**AAMUP Streets, Infrastructure, Open Space
Working Group**

February 16, 2023



In-House Capabilities (Short Term)

Raised Crosswalks



Turn Calming



Curb Regulations



Street Furniture



Signal Changes



Public Art



Capital and Private Possibilities (Long Term)

Concrete Medians/Pedestrian



Widened Sidewalks



Protected Bike Infrastructure



Accessibility Improvements



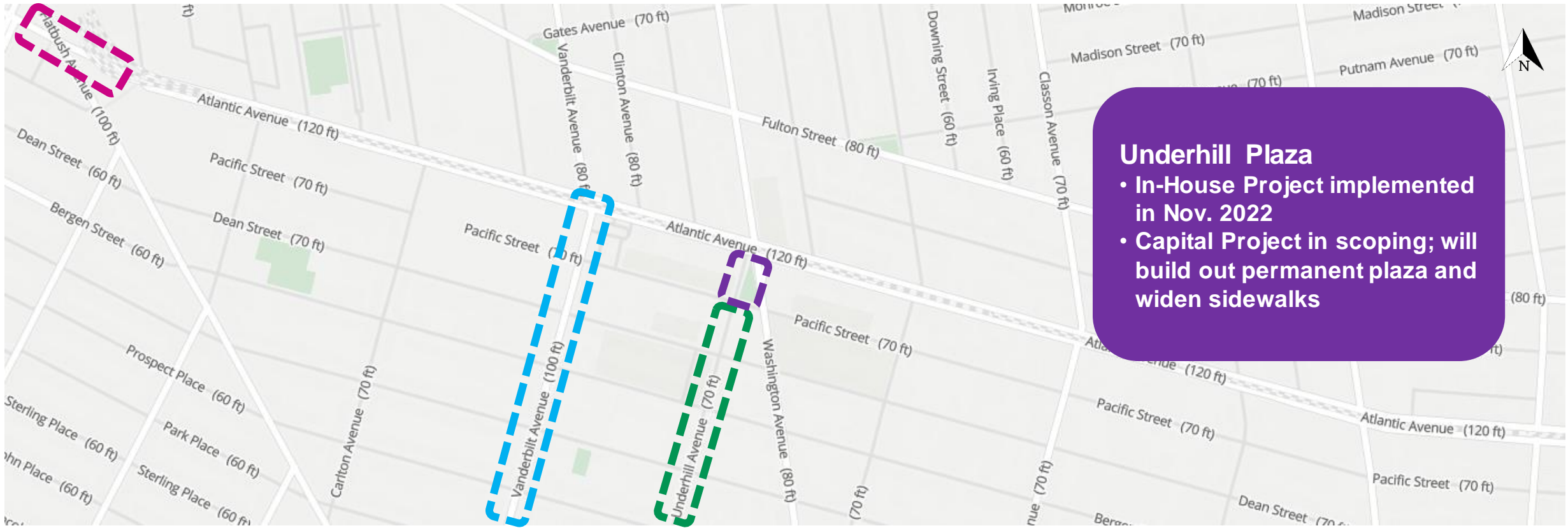
Landscape/Green Infrastructure



Pedestrian Plazas



Ongoing Planned Projects



Underhill Plaza

- In-House Project implemented in Nov. 2022
- Capital Project in scoping; will build out permanent plaza and widen sidewalks

Downtown Brooklyn Pedestrian Improvements Project: Flatbush Avenue at Atlantic Avenue

- Capital Project; Currently in Design
- Estimated Construction Start: 2026
- Extends curbs, shortens crossings, widens sidewalks

Vanderbilt Avenue Open Street

- In-House Project
- Planned Implementation: 2023
- Pedestrian Islands, Painted Sidewalk Extensions, Bike Corrals, Neighborhood Loading Zones

Underhill Avenue Open Street

- In-House Project; Currently in Design
- Planned Implementation: 2023
- Will install medians, directional changes, and add pedestrian space

Thank You!

Questions?



NYCDOT



nyc_dot



nyc_dot



NYCDOT



AAMUP AREA PARKS

NYC Parks Overview

February 16, 2023

Parks

What We'll Cover...

NYC Parks' Assets

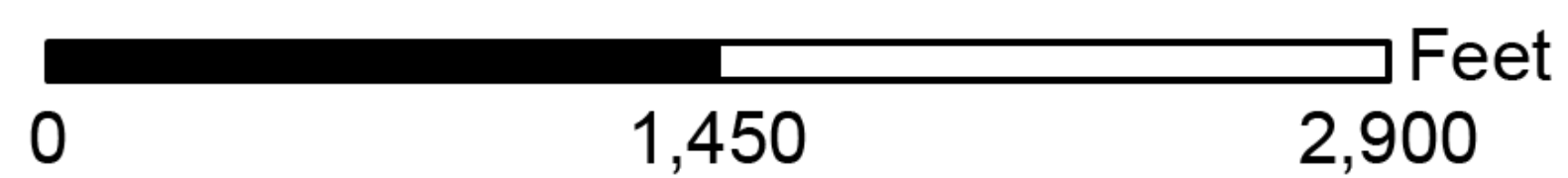
Walk-to-Park

Recent and Ongoing Capital Work



NYC Parks

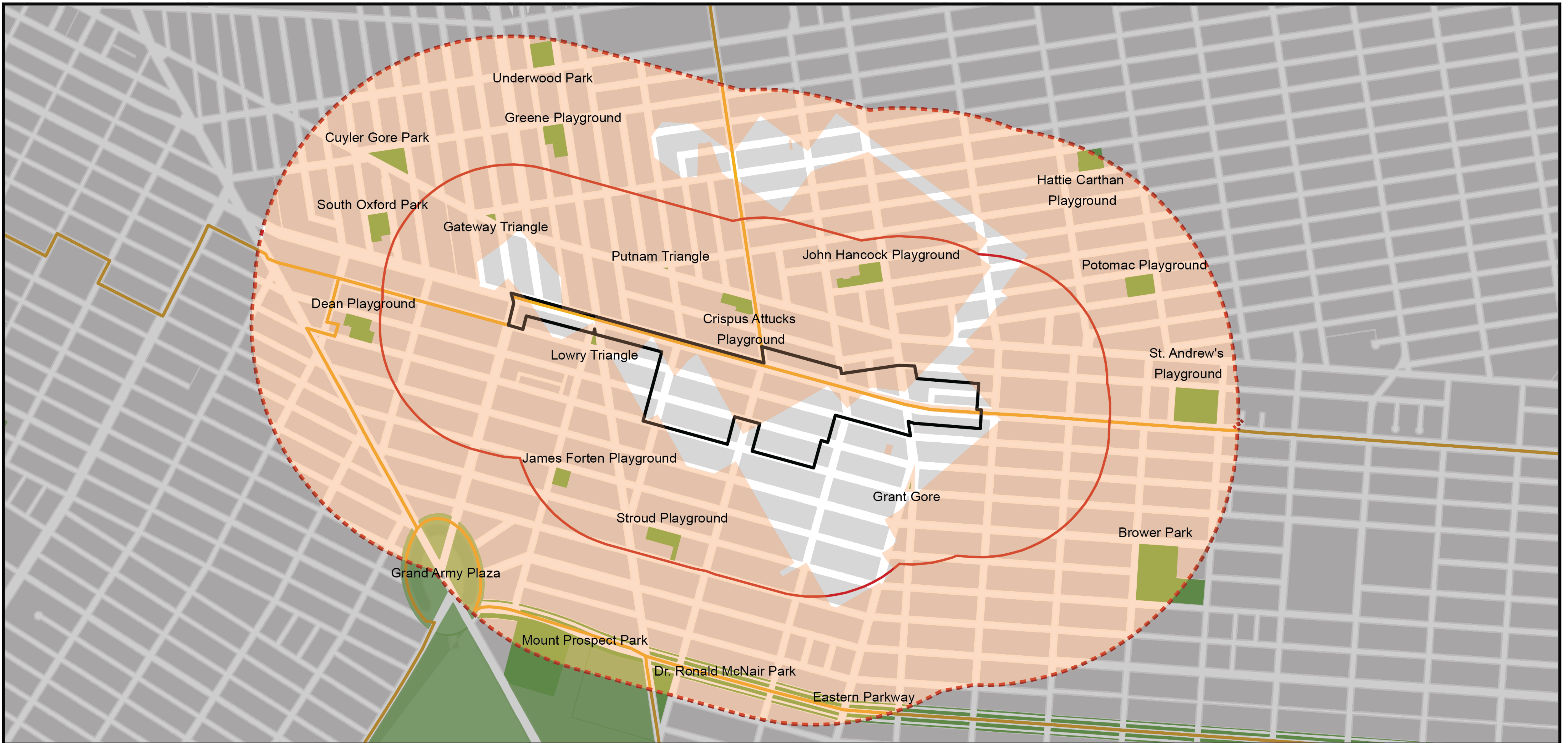
AAMUP Study Area



Legend

-  AAMUP Study Area
-  1/4 Mile Buffer
-  1/2 Mile Buffer
-  Community Board
-  NYC Parks Property

This map has been prepared in whole or part using secondary data. Data accuracy is limited by the scale and accuracy of the original sources. Site-specific conditions should be field-verified. For legal accuracy, refer to the maps that established parks and acquisition maps.



NYC Parks



AAMUP Study Area Walk to Park Service Area



0 1,450 2,900 Feet

Legend

-  AAMUP Study Area
-  1/4 Mile Buffer
-  1/2 Mile Buffer
-  Community Board

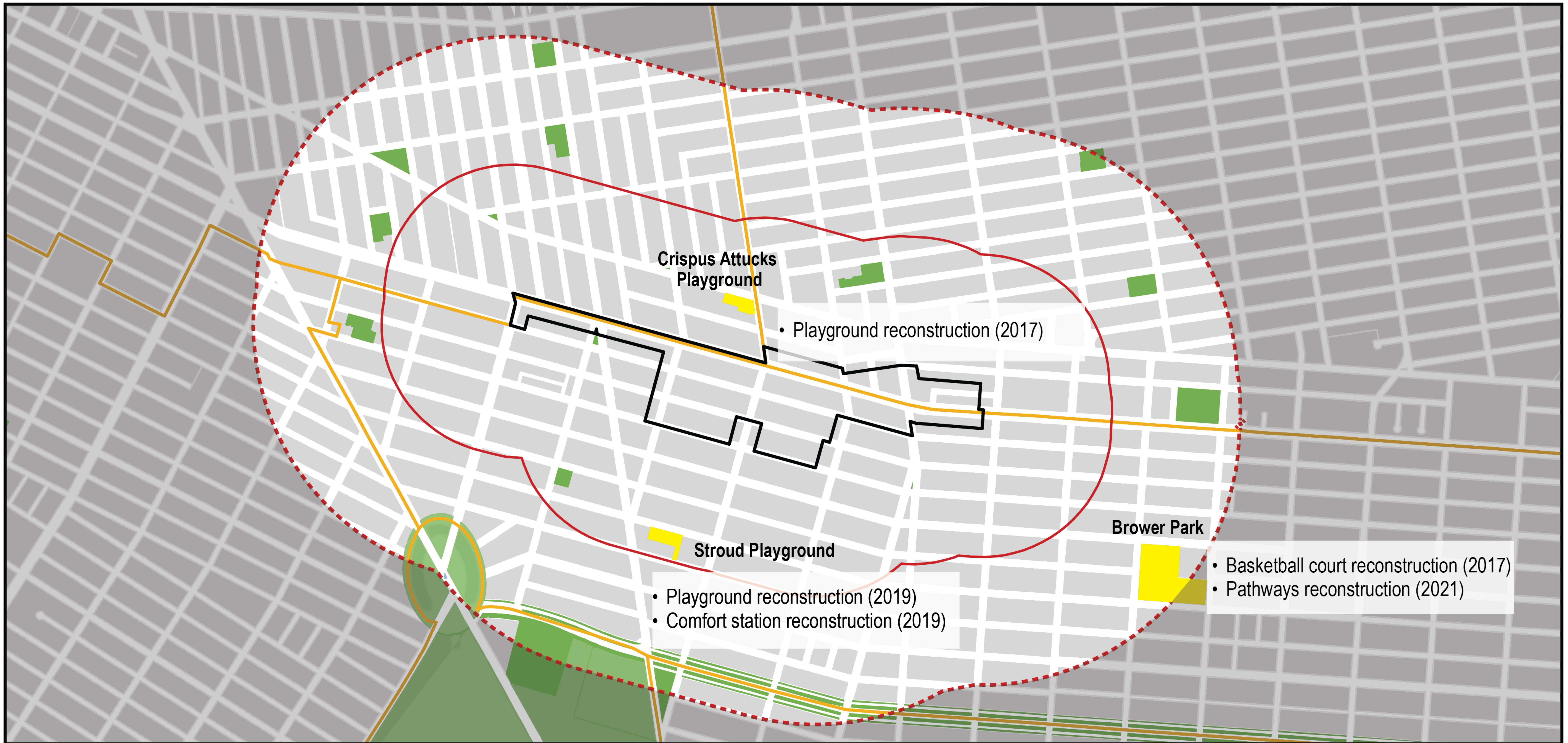
-  NYC Parks Property
-  Walk to a Park Served Area

Measuring access to parks:

- 1/4 mile walk to smaller, local park
- 1/2 mile walk to larger park

This map has been prepared in whole or part using secondary data. Data accuracy is limited by the scale and accuracy of the original sources. Site-specific conditions should be field-verified. For legal accuracy, refer to the maps that established parks and acquisition maps.

Recent Capital Work



NYC Parks

AAMUP Study Area Recent Capital Investment



0 1,450 2,900 Feet

Legend

-  AAMUP Study Area
-  1/4 Mile Buffer
-  1/2 Mile Buffer
-  Community Board

 NYC Parks Property

This map has been prepared in whole or part using secondary data. Data accuracy is limited by the scale and accuracy of the original sources. Site-specific conditions should be field-verified. For legal accuracy, refer to the maps that established parks and acquisition maps.



Crispus Attucks Playground



Stroud Playground



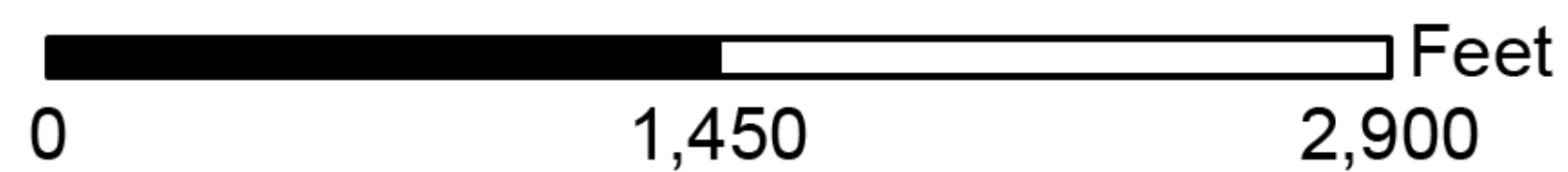
Brower Park

Ongoing and Planned Capital Work



NYC Parks

AAMUP Study Area Ongoing and Planned Capital Investment



Legend

-  AAMUP Study Area
-  1/4 Mile Buffer
-  1/2 Mile Buffer
-  Community Board
-  NYC Parks Property

This map has been prepared in whole or part using secondary data. Data accuracy is limited by the scale and accuracy of the original sources. Site-specific conditions should be field-verified. For legal accuracy, refer to the maps that established parks and acquisition maps.



Potomac Playground - Courts

Halsey Ave and Tompkins Ave., CB 3, CD 36

Funding

TOTAL

\$940K

- Mayoral

Scope

- Replace basketball courts, fix drainage issues, replace basketball backstops with lexan backboards, includes Green Infrastructure elements

Status

- Design completed fall 2020
- Construction is expected to begin spring 2023 and be completed fall 2023





St. Andrew's Playground (CPI)

Atlantic Ave., Herkimer St., Kingston Ave., St Andrew's Pl., CB 3, CD36

Funding

TOTAL: \$9M

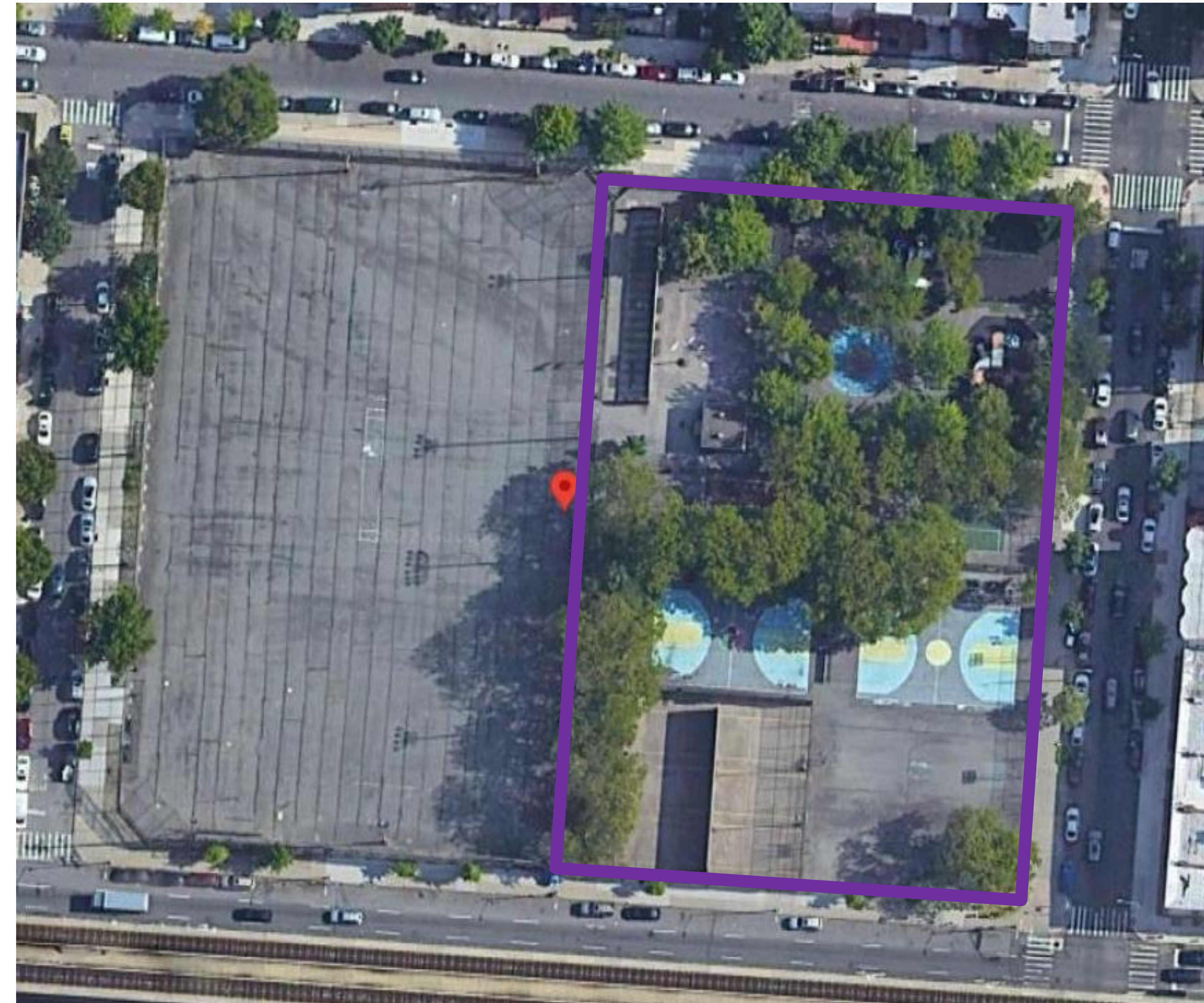
- Mayoral (FY23)

Scope

Completely reconstruct playground including pavement, drainage, play equipment, safety surface, reconstruct basketball and handball courts

Status

- Public scope meeting scheduled:
Wednesday 22 March, 6:30-9pm





Cuyler Gore

Classon Ave. & Fulton Street, CB 2, CD35

Funding

\$5.6M – CM Hudson (FY21)

Scope

- Completely reconstruct playground including pavement, drainage, accessible play equipment for swings, safety surface, interactive spray shower, benches/seating, fences, accessible drinking fountain, water service, security lighting and landscaping.

Status

- Virtual Input meeting held on Tuesday, December 15th, 2020
- Design completed spring 2022
- Construction estimated to start fall 2023 and be completed fall 2024





Greene Playground – Phase 1

Washington Ave. and Greene; CB 2, CD 35

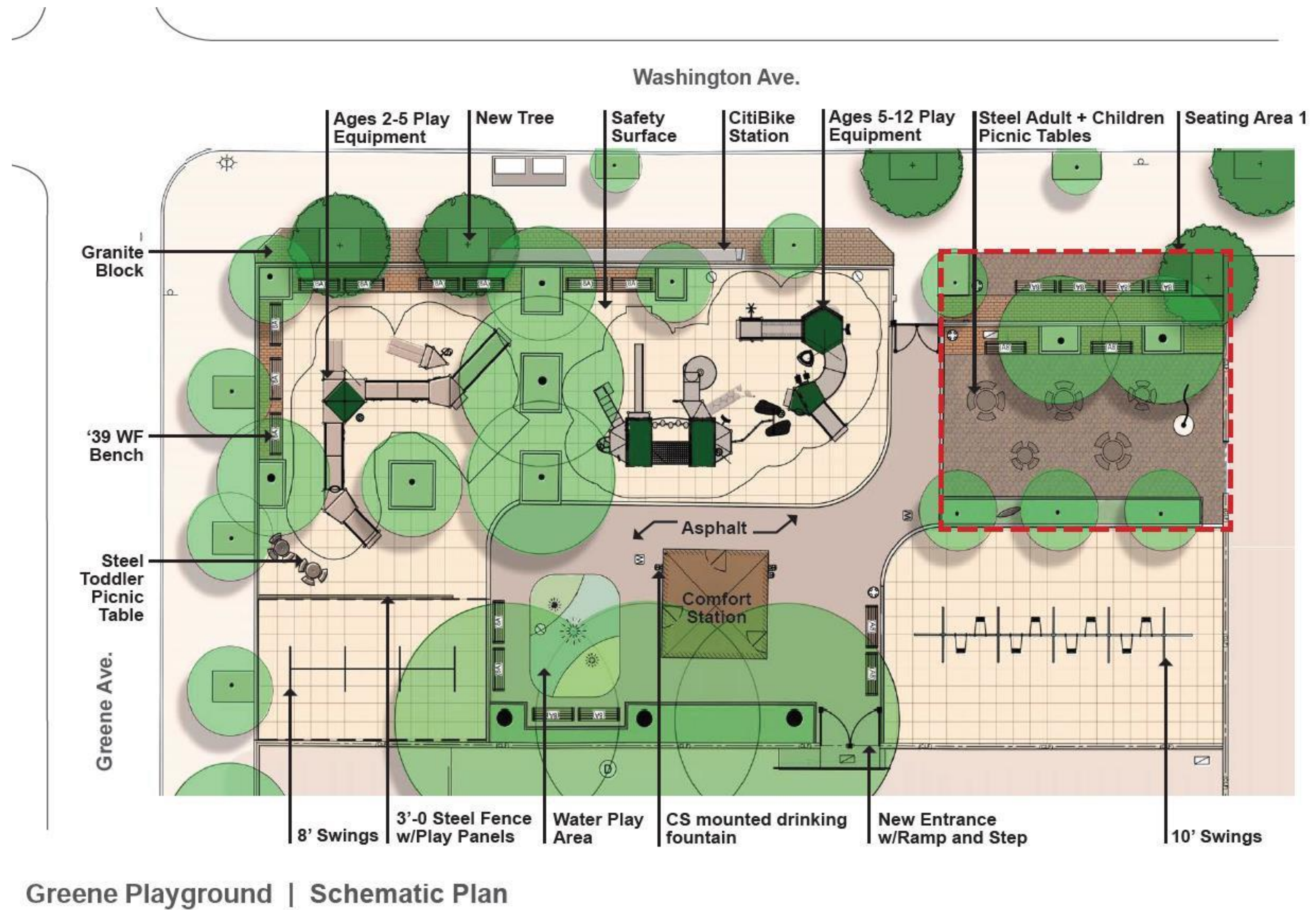
TOTAL: \$3M – CM Hudson (FY21)

Scope -

Completely reconstruct playground including play equipment for all ages, safety surface, pavement, drainage, spray shower, landscaping, seating, security lights.

Status

- Virtual Input meeting held on Tuesday, December 15th, 2020
- Design completed spring 2022
- Construction estimated to start fall 2023 and be completed fall 2024



Greene Playground | Schematic Plan

NYC Parks

Brooklyn Team

Borough Commissioner
Martin Maher

Chief of Staff
Davey Ives

Director of Capital Projects
Jim Morris

Regional Manager
Christina Pisano

Partnerships for Parks Outreach Coordinators
Carmine Raimondi and Curtis Sherrod

Parks Project Planner
Caroline Morris

Chief of Planning & Neighborhood Development
Nicholas Molinari



6 | TABLE DISCUSSIONS



Breakout Discussion Format

- Each breakout table will have one facilitator, and one notetaker
- We will discuss
 - » Key themes
 - » Mapped feedback
 - » Opportunity statements
- Table Materials (please mark them up!)
 - » Project area maps
 - » Example toolkits
 - » Key themes + opportunity statements

Working Group A

Key Themes

Street safety

Community space

Public transit access

Sidewalk conditions

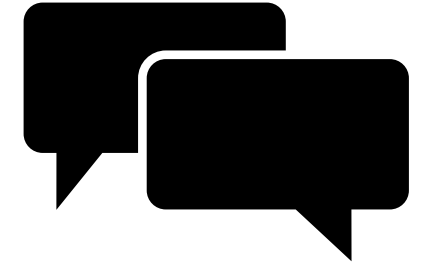
Street beautification

Integrated streetscape

Green infrastructure

Air and noise pollution

Group Discussion



Opportunity Mapping Key Themes + Opportunity Statements

Planning Process Resources

- Visit the project website at <https://nyc.gov/AtlanticAvenue> for the latest updates
- Sign-up for email updates about the process and upcoming meetings on the website
- If you have questions or would like to submit written comments for consideration in the community planning process, please email AtlanticPlan@planning.nyc.gov

Community Resources

Council Member Hudson's Office can connect you with City and nonprofit resources if you are experiencing...

- Housing insecurity or tenant harassment
- Food insecurity
- Challenges accessing healthcare, mental health resources, or other City services

To be connected, please contact:

District35@council.nyc.gov or 718-260-9191

Upcoming Public Workshop

Atlantic Avenue Mixed Use Plan
next public workshop details:

Sunday, March 12

Afternoon, (Time to be confirmed, 2 - 5pm window)

In-person

Location TBA - in the area

*Check the project website for the latest information:
<https://nyc.gov/AtlanticAvenue>*

THANK YOU.



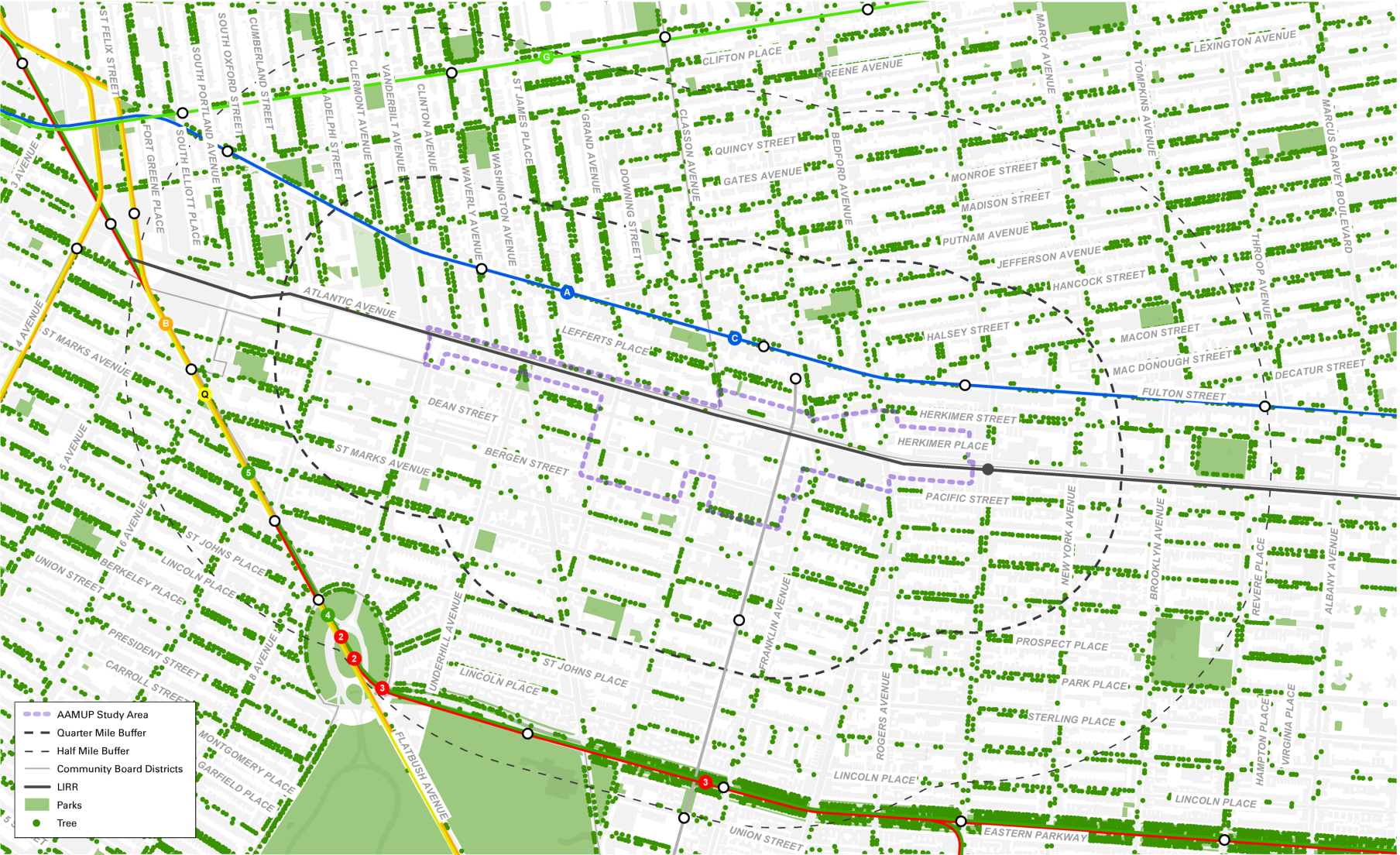
NYC
PLANNING
WXY



APPENDIX



Street Tree Coverage



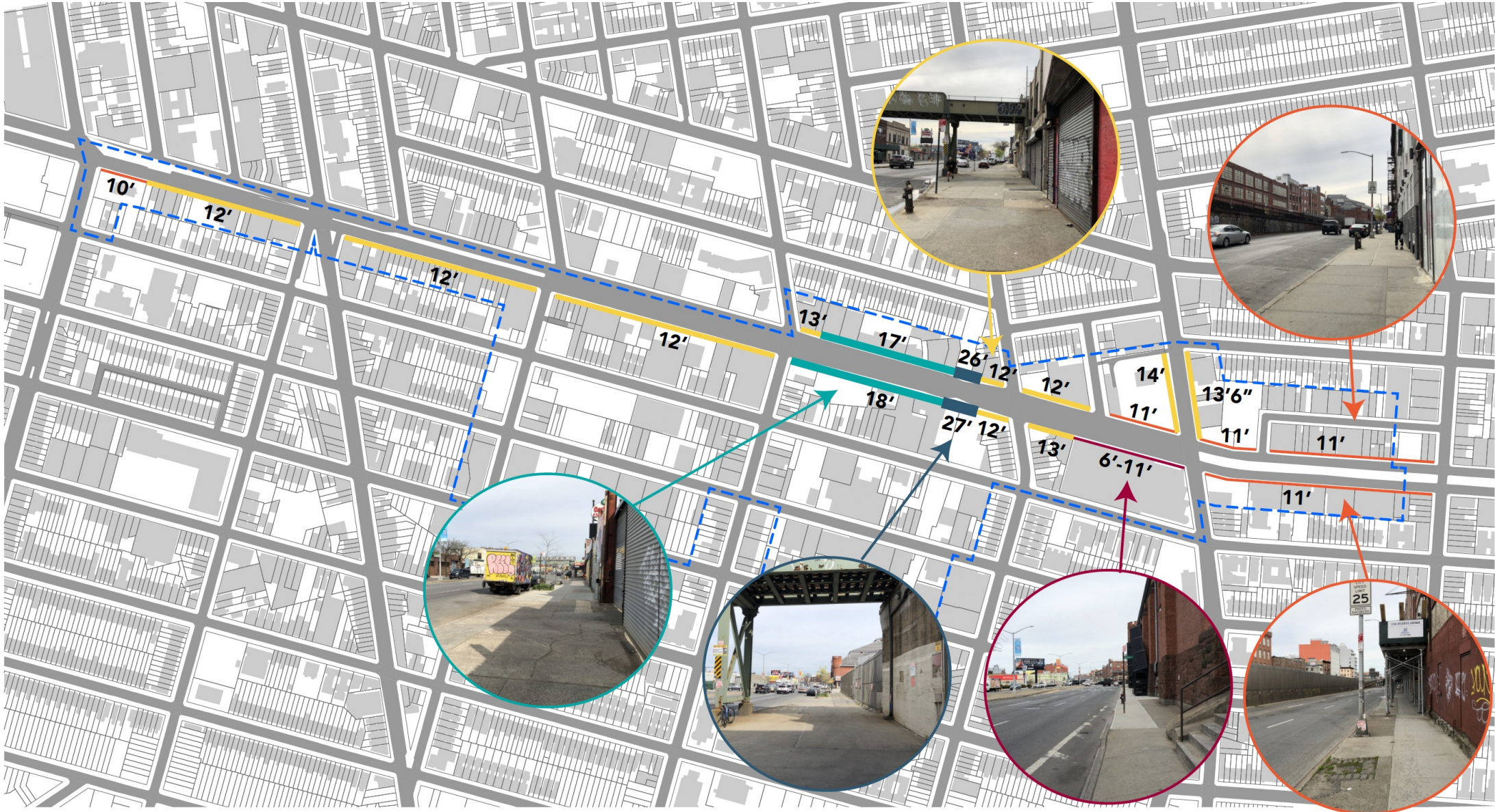
Street Trees



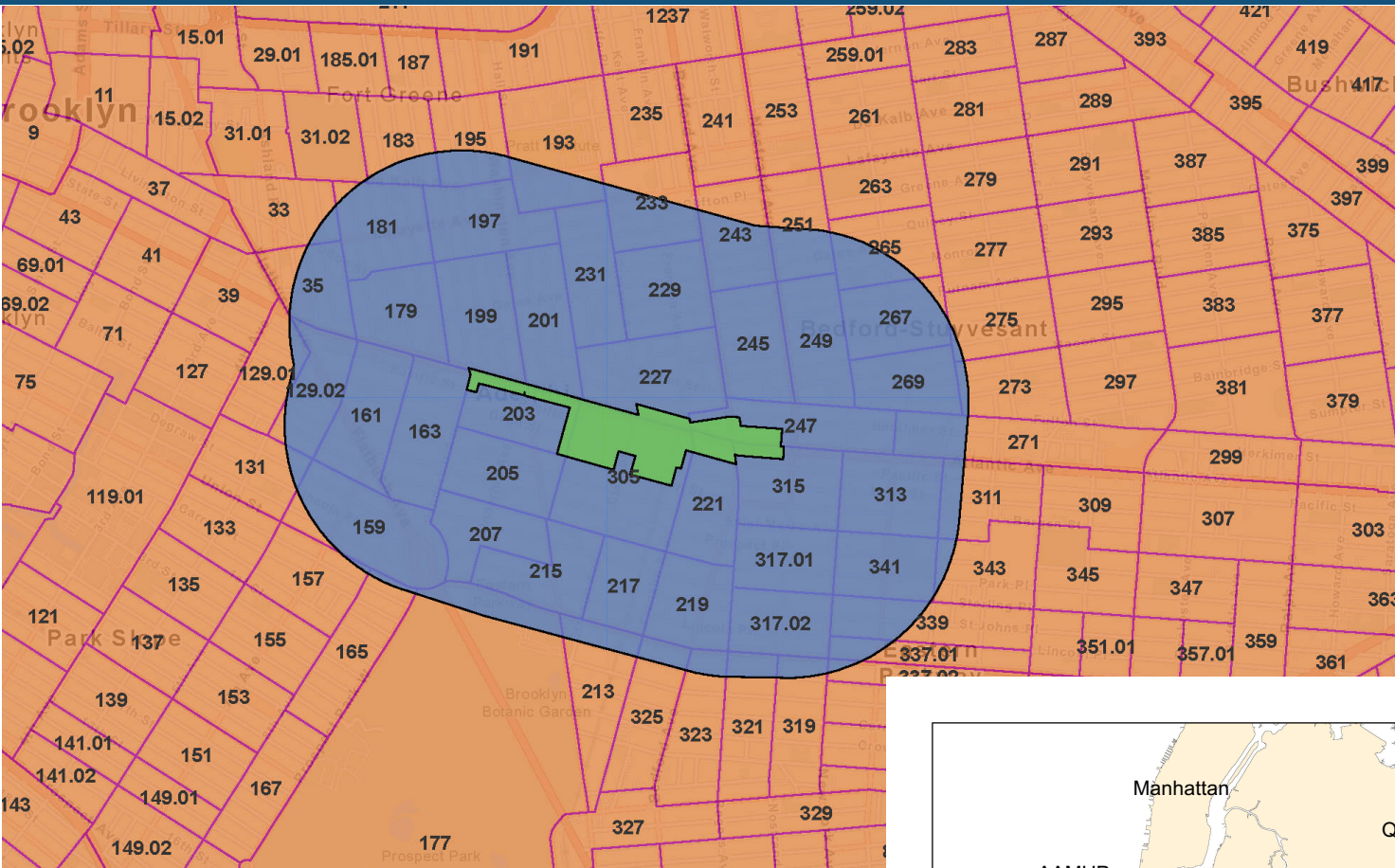
NYC Parks

NYC PLANNING

Atlantic Avenue Sidewalk Widths



Study Area



Purpose of Analysis:

To better understand the transportation network along the Atlantic Avenue corridor and its immediate surroundings, identify issues and explore opportunities for streetscape and safety improvements needed in the area that can help fuel discussions around density and use changes.

Study Area:

The primary study area generally focuses on the transportation network along the Atlantic Avenue Corridor from Vanderbilt Avenue to Nostrand Avenue and includes a small area south to Bergen Street, roughly from Grand Avenue to Franklin Avenue.

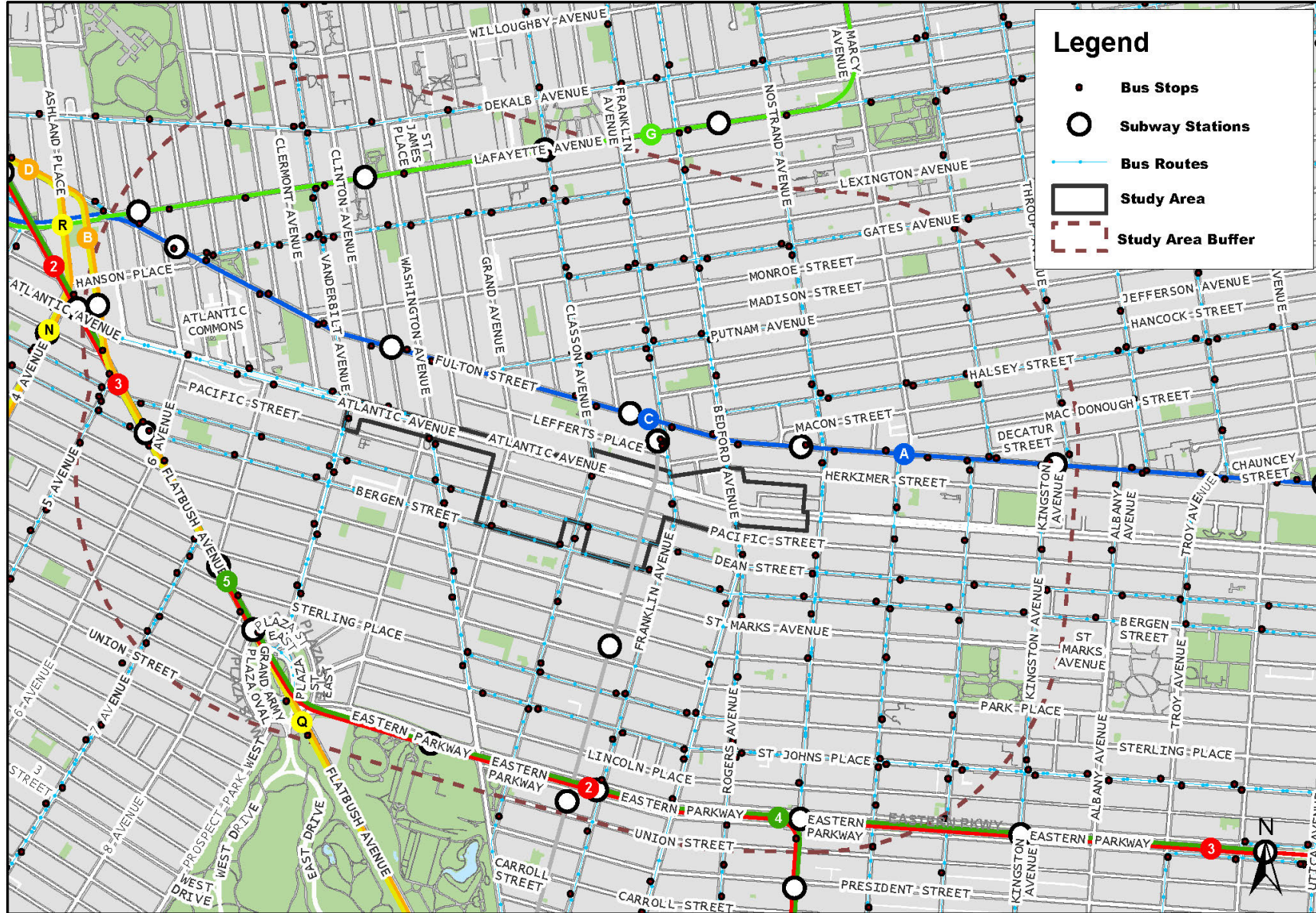
The context study area stretches to a half-mile radius around this corridor.



Note:

We focused our analyses on the census tracts located within the 1/2 mile buffer area of the Atlantic Avenue Corridor, excluding those tracts with 50% or less surface area in the buffer zone. Additionally, census tracts west and east of context area were added for transportation discussions since there may be future interests to discuss this corridor beyond current study limits. They are census tracts : 35, 39, 129.01, 311, 271, and 309.

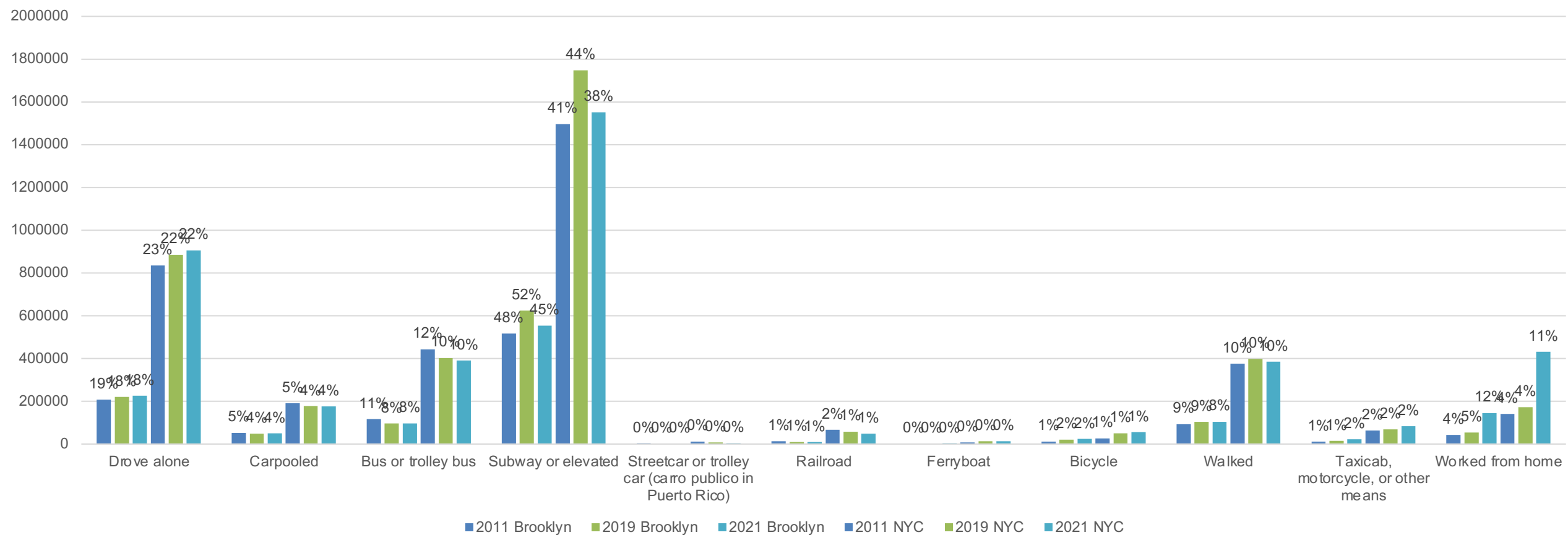
Public Transit



Means of Transportation to Work- Comparison with Brooklyn and NYC

Study area saw greater relative declines in subway use and greater relative increases in working from home over the pandemic.

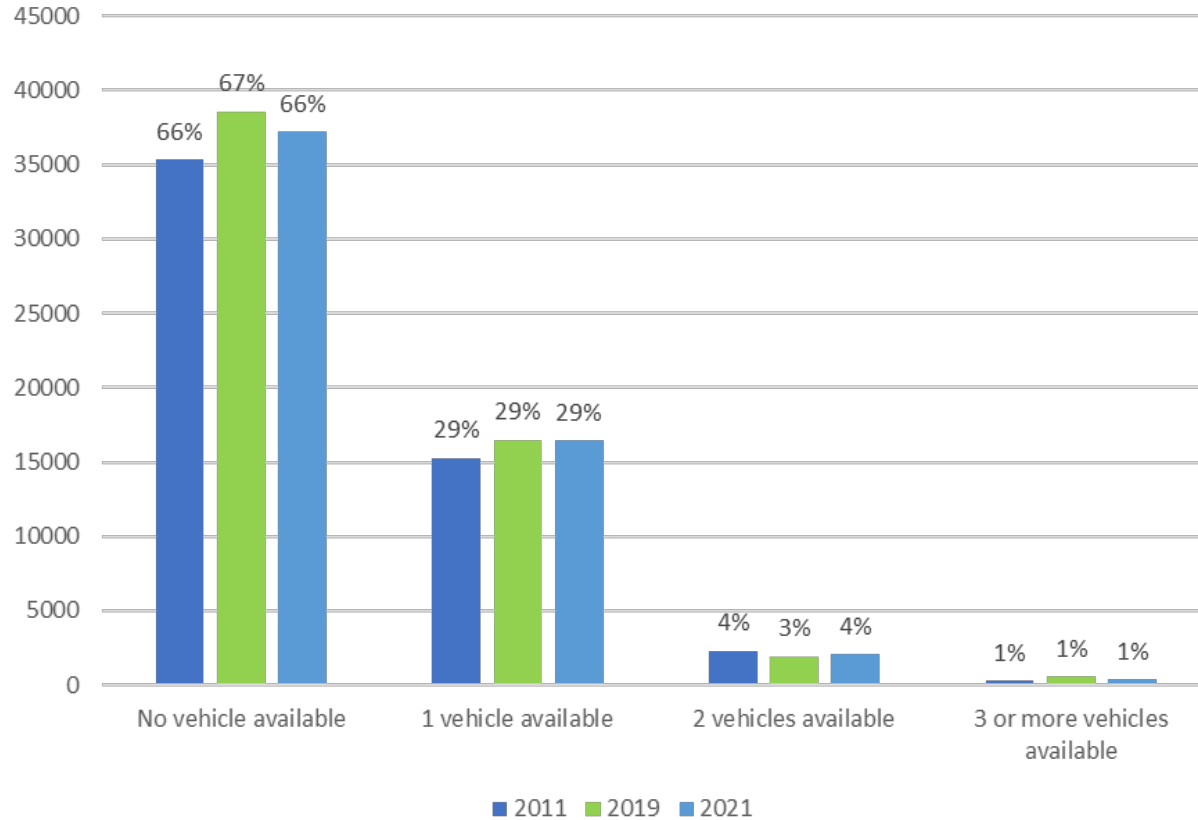
Means of Transportation



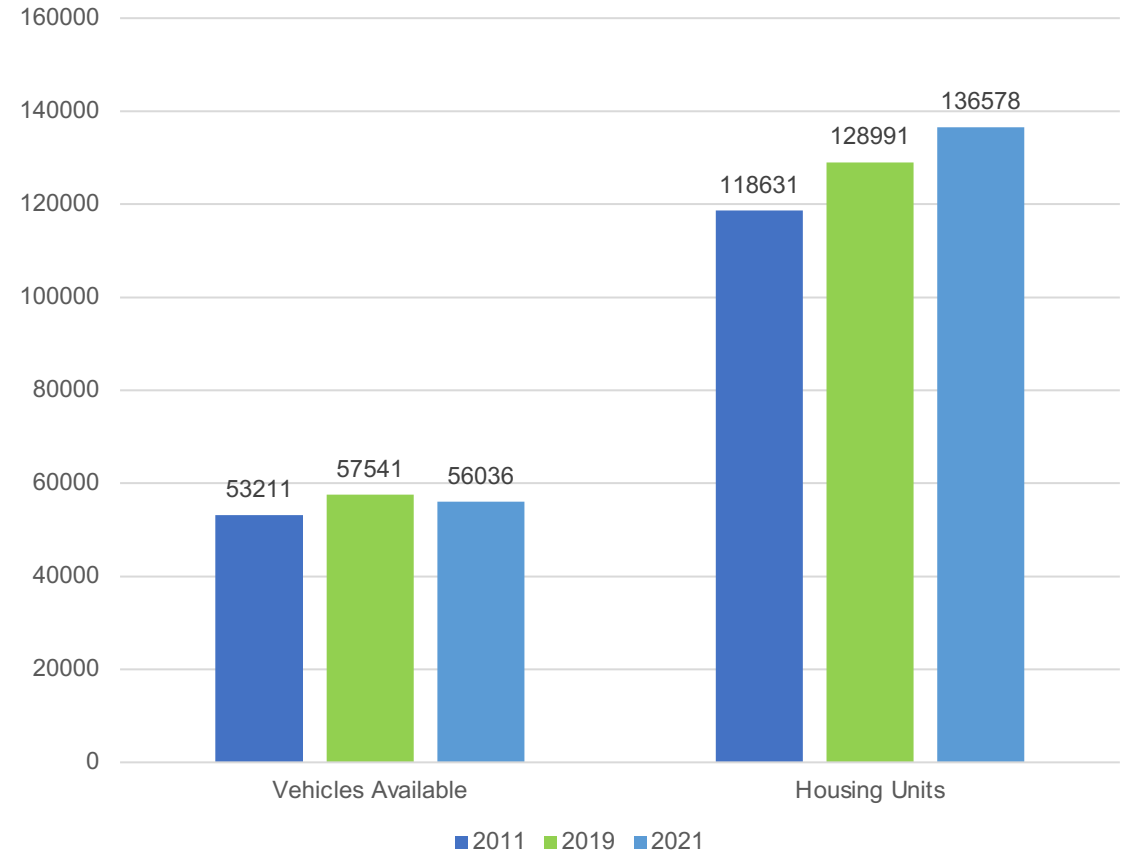
Data source: ACS 2007-2011 5-Year Estimates; ACS 2015-2019 5-Year Estimates ; ACS 2017-2021 5-Year Estimates.

Household Car Availability

Vehicles Available



Vehicles and Households

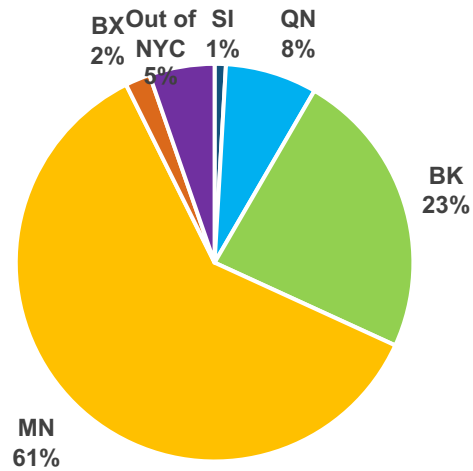
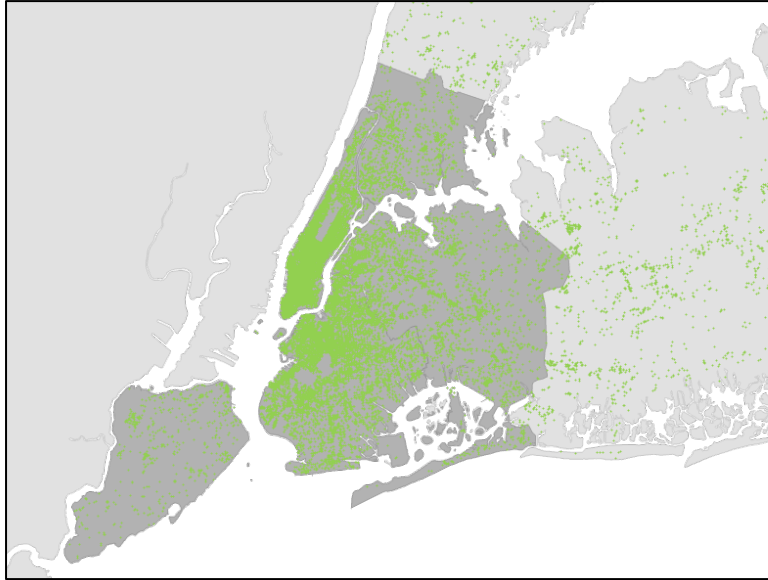


2011 Car Availability Rate = 0.45
2019 Car Availability Rate = 0.45
2021 Car Availability Rate = 0.41

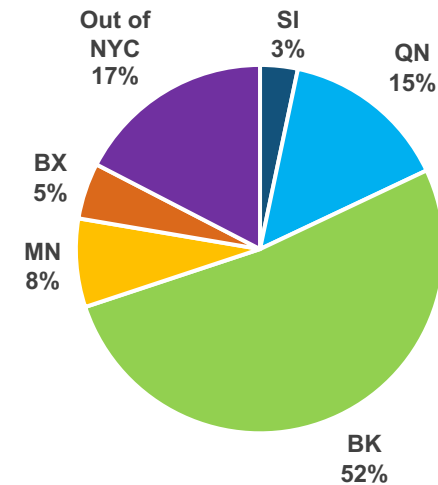
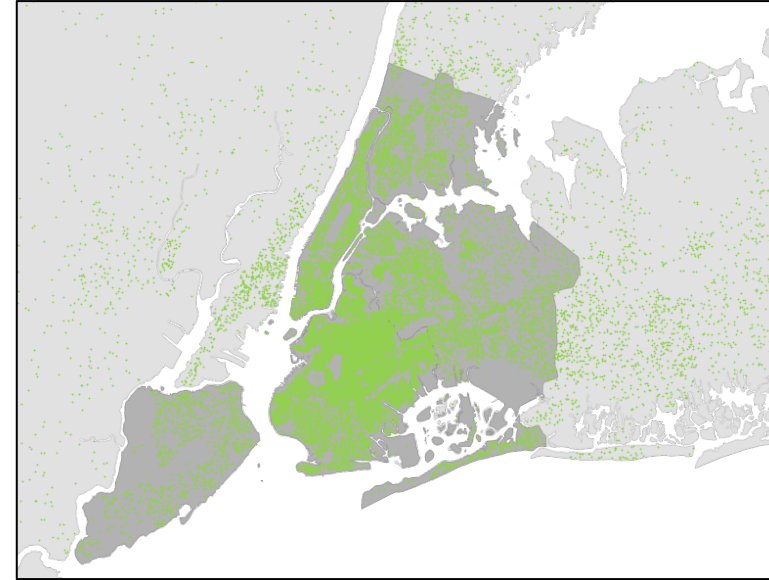
Data source: ACS 2007-2011 5-Year Estimates; ACS 2015-2019 5-Year Estimates ; ACS 2017-2021 5-Year Estimates.

Commuter Flows - Year 2019

2019 Work Destinations For Residents in Study Area



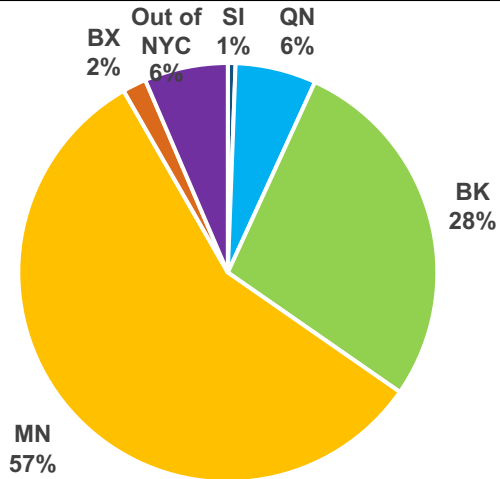
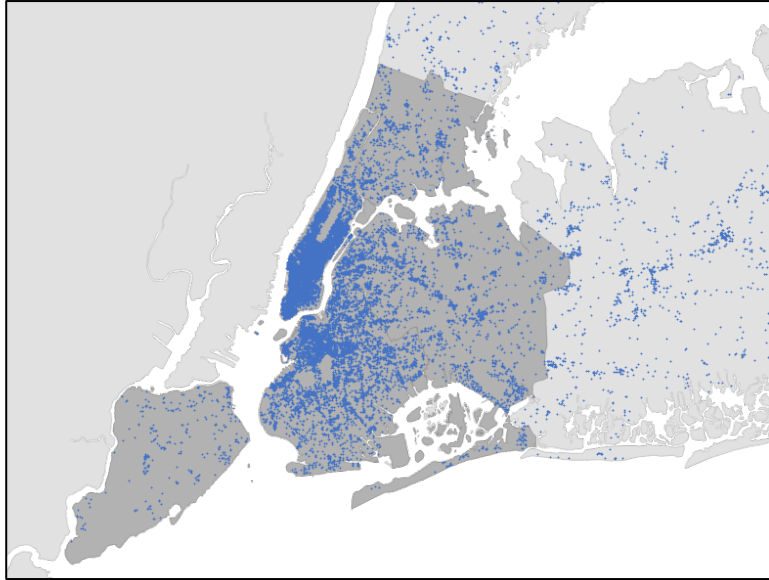
2019 Residences For Workers in Study Area



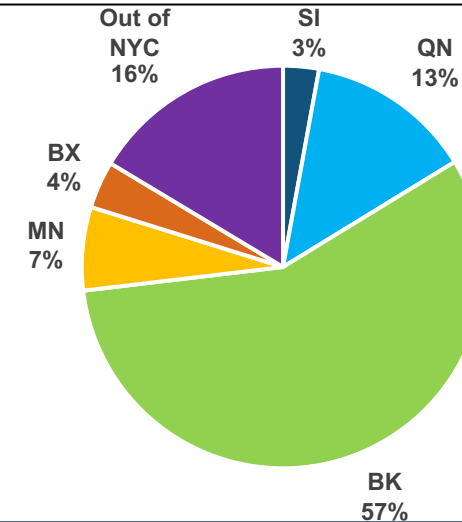
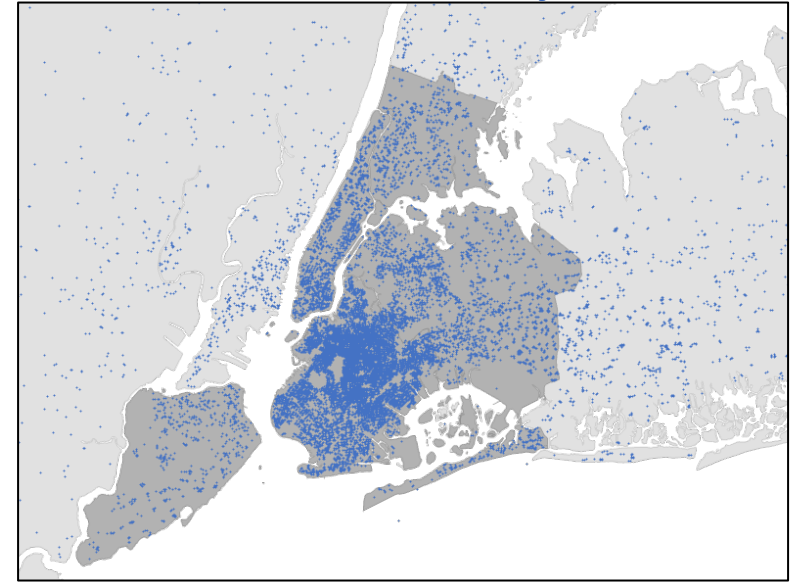
Data Source: LODES 2011 & 2019

Commuter Flows – Year 2011

2011 Work Destinations For Residents in Study Area

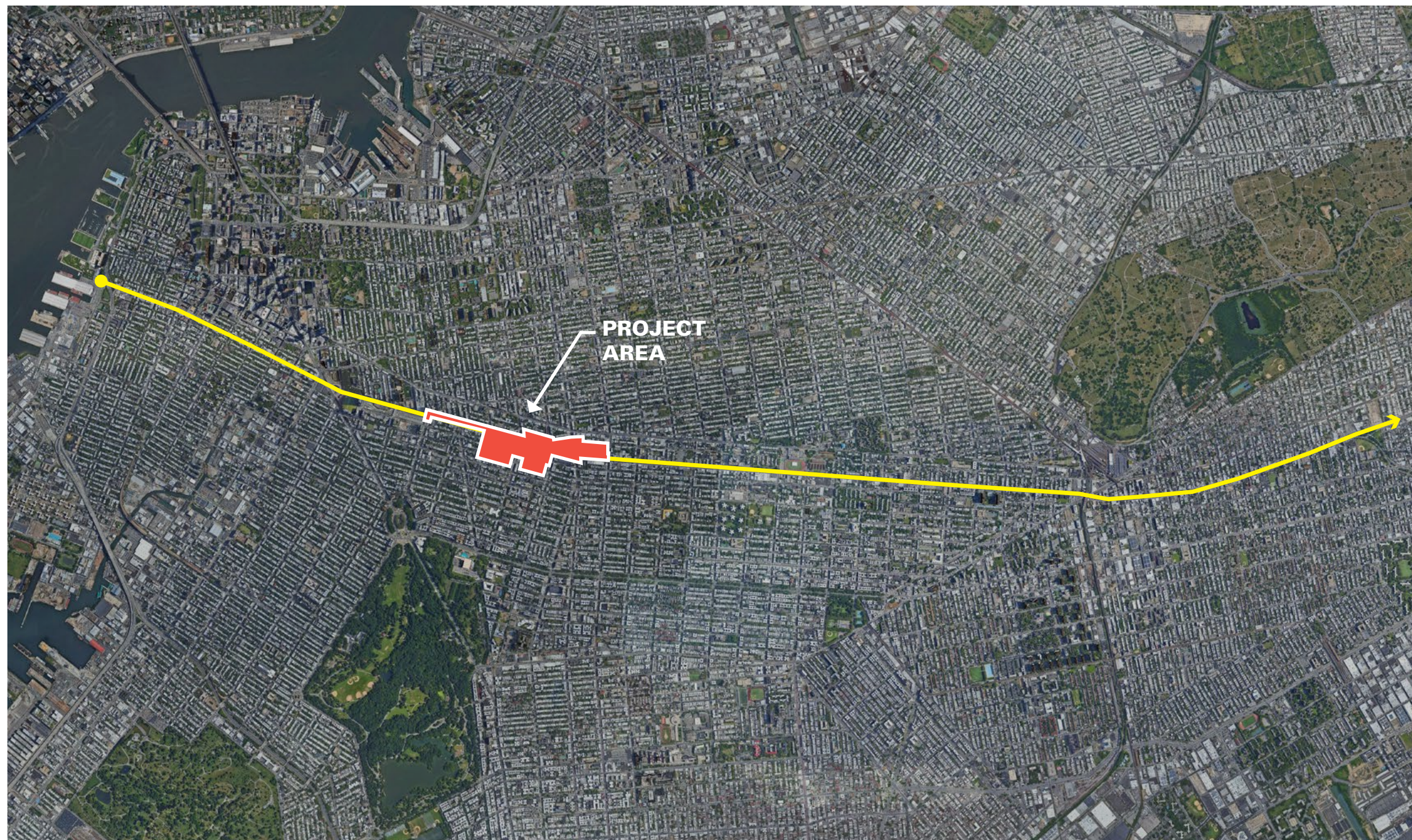


2011 Residences For Workers in Study Area

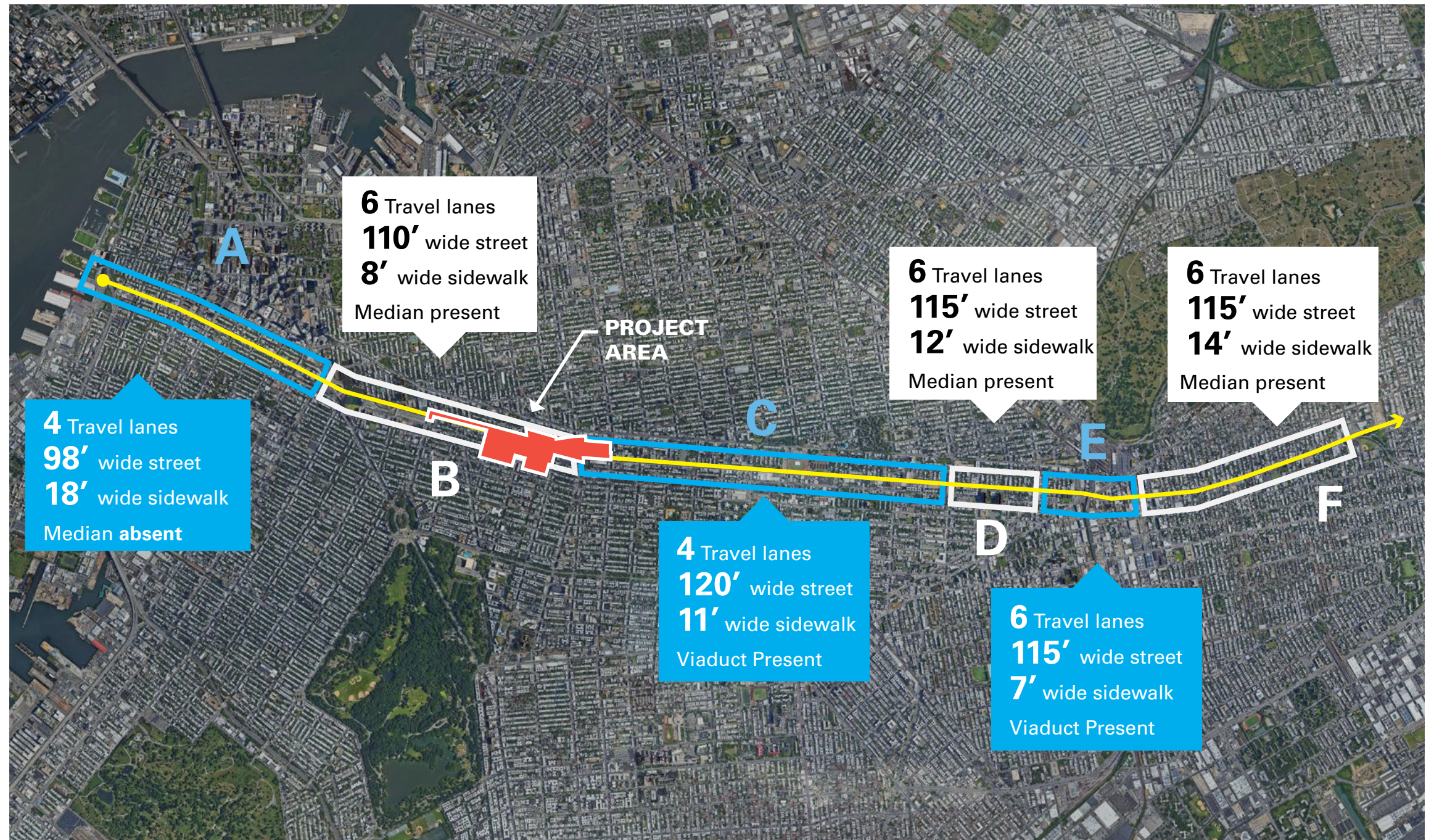


• Data Source: LODES 2011 & 2019

Corridor in Context



Variations Along the Corridor



Community Plan Precedent: Boogie Down Booth El Space

Where: Bronx

Underneath the elevated 2/5 subway tracks at Freeman Street.

Agency: DOT

Status: Completed

- Seating and lighting,
- Plays music that originated in the Bronx



Community Plan Precedent: Vision Zero on Atlantic Ave

Where: East New York
23 blocks between Logan St.
and Georgia Ave.

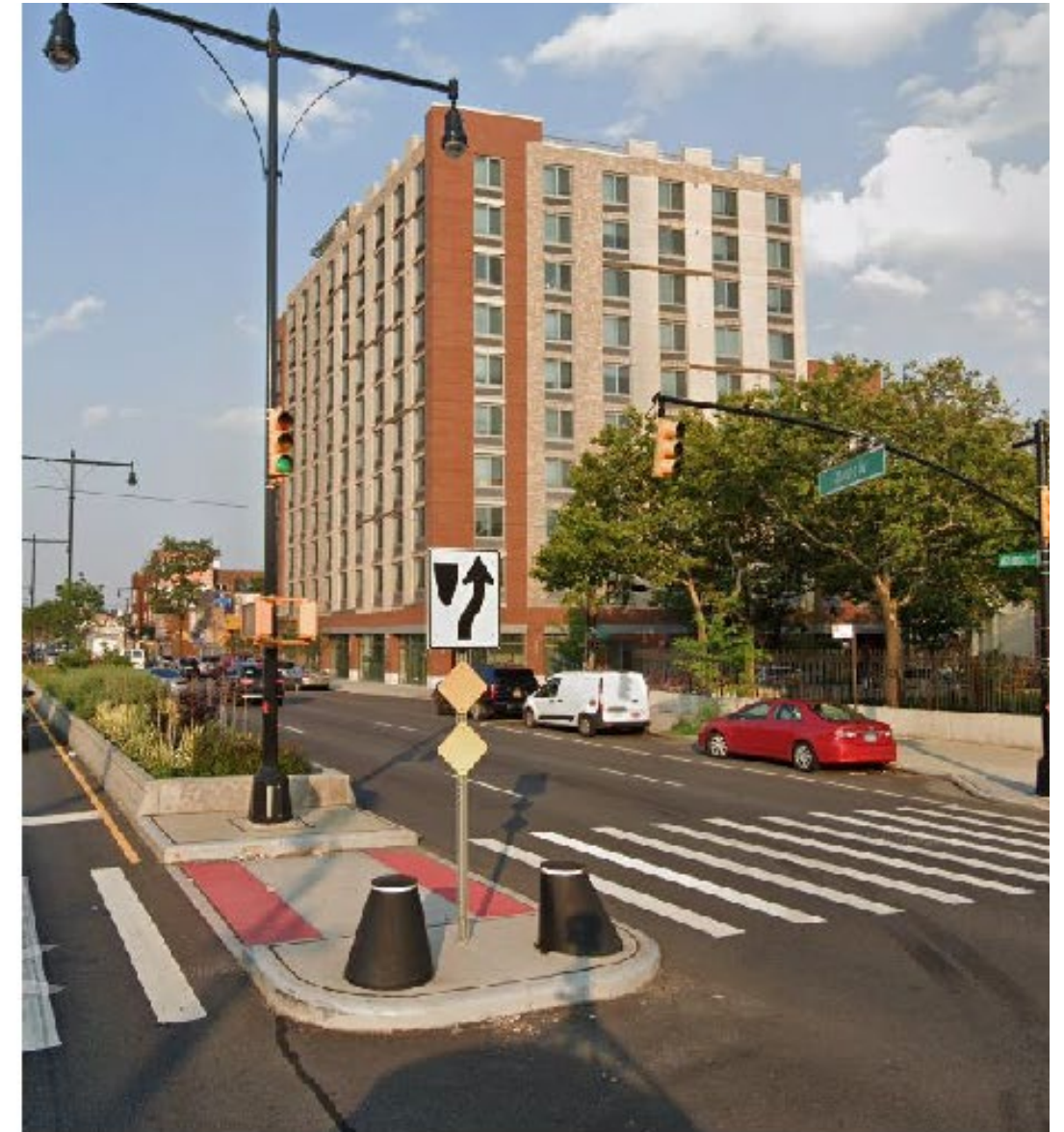
Agency: DOT, DDC

Status: Completed

- Expanded medians and extended curbs
- Sidewalks and high visibility crosswalks with new traffic markings
- Benches, wayfinding and new trees and landscaping



Looking east along Atlantic Avenue,
at Cleveland Street



Looking west along Atlantic Avenue,
at Elton Street

Community Plan Precedent: Grant Park Improvements

Where: Bronx

Grant Ave. between 169th St.
and 170th St.

Agency: Parks

Status: In-Progress

- A result of the Jerome Avenue Neighborhood Plan
- Design and expansion of an existing park
- Doubled park space from 2 acres to 4.5 acres
- New Lawn space, basketball courts New Lawn space, basketball courts and new adult exercise area

