

# CYPRESS HILLS BROWNFIELD OPPORTUNITY AREA STEP 2 NOMINATION REPORT

PREPARED BY CYPRESS HILLS LOCAL DEVELOPMENT CORPORATION  
WITH THE ASSISTANCE OF THE PRATT CENTER FOR COMMUNITY DEVELOPMENT

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CREDITS

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# EXECUTIVE SUMMARY





# CYPRESS HILLS BOA PRIORITY STRATEGIC SITES



## ABOUT CYPRESS HILLS LOCAL DEVELOPMENT CORPORATION

Cypress Hills Local Development Corporation (CHLDC) was founded by local residents and merchants in 1983 to improve their Brooklyn neighborhood. With community residents leading the way, the mission of CHLDC is to build a strong, sustainable Cypress Hills/East New York, where youth and adults achieve educational and economic success, secure affordable housing and develop leadership skills to transform their lives and community. We serve 8,000 residents annually. Our programs strengthen the area's physical and economic infrastructure, provide quality educational and social services, and foster local leaders. We work closely with community residents, civic, religious and educational leaders, the local community board and elected officials to identify community priorities and implement comprehensive programs and services.



## ABOUT THE CYPRESS HILLS BROWNFIELD OPPORTUNITY AREA

The Cypress Hills Brownfield Opportunity Area (CH BOA), funded by the New York Department of State, is an approximate 307-acre area, which includes more than 30 potential brownfield sites located in the northern section of Brooklyn's Community District 5, Cypress Hills/East New York. The redevelopment of those sites began with an 18-month long participatory planning process that combined technical data compiled by planners, designers and researchers and input from hundreds of community residents in an actionable redevelopment plan. CHLDC took an integrated, holistic, outcomes-based approach to the planning and design of the sites and surrounding neighborhood in order to scientifically and proactively tackle health disparities through interventions in the built environment. The community revitalization objectives of the redevelopment plan include the preservation, stabilization and expansion of affordable housing; the creation of viable economic development opportunities; safe and sustainable transportation routes, and; improved access to healthy, affordable food and open space. The goal is to encourage strategic and sustainable development in order to make the Cypress Hills/East New York neighborhood a more affordable, greener and healthier place to live for all of its residents.



The study area is bounded by Fulton Street to the north, Belmont Avenue to the south, Pennsylvania Avenue to the west and Euclid Avenue and Conduit Boulevard to the east. Within the study area, CHLDC identified more than 30 strategic re-development sites, and five priority strategic sites of 30,000 square feet and larger, along two major commercial and transit corridors—Atlantic Avenue and Pitkin Avenue. If implemented, the Cypress Hills BOA re-development plan will result in more than 1,000 units of affordable housing, 75,000 square feet of commercial space, 150,000 square feet of manufacturing space, which could result in anywhere from 200 to 600 living wage jobs, a community center, art studios and performance space, recreation center, increased access to fresh food at a full-service grocery store and outdoor food market, more and improved green, open space, safer transportation routes, and improved public health indicators across the community.



# PARTICIPATORY REDEVELOPMENT

Through massive outreach and a series of in-depth community workshops, CHLDC engaged and informed a cadre of “Citizen Planners” to be our partners and on-the-ground experts throughout the BOA project. What ensued was an iterative process based on community-identified priorities and informed by environmental health indicators, demographics, market analyses, zoning and other technical data. The result was a series of building and open space designs that constituted an outcomes-based, neighborhood-wide redevelopment plan created by and for the community.

## COMMUNITY PRIORITIES, INDICATORS AND PUBLIC HEALTH NEEDS

### Happiness Survey

CHLDC conducted a comprehensive sustainability analysis, using area-wide and neighborhood-specific data to gain insight into the state of overall neighborhood health and to have a baseline from which to evaluate development impacts on the neighborhood. To get at more qualitative data on living, working, eating and learning in Cypress Hills, we conducted a community satisfaction or “Happiness” Survey. The survey results—which pointed to a lack of activities for youth, crime, housing affordability, unemployment, and the need for additional open space, access to healthy food and community centers—informed subsequent community workshops as well as the overall direction of the project.

### Food

Cypress Hills/East New York is a USDA-designated food desert. Severely limited access to healthy, fresh, affordable food and a dearth of open space and recreational centers results in high rates of obesity, diabetes and heart disease. The CH BOA Food Business Opportunity Study, using community-driven research, identifies the potential of food as an integrative component for the redevelopment of a number of BOA sites. A focus on food therefore serves both economic development and public health needs.

### Manufacturing

Unemployment is high, wages are low, and commutes are long in Cypress Hills/East New York. At the same time, the area is well-served by public and private transportation routes and there is substantial underutilized FAR in neighborhood M-zones. The CH BOA Manufacturing Opportunity Analysis identified existing and potential manufacturing activities, key M-zoned sites, and the types of workforce development programs needed to connect local workers with living wage jobs. Report recommendations include target businesses, industrial development strategies and creative expansion opportunities.

### Health

Rates of obesity/diabetes, childhood asthma and lead poisoning, among other environmental health indicators, are critically high in Cypress Hills/East New York. CHLDC took an outcomes-based approach to building and open space design to optimize the impact of the redevelopment plan on neighborhood health and well-being. By mapping existing environmental factors and employing evidence-based design strategies, community public health needs are addressed physically, economically and socially through strategic interventions in the built environment.

# PARTICIPATORY REDEVELOPMENT

Community-based, holistic, integrated planning

## TECHNICAL PLANNING

PLANNERS, ARCHITECTS, ENGINEERS & PUBLIC HEALTH EXPERTS

## CITIZEN PLANNING

COMMUNITY RESIDENTS, BUSINESS OWNERS & EDUCATION, RELIGIOUS & CIVIC LEADERS





## HAPPINESS SURVEY



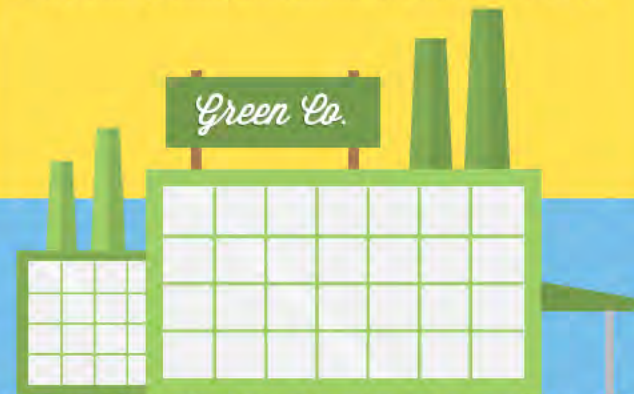
### WORKING

**Where we work, where we shop, how we look for and prepare for work.**

We spend a huge amount of time working and getting to and from work – that is, if we're lucky enough to have a job. The unemployment rate in Cypress Hills/East New York is a whopping 20% - twice that of NYC as a whole. What do we need in our neighborhood to be able to connect workers to jobs, and to make sure that those jobs pay a living wage and don't damage us or the planet?

The top three barriers to employment, according to community residents are a lack of jobs to apply for, language, lack of education/specialized training.

Mixed manufacturing, commercial and residential zoning throughout Cypress Hills/East New York, as well as the East New York Industrial Business Zone on the northwestern end of the neighborhood, offer opportunities for light and green manufacturing businesses to set up shop and to employ neighborhood residents in jobs that are sustainable, pay living wages, and provide products that benefit the entire community.



### EATING

**What kind of food we eat, where we can get it, and how much it costs.**

Cypress Hills/East New York is USDA-designated food desert—an area where poverty and bad planning have resulted in a more-or-less complete lack of available fresh or nutritious food but served by plenty of fast food restaurants. Over half of Cypress Hills/East New York survey respondents grow their own food, have grown their own food, or would like to grow their own food, if only they had the space. Vacant and underused lots can be seen as opportunities not only to build more buildings, but also to grow and sell more healthy, affordable food!

Most people list price as the biggest factor in choosing where to buy groceries.



Almost half of neighborhood children do not eat the food provided at school and parents overwhelmingly would choose to make school food healthier, fresher, and provide more vegetables.

Over half of neighborhood residents (51%) either grow their own food, would like to grow their own food, or have grown their own food in the past.

#### FACT

Throughout NYC, there is an average of 1.5 square feet of full service supermarket space per person. In East New York the average is a very low 0.2 square feet.

#### URBAN AGRICULTURE

Urban Agriculture projects – utilizing urban spaces (vacant lots, roof tops, back gardens, front stoops, and alleyways) to cultivate and distribute fresh produce – are popping up all over Brooklyn, New York City as a whole, and major cities worldwide. Growing our own food makes providing healthy meals for our families at least a little bit easier and more affordable.



### LIVING

**Where we live and play and how those places make us feel, how much all of it costs us, and how we travel to get where we're going.**

Our homes profoundly impact our physical, mental and economic well-being. Leaky roofs and moldy basements, toxic cleansers, drafty windows and high heating bills all contribute to higher levels of illness and stress. Statistics have shown that those who live in healthy homes are less at risk for chronic diseases. How safe, comfortable and satisfied we are with our neighborhoods also dramatically impacts our well-being. To get a more nuanced sense of what it looks and feels like to live in Cypress Hills/ENY, residents were asked about everything from what they use to clean their floors to how much they pay for electricity; from where their kids play to what causes them the most stress.

#### FACT

ENY has the highest rate of emergency visits for asthma for children under 14 in the City.

The most problematic building issues are bugs and rodents in the residence and drafty windows in the winter.

50% of residents used pesticide sprays, bombs, or foggers in their home (versus 34% citywide - 2003).

#### FACT

Conditions in the home environment, such as rodent or roach infestation, dust or second-hand smoke, can cause asthma attacks.



A majority of respondents are very satisfied or somewhat satisfied with Cypress Hills/ENY as a place to live.

#### FACT

Paying bills, neighborhood safety, and relationships with friends/family cause respondents the most stress.



1 in 3 adults in Cypress Hills/ENY are uninsured—more than Brooklyn/NYC as a whole.

#### HEALTH

Cypress Hills/ENY has alarmingly high rates of all of the following environmentally-related illnesses – higher than in New York City as a whole: diabetes (18%), obesity (30%), heart disease and asthma.



### LEARNING

**Where we go to school and how we plan for the future.**

The way neighborhoods develop should be determined by and for the people who live in them. Participatory community planning allows planners, city agencies and community development organizations to learn about the problems and priorities of community residents. It is the best way for neighborhood residents to have a meaningful say about the way their neighborhood looks and feels now and far into the future. In addition, neighborhood schools, where another kind of learning take place, are our children's second homes. In addition to an excellent education, it is crucial that they provide a safe, healthy environment: everything from climate control to indoor air quality to school food.

Playgrounds are scarce in Cypress Hills/East New York! There is more than 50% less playground acreage per child here—1 acre per 10,000 children compared to 2.2 acres in Brooklyn and 2.6 in New York City.

The top 5 most pressing issues in the neighborhood are: lack of activities for youth, crime, availability of safe/affordable housing, unemployment, and safety.

#### FACT

The average percentage of open space throughout New York City is just over 25%. In Cypress Hills/East New York it is a low 11%.

### VACANT

*Lot for Sale*

#### FACT

There are over 1,000 vacant and underused lots in Cypress Hills/East New York. Some are privately owned, some are owned by New York City. All represent opportunities to develop the facilities residents most want to see in their community.

Residents of Cypress Hills/ENY have fewer acres of open space and community facilities per capita compared to Brooklyn/NYC as a whole.



## FOOD



## MANUFACTURING

### WHAT'S BEING MADE IN CYPRESS HILLS?

Manufacturing in the neighborhood is diverse. People are making everything from furniture, to jewelry, to leather products, to soup mixes, to brass fittings.



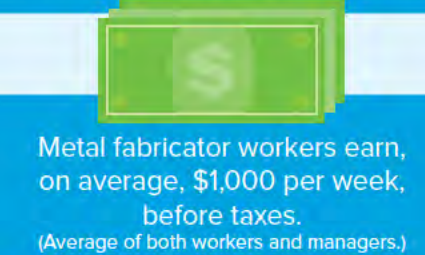
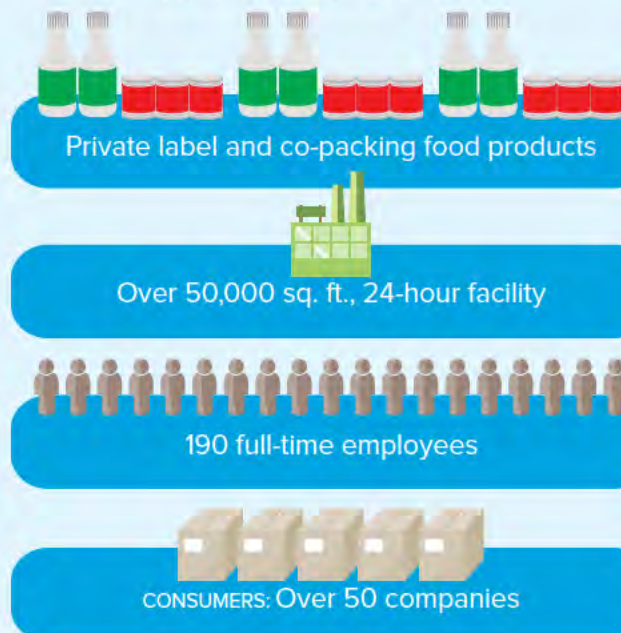
### CASE STUDY: CO-PACKING & FOOD VENDING

Two sites—Chloe Foods and the EDC site—lend themselves to food-related industries. Specifically, we recommend co-packing and food vending—both of which are manufacturing activities that match local skills, fit with the expressed need to expand the community food-related activities, and are suggested by our research of the market driven by regional anchor institutions, i.e., JFK, schools, and hospitals.

### CASE STUDY: METAL FABRICATION DISTRICT

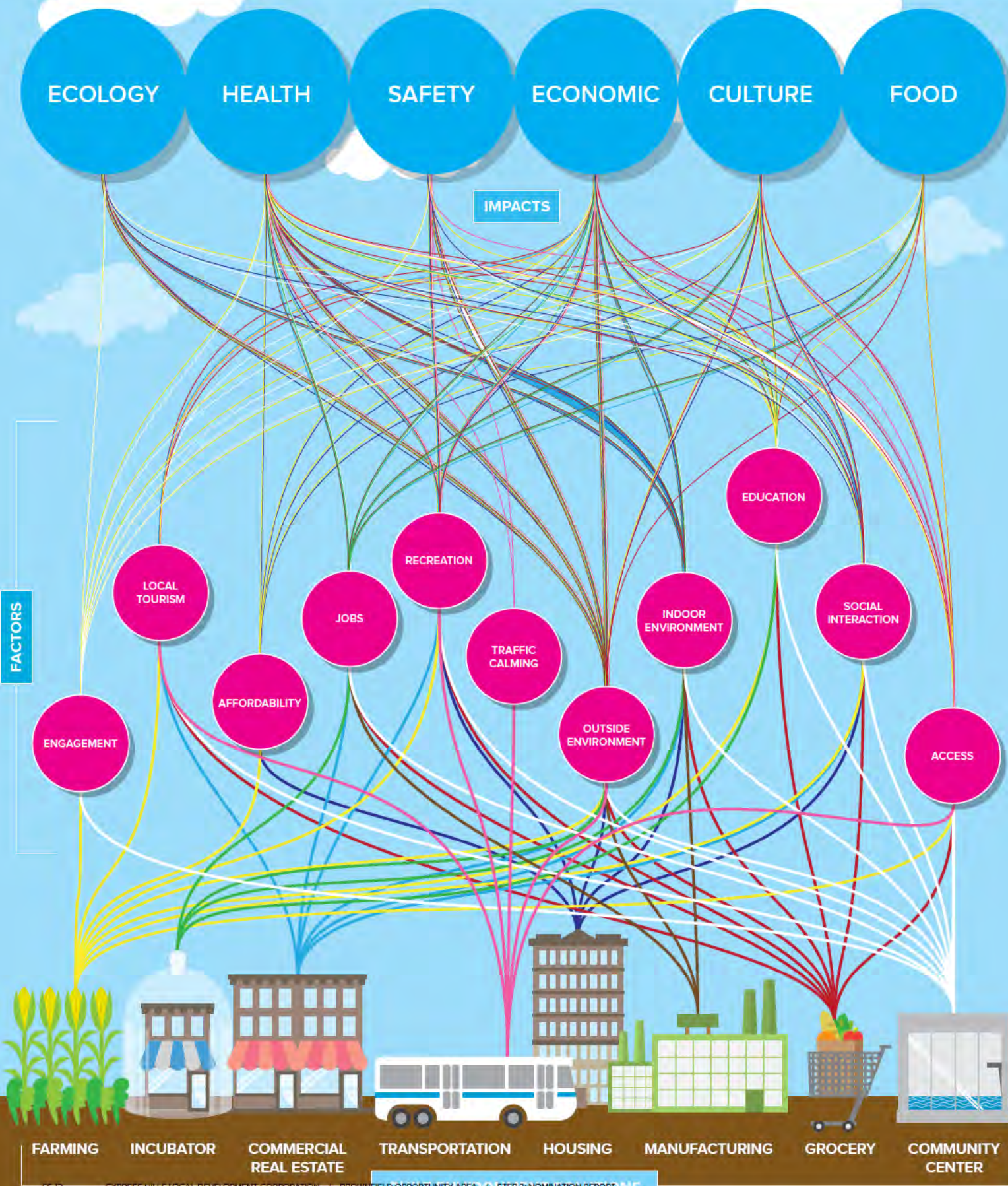
**Cluster Promotion:** There are several metal fabricators in proximity to each other—primarily along Liberty Avenue in the study area—in addition to high-profile local fabricators such as Watermark Designs. It's a natural business cluster and suggests an opportunity to promote the cluster to other business who use their products and develop the cluster through supply chain consolidation and sharing of resources/materials/labor. Cluster businesses can organize themselves to stimulate innovation, create market power, and make government support more effective.

### VICTORIA CO-PACKING





# HEALTH

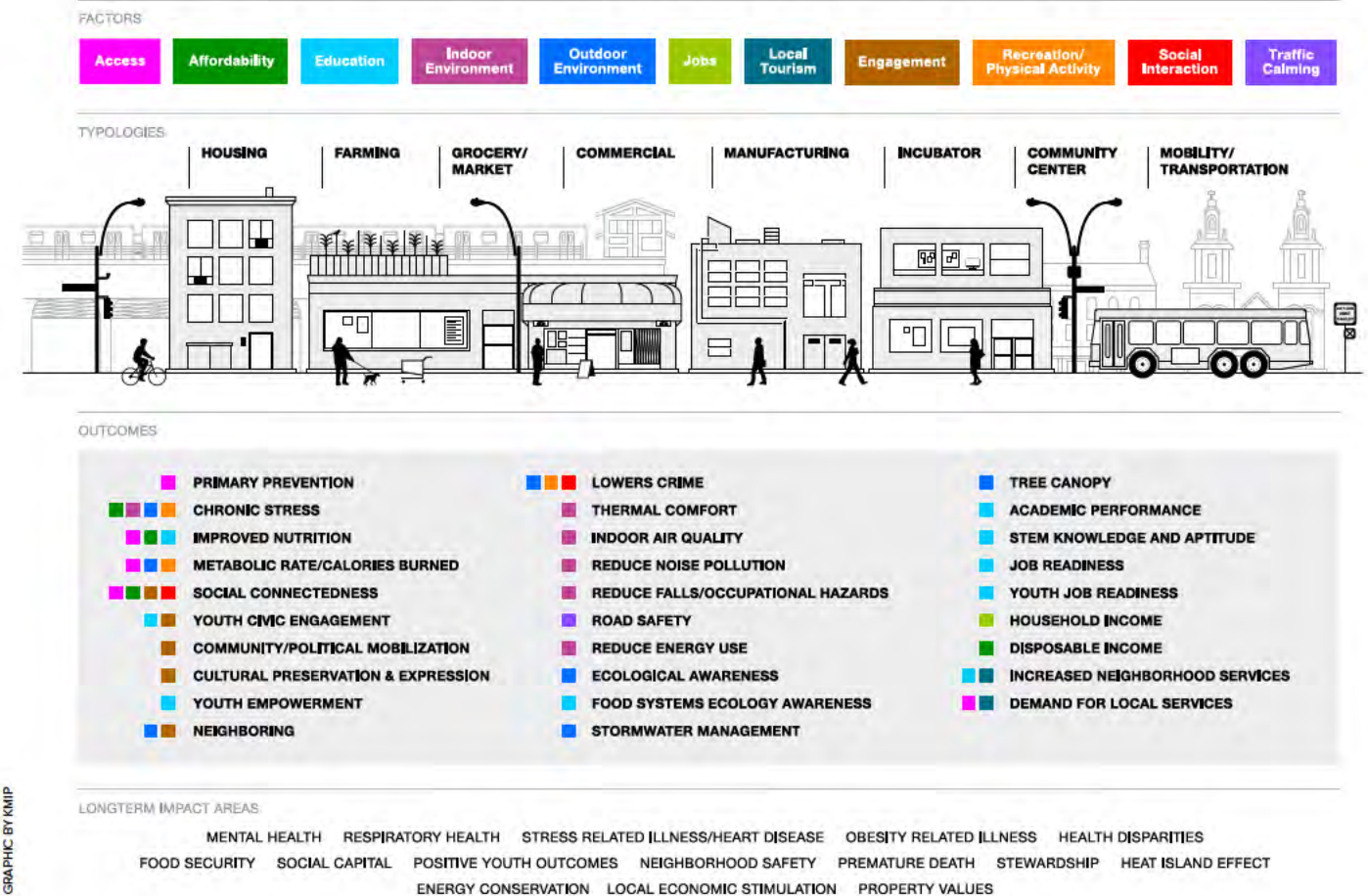


## HEALTHY URBANISM IN ACTION: CH BOA STRATEGIC SITES

The major drivers of premature mortality and morbidity in Cypress Hills are largely preventable. Root causes of poor health are socio-behavioral, economic, related to physical environment, and cluster at the neighborhood scale. Access to resources like clean air, healthy food, recreational space, high quality education, living wage employment, and affordable housing, is correlated with one's neighborhood. Working with HxD, CHLDC created the Impact Framework for Healthy Urbanism as a starting point and filter for all CH BOA strategic site designs. The Framework demonstrates the potential of select built environment typologies and the types of outcomes and impacts they can have on community health and wellbeing.

CH BOA strategic sites were selected based on their ability to be developed—criteria included, but was not limited to, size, availability and location—and their potential impact on the neighborhood as a whole. Priority strategic sites are clustered on and around Atlantic Avenue—a major transportation corridor whose redevelopment has the potential to provide major new affordable housing opportunities, industrial and commercial development, fresh food access, arts, and culture. The designs are based on residents' input, community-wide indicators, and land use regulations.

## IMPACT FRAMEWORK FOR HEALTHY URBANISM



GRAPHIC BY KIMP



# **PRIORITY STRATEGIC SITE 1: ARLINGTON VILLAGE**

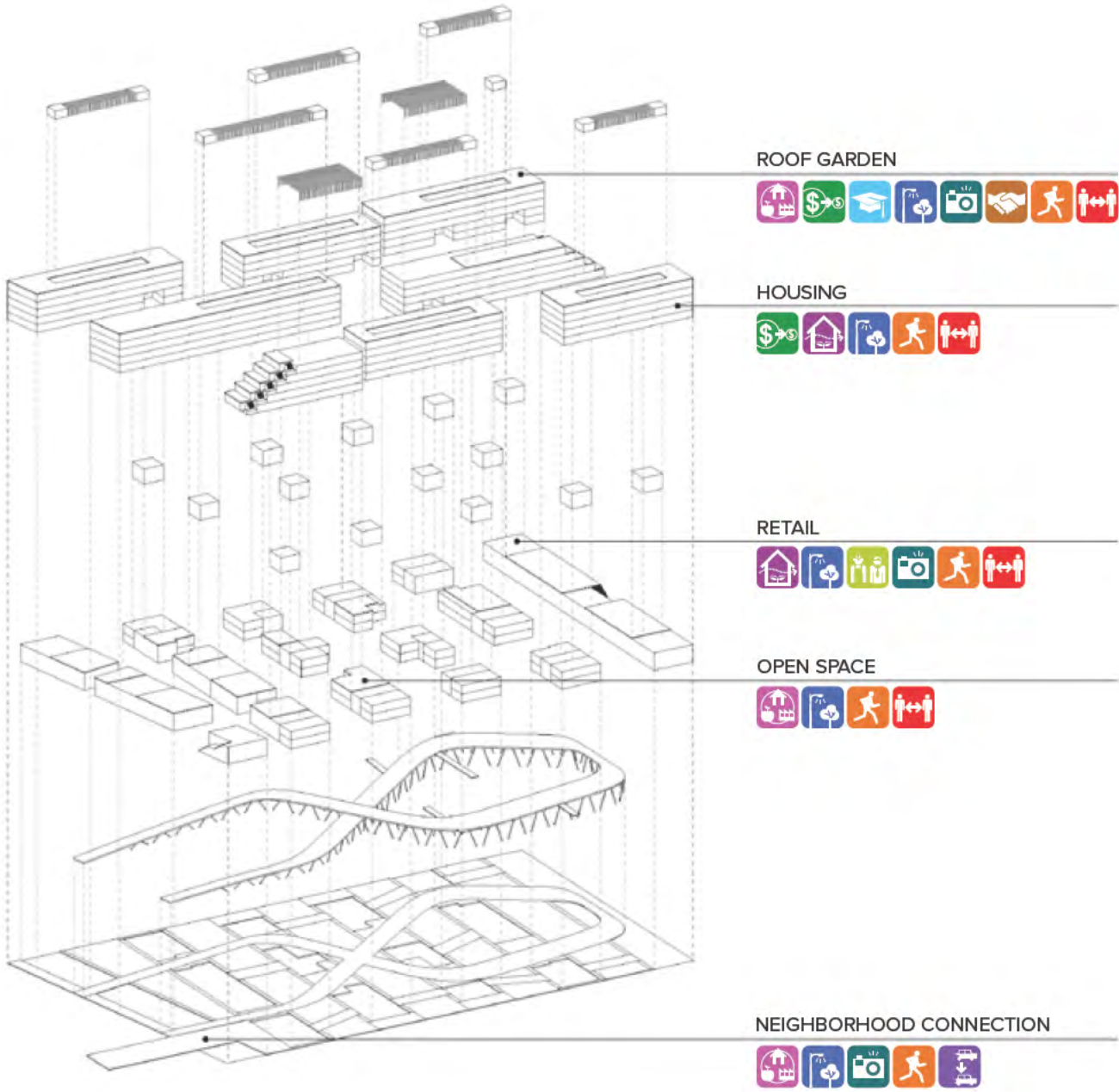
The goal for this site is to create a high performance, medium-density, affordable housing development that combines a variety of residential types, parks, playgrounds, roof terraces, and commercial opportunities. The program proposal includes neighborhood-oriented retail amenities along Atlantic Avenue and a strong pedestrian linkage across Atlantic at Highland Place that rolls directly into the housing development site. A quarter-mile walking loop networks the site creating an “irresistible path” for healthy movements of residents between home, shopping, and transit. The “mountain-climbing” building invites people to climb to roof level for a wonderful view. A series of programmed gathering and open spaces are tucked below the matrix of overlapping housing bars.

Arlington Village bird's eye view rendering



INTERFACE STUDIO ARCHITECTS (ISA)

## **ARLINGTON VILLAGE COMMUNITY IMPACTS**



### **LEGEND**

- ACCESS
- AFFORDABILITY
- EDUCATION

- ENGAGEMENT
- ENVIRONMENT (INDOOR)
- ENVIRONMENT (OUTDOOR)

- JOBS
- LOCAL TOURISM
- RECREATION (PHYSICAL ACTIVITY)

- SOCIAL INTERACTION
- TRAFFIC CALMING



PRIORITY STRATEGIC SITE 2: M&T BANK

This site is the defining gateway to East New York and the Cypress Hills neighborhood. The scheme looks to create a high-density, mixed-use development that wires into a diverse group of existing adjacent land uses—transit, housing, commercial activity. The first floor is defined by a community arts center, with a regional health and wellness facility on floors 2 and 3. A 10-story housing tower sits atop the plinth along Pennsylvania Avenue creating a large façade surface that will be designed to greet traffic flowing into Cypress Hills/East New York along Atlantic Avenue.

In the middle of the site is a partially weather-protected civic arts space intended as an outdoor extension of the community arts center. The south edge of that space is lined with small galleries and art work spaces above. That scale continues south along New Jersey Ave. as family housing that plugs into the existing urban block massing.



M&T Superhousing rendering

PRIORITY STRATEGIC SITE 3: PITKIN AND PENNSYLVANIA

This site is characterized by a busy urban corner at Pitkin and Pennsylvania Aves. with a subway right-of-way that cuts an arc through the north half of the site.

Along the busy perimeter, commercial/retail frontages are proposed to hold the site edge with high-rise housing above. A residential apartment tower is positioned along the Pennsylvania Avenue edge to maximize sun access to the balance of the site.

The north side of the site includes an open, green market zone flanked by a shade pavilion to the south and a cultural performance venue to the north. All of these elements extend the energy of the street through the retail fronts and invite pedestrians to discover the “backyard” of the site.



Pitkin & Pennsylvania “The Backyard” rendering



**PRIORITY STRATEGIC SITES 4 AND 5:  
EDC AND FORMER CHLOE FOODS FACTORY**

One of these sites is currently vacant, the other is a former food manufacturing and packing facility recently damaged by fire. These are very large sites that lie between residential neighborhoods and Conduit Boulevard, a sprawling regional connector, and adjacent to the Fulton Street rail lines.

The scheme is thought of as a center for food industry and access. We see this site as a significant economic generator and jobs hub. Housing, a grocery store, artisanal food production, weekend market spaces, rooftop farming, and other community commercial amenities are imagined co-existing here. The grocery store fronts Fulton Street and makes a strong connection to the train with a roof level park space while state-of-the-art food industry facilities exploit truck access along Atlantic Avenue.

This site represents a radical new mixed-use kind of building that combines community value with larger footprint, contemporary commercial facilities.



*EDC & Chloe Foods Industrial Hub rendering*

**PRIORITY STRATEGIC SITE 6:  
PITKIN AND BERRIMAN**

CHLDC purchased this site in 2010. We have worked with the Department of City Planning since to re-zone the immediate area in order to increase allowable density, making construction more efficient and cost effective. The building will be 69,000sf, containing 58 affordable apartments above 8,000sf of commercial space and an 8,000sf park, including a playground, picnic area and community gardens.

All of the housing units will be affordable to households earning below 40% and 60% of Area Median Income (AMI). Over half of the units are 2 and 3 bedroom apartments, designed with neighborhood families in mind. The development will be a catalyst for reviving commercial life along Pitkin Avenue, a transit corridor that has historically been a major commercial strip in the neighborhood. We expect to start construction in 2014.



*Pitkin & Berriman Mixed-Use Living rendering*



## NEXT STEPS

CHLDC will continue our work engaging the Citizen Planners of Cypress Hills/East New York in the implementation of the Cypress Hills BOA redevelopment plan. We will gather the financing and additional data necessary to acquire previously identified strategic sites with the goal of re-developing them in line with community needs and priorities. We will work with industrial and food business owners to redevelop strategic manufacturing sites as vibrant economic development engines for local workers and consumers. The goal of the acquisition and redevelopment of brownfield sites throughout the neighborhood is to foster a vibrant, equitable, sustainable community with ample affordable housing, living wage jobs, affordable fresh food outlets, and centers for recreation and arts.



*Arlington Village Irresistible Loop rendering*

ARLINGTON VILLAGE BY INTERFACE STUDIO ARCHITECTS

# CHAPTER 1 PROJECT DESCRIPTION AND BOUNDARIES





## INTRODUCTION

The Cypress Hills Brownfield Opportunity Area (CH BOA) project brought together a team of planners, urban designers, architects, public health experts and community members to envision the sustainable redevelopment of an approximate 307-acre area that includes more than 30 suspected brownfields. The goal was to improve the quality of life in Cypress Hills/East New York—a large, low-income, community of color located in the northern portion of Brooklyn’s Community District #5—while reducing the neighborhood’s negative environmental impact. Through extensive outreach and a series of interactive community workshops, Cypress Hills Local Development Corporation (CHLDC) engaged and informed a cadre of hundreds of “Citizen Planners” to be their partners and on-the-ground experts throughout a participatory planning process that re-envisioned the Cypress Hills/East New York neighborhood as an affordable, safe, healthy place to live. What ensued was an iterative process based on community-identified priorities and informed by technical data that culminated in a series of building and open space designs that constituted a neighborhood-wide redevelopment plan centered around six large, priority strategic sites. The framework for identifying priority strategic sites was, based on a variety of factors including, but not limited to: size, location, level of abandonment, and ownership.

The designs incorporate fundamental and interconnected elements for a vibrant, healthy community including: approximately 1,000 units of affordable housing, 200,000 square feet of much needed commercial space, 200,000 square feet of manufacturing space—which could result in anywhere from 200 to 600 living wage jobs, a community center, art studios and performance space, recreation center, increased access to fresh food at a full-service grocery store and outdoor food market, and more and improved green, open space. The re-development of these priority strategic sites will catalyze neighborhood investment, increase economic and food security, strengthen climate resiliency, honor cultural heritage and neighborhood character, and improve public health indicators across the community.



# LEAD SPONSOR OVERVIEW

Cypress Hills Local Development Corporation (CHLDC) is a 501(c)3 nonprofit community-based organization, serving more than 8,000 Cypress Hills/East New York residents annually through a comprehensive array of community service programs and neighborhood planning and development projects. The CHLDC Board of Directors is community-based, with the majority of its members either living or working in the Cypress Hills/East New York neighborhood. CHLDC was founded by local residents and merchants in 1983 to improve their Brooklyn neighborhood. With community residents leading the way, the mission of CHLDC is to build a strong, sustainable Cypress Hills/East New York, where youth and adults achieve educational and economic success, secure affordable housing and develop leadership skills to transform their lives and community. CHLDC's programs strengthen the area's physical and economic infrastructure, provide quality educational and social services, and foster local leaders.

CHLDC has 200 full- and part-time employees, 15 storefront and school-based offices sprinkled throughout the Cypress Hills/East New York neighborhood, and develops and implements programs in the following areas: economic development, youth and family services, college access, workforce development, housing counseling, community organizing and affordable housing and community facility development. CHLDC's sister organization, the Cypress Hills Child Care Corporation offers affordable day care and trains and supports a network of in-home day care providers. Our community development division is responsible for developing close to 400 units of affordable housing, a child care center, and Brooklyn's first "green" public school. In 2009 CHLDC implemented a neighborhood-wide sustainability initiative, Cypress Hills Verde, which works to make Cypress Hills/East New York a more affordable, healthier, sustainable place to live. Through Verde, we have retrofitted hundreds of units of CHLDC- and privately-owned housing; designed and constructed a state-of-the-art greenhouse, complete with hydroponic and aquaponic systems, and implemented a healthy school food program at PS 89; transformed a long vacant lot into a neighborhood performance space, park and miniature golf course; initiated a deeply-subsidized Community Supported Agriculture (CSA) project; planted over 300 neighborhood trees, and; re-developed a city-owned infill lot as a community-designed and controlled urban farm.



# CYPRESS HILLS NEIGHBORHOOD OVERVIEW

Cypress Hills/East New York is located in the northern portion of Brooklyn's Community District (CD) 5. According to the US Census, the total 2010 neighborhood population was 72,320. According to the 2006-2010 American Community Survey, the neighborhood's racial and ethnic composition was: 55% Latino, 29% Black, 8% Asian, 4% White, 3% other races, and 1% two or more races. 41% of residents are immigrants, and the most common countries of origin among immigrants in the neighborhood are the Dominican Republic, Guyana, Bangladesh, Ecuador and Trinidad and Tobago. Fifty-eight percent of Cypress Hills' residents age five and older speak a foreign language at home. Twenty-seven percent of area residents age 25 and older do not have high school diplomas, and 12% of adults have achieved less than a 9th grade education.

As the high concentration of suspected brownfields suggests, Cypress Hills/East New York is a community in economic distress. About 34% of Cypress Hills/East New York residents live below poverty, which is higher than the citywide rate of 21%, and over 50% receive some type of economic assistance (TANF, SSI, etc.). According to Keeping Track of New York City's Children, the unemployment rate in CD 5 in 2009 was 15%, compared to the citywide rate of 9.2%. In 2000, more than half of all renter households in Cypress Hills spent more than 30% of their income on rent, and nearly a third spent over 50%. At \$28,593, the median income in Cypress Hills lags behind Brooklyn and citywide median incomes -- in some cases, as much as 18% percent. As the current recession deepens, so does the affordability crisis. According to a study by the New York University Furman Center for Real Estate and Urban Policy, incomes in CD5 have decreased about 15% since 2000, while median rents have risen over 20% citywide.

Both the affordability and quality of housing are persistent problems in Cypress Hills/East New York. CD 5 ranks 10th highest in median rent burden, at 39.4%, and 11th highest in serious housing code violations at 108.3 per 1,000 rental units, and 15th highest in percentage of renter households which are severely overcrowded, at 4.6%. Affordable housing tops the Community Board 5 Statement of Community District Needs. It states: "Affordable housing still remains the #1 priority in this district." As proof of the overwhelming demand for affordable housing in 2011, CHLDC conducted a city-wide lottery for 43 units of rental apartments affordable at 30% and 60% of AMI in one of our recently constructed projects. We received over 15,000 applications.

The local homeownership market also is extremely volatile. A wave of foreclosures followed a period of rapid increases in sub-prime lending. According to New York University's Furman Center for Real Estate and Urban Policy's State of New York City's Housing & Neighborhoods, 2010, in CD 5,



there were 56.4 notices of foreclosure per 1,000 1-4 family homes, ranking CD 5 seventh out of New York City's 59 community districts.

Despite a fair amount of commercial zoning in the area, there remains very little in terms of necessary retail establishments—from grocery stores to pharmacies to hardware stores to laundromats. The same goes for industrial development in Cypress Hills/East New York. Unemployment is high, wages are low, and commutes are long in the neighborhood. At the same time, the area is well-served by public and private transportation routes and there is substantial underutilized FAR in neighborhood M-zones.

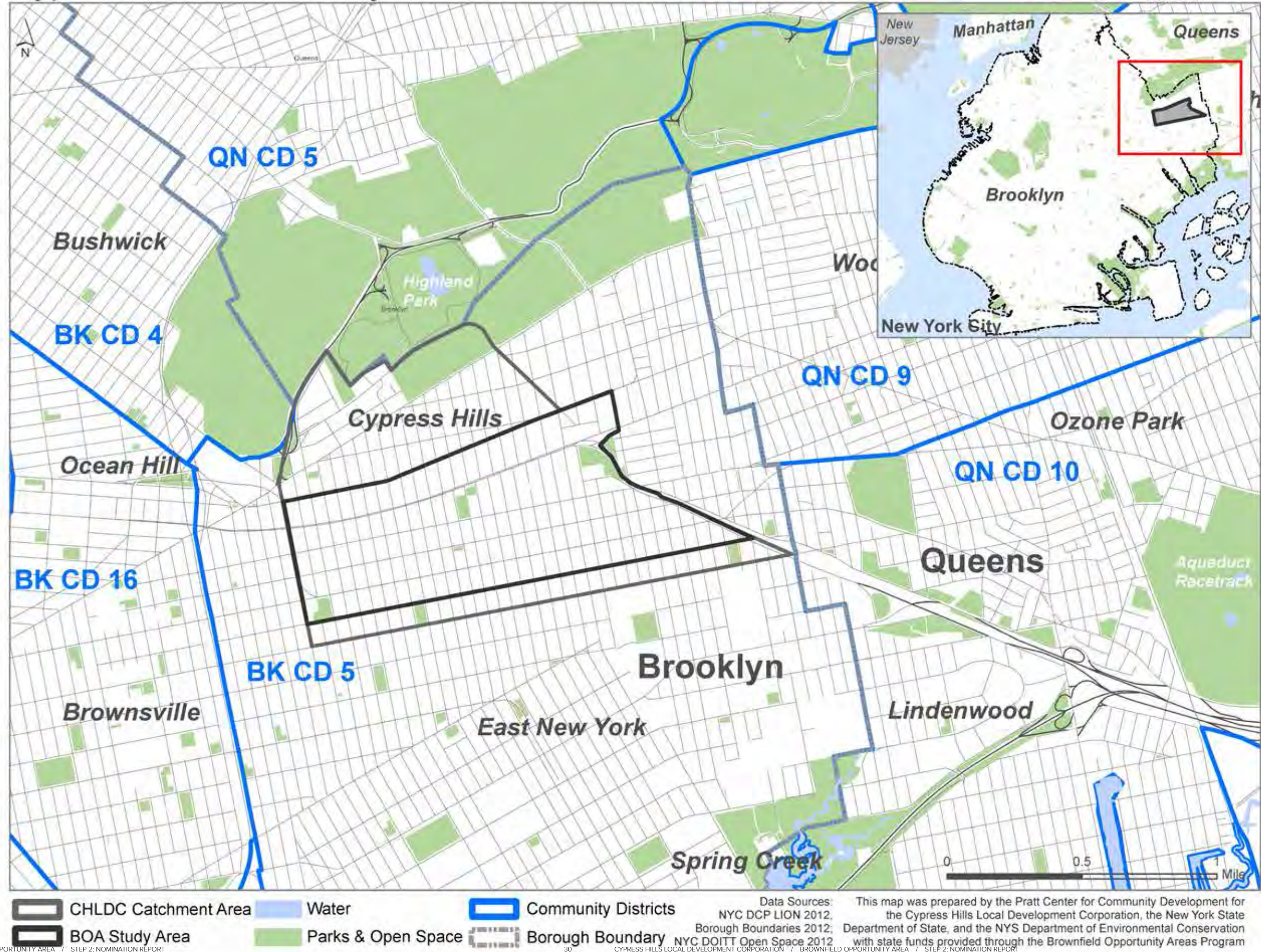
Many local residents suffer from health issues associated with poor diet, lack of exercise, pollution, low quality living conditions, and poverty. Rates of obesity, high cholesterol, diabetes, and heart disease are higher than in New York City as a whole, and local children begin to develop problems that lead to life-long health complications at a young age. Approximately 30% of individuals in Cypress Hills are obese, compared to 20% in New York City. People who are overweight or obese are at increased risk for diabetes, heart disease, and high blood pressure. The leading cause of death for Hispanics, Blacks, and Asians is diseases of the heart, a condition that can be a result of obesity. Sixteen percent of Cypress Hills/East New York adults have diabetes, which is almost twice the rate of NYC residents as a whole. Almost 53% of the population reports getting no physical activity at all. In “Going to Market: New York City’s Neighborhood Grocery Store and Supermarket Shortage,” the NYC Department of City Planning created a Supermarket Need Index, which identifies high need neighborhoods, where rates of diabetes and obesity are high, consumption of fruit and vegetables is low, share of fresh food retailers is low, the capacity for new grocery stores exists, the population density is high, and the household access to cars and incomes are low. CD 5 is one of these high need areas.

## Cypress Hills BOA: Study Area Context





# Cypress Hills BOA: Study Area Context



## CYPRESS HILLS BOA PROJECT OVERVIEW

### CH BOA BOUNDARY DESCRIPTION

CHLDC prepared a BOA Pre-Nomination report in 2009. The boundaries of the study area for that report matched CHLDC's traditional catchment area and loosely followed the natural and major infrastructure features to the north and east: the Jackie Robinson Parkway, Highland Park, Highland Boulevard, and Force Tube Avenue/North Conduit Avenue. The southern boundary at Sutter Avenue and the western edge at Pennsylvania Avenue each demarcate CHLDC's catchment area—where its development projects are located and in which it provides community services.

The Pre-Nomination report also identified a more closely-drawn BOA study area bounded by Pennsylvania Avenue, Fulton Street, Chestnut Street, North Conduit Avenue, and Glenmore Avenue—a section of Cypress Hills where land uses are more industrial, institutional, and commercial. The focus on the sub-zone's vacant and underutilized properties resulted in the preliminary identification of just over 20 sites of interest. As is always the case in a dynamic urban environment, facts on the ground changed in the three intervening years between the completion of the Pre-Nomination report and the Step 2 analysis, resulting in additional priority strategic opportunities. The Chloe Foods manufacturing facility, located just outside the eastern boundary of the Pre-Nomination report study area, was heavily damaged in a fire. Additionally, a city-owned parcel on Atlantic Avenue adjacent to Chloe Foods entered an RFP process. In the Nomination Report, the study area boundaries were adjusted to include these sites, as well as several new sites of interest on Pitkin Avenue. The new study area boundaries are reflected in the map on the left. In the Nomination report, both CHLDC's catchment area and the BOA study area are noted on each map. CHLDC's catchment area was used for some of the demographic analysis, while the entirety of Brooklyn Community District 5 was used in other aspects of the analysis (data sources are indicated on maps and in the text).

The study area for the Nomination Report encompasses approximately 307 acres and includes more than 30 potential brownfield sites. This portion of the larger Cypress Hills/East New York neighborhood was identified as the BOA study area because:

- It encompasses both "sides" of the neighborhood—the northern and largely Latino community and parts of the southern and largely African American and West Indian community—as well as Atlantic Avenue, an important corridor that nonetheless is a physical and psychological barrier between the north and south.



- It captures both the transportation assets in the community—the J/Z and A/C train lines, the LIRR, a variety of bus routes, and is adjacent to the area’s main transportation hub, Broadway Junction—and the transportation problems—few north/south connectors, few safe pedestrian crossings, inhospitable train stations and unreliable train service, no bike lanes, fast-moving and overcrowded thoroughfare (Atlantic Avenue);
- It contains a mix of residential, commercial, and manufacturing zoning where there is substantial unused Floor Area Ratio (FAR);
- It is the heart of CHLDC’s catchment area and home to the majority of the organization’s programs and development projects.

Within the study area, CHLDC identified six priority strategic re-development sites of 30,000 square feet and larger, and a number of strategic sites along two major commercial and transit corridors—Atlantic Avenue and Pitkin Avenue. The priority strategic sites were selected for their capacity to facilitate the type of redevelopment envisioned by Cypress Hills/East New York residents on a scale that will have a significant impact in the study area. Investments made on the priority strategic sites are likely to send positive symbolic messages to public and private markets, and to neighborhood residents, that the area is experiencing revitalization.

## RE-DEVELOPMENT CORRIDORS

Cypress Hills/East New York sits on the border of an active industrial park, the East New York Industrial Business Zone (ENY IBZ), and is subject to a kind of patchwork of manufacturing, commercial, and residential zoning, putting private homes next to car mechanics next to restaurants. The percentage of vacant land in the BOA study area—from Fulton Street in the north to Sutter Avenue in the south, Pennsylvania Avenue in the west to Conduit Boulevard and Euclid Avenue in the east—is as high as 22%. When underutilized and very poorly maintained sites are included, the number jumps to more than 30%. Liberty Avenue from Pennsylvania Avenue to the west and the Conduit to the east is peppered with vacant, overgrown lots, salvaged auto part lots (“chop shops”), and abandoned, burnt out or otherwise destroyed buildings. The Cypress Hills BOA redevelopment plan focuses on two major corridors—Atlantic Avenue and Pitkin Avenue, from Pennsylvania Avenue in the west to Conduit Boulevard in the east.

The Atlantic Avenue corridor serves as the district’s main transportation corridor, a six-lane arterial route that links Cypress Hills/East New York with the rest of northern Brooklyn to the west and into Queens and John F Kennedy International Airport to the east. Atlantic Avenue is overwhelmingly populated by fast-moving car and truck traffic, making it, at best, inhospitable, and, at worst, dangerous for the pedestrians, shoppers and students that have to travel on it.

From the standpoint of urban design, capacity, and transit accessibility, Atlantic Avenue is a prime and logical site for redevelopment planning. Atlantic Avenue is, also, in many ways the barrier between the north and south sides of the community, which, broadly speaking are demographically distinct, with a large Latino population in the north, and a majority African American and West Indian population in the south, making its redevelopment catalytic for neighborhood change on a wide variety of levels. Additionally, four BOA pri-

ority strategic sites are located on Atlantic—including the three largest sites ranging from approximately 80,000 square feet to over 300,000 square feet. The NYC Department of City Planning, with encouragement from local stakeholders, has taken an interest in studying Atlantic Avenue for a potential rezoning. A rezoning, conducted in conjunction with the area-wide BOA planning process and in accord with a community vision, could increase residential density and open up options for affordable housing development and mixed-use, transit-oriented development in general.

The Pitkin Avenue corridor contains several potential brownfields, including two large priority strategic sites and several strategic sites whose size and ownership combine to make re-development more feasible in the short term. Historically, Pitkin Ave was a vibrant commercial corridor, a center of community activity and commerce. Today, due to disinvestment and skyrocketing construction costs, Pitkin Avenue is a shadow of its former self. It has an underbuilt character, with low-density residential, including several large blocks of Nehemiah Houses, and sporadic ground floor commercial spaces. Pitkin Avenue is a wide avenue, although it does not see nearly the amount of car and truck traffic that Atlantic does, making it more pedestrian-friendly. Pitkin does not have the patchwork of manufacturing zoning that allows high-impact and noxious uses, such as gas stations and car repair. Most importantly, Pitkin is home to the A/C subway line, making it an ideal location for transit-oriented development.

## PARTICIPATORY RE-DEVELOPMENT

In order to gain insight into the state of overall neighborhood health and to have a baseline from which to evaluate development impacts on the neighborhood, CHLDC conducted a comprehensive sustainability analysis, using area-wide and neighborhood-specific data. To get at more qualitative data on living, working, eating and learning in Cypress Hills, we conducted a community satisfaction or “Happiness” Survey. The survey results informed subsequent community workshops as well as the overall direction of the project. Through a series of community workshops and participatory design charettes, CHLDC’s team of planners and designers worked with community residents to create the tools and information they needed to prepare them as “Citizen Planners.” Neighborhood residents informed the planning process throughout—defining priorities, directing research, and providing feedback on specific development plans.

At the same time, neighborhood- and site-specific analyses were being conducted by consultants with substantial input from CHLDC and from community members. The Cornerstone Group, a real estate consulting firm, surveyed the sites, identified and contacted property owners, and weighed in on expected acquisition pricing. The Pratt Center for Community Development surveyed industrial sites in the study area to assess the potential for industrial retention and job creation. Karp Resources assessed the potential for food businesses and expanded access to fresh food to act as a catalyst for improved health and economic opportunity in the neighborhood. Health x Design, a public health and design consultancy, analyzed local public health data, surveyed successful design interventions for optimal public health outcomes and worked closely with ISA Architects to integrate community feedback with site conditions and evidence-based strategies to positively impact health in a set of building and open space designs for the six



sites in the study area identified as priority strategic sites because of their size, location, and redevelopment potential to catalyze general revitalization in the neighborhood. (Further detail is available in Chapter 3.)

The result was the identification and analysis of more than 20 strategic sites for redevelopment, with special attention to and detailed analysis of six large, priority strategic sites. In addition, CHLDC compiled extensive research on three critical areas of need identified by the community as top priorities through the survey and workshops: access to fresh, affordable food; job creation, and improved public health.

## STRATEGIC OPPORTUNITIES

The need for affordable housing in Cypress Hills represents one of the greatest opportunities for the redevelopment of CH BOA sites. Many of the priority strategic sites are located within three to four blocks of mass transportation (the J train to the north, the A and C trains to the south, and a number of local buses), and range in size from between 30,000 to 300,000 square feet, prime indicators of housing market viability. Additionally, housing consistently ranks among the community’s top priorities, expressed both during CH BOA workshops and in Community Board #5 proceedings and reports.

Unmet demand for retail establishments represents another strategic opportunity for brownfield redevelopment. Throughout the CH BOA process, residents detailed the need for shopping opportunities inside the neighborhood. Residents reported leaving Cypress Hills/East New York for almost all of their shopping needs—especially for affordable, fresh food. Community members also expressed a desire for family restaurants, coffee shops, and bookstores. Subsequently, preliminary designs have been structured to include neighborhood retail and analyses and recommendations have been focused on adding options for residents to grow and purchase food locally.

New retail developments will add neighborhood jobs, a key component of the community vision. Cypress Hills also has potential to add new, and better paying, manufacturing jobs. Substantial underutilized FAR in neighborhood M-zones represents another strategic development opportunity. Manufacturing rents in Cypress Hills are low in comparison to those in northern Brooklyn. At the same time, the area is well-served by public and private transportation routes. The Manufacturing Opportunity Analysis conducted as a component of the CH BOA project identified existing and potential manufacturing activities, key M-zoned sites, and the types of workforce development programs needed to connect local workers with living wage jobs. The resulting recommendations include target businesses, industrial development strategies and creative expansion opportunities—including co-packing, cooperative and cluster development and promotion as well as recommendations to promote and green industrial clusters. Two priority strategic site designs incorporate industrial development, with medium industrial uses on the main arterial, and a light industrial incubator on the commercial strip.

Expanded access to fresh, affordable food was another consistent theme throughout the BOA process. Cypress Hills/East New York has been identified by the NYC Department of City Planning as one area of the city with high levels of diet-related disease and limited opportunities to purchase fresh foods. Severely limited access to healthy, fresh, affordable food and a

dearth of open space and recreational centers results in high rates of obesity, diabetes and heart disease. The Food Business Opportunity Study, using community-driven research, identifies the potential of food as an integrative component for the redevelopment of a number of CH BOA sites. A focus on food therefore serves both economic development and public health needs. Because the need is so great, and the potential impact so multi-faceted, several priority strategic sites incorporate food in one way or another: for example, the development of a food packing and/or distribution site; a full-service grocery store; and an outdoor food market.



# CHLDC AND THE CYPRESS HILLS BOA

## CHLDC PLANNING EXPERIENCE

The Cypress Hills BOA is a logical extension of the community-led, neighborhood development work CHLDC has been engaged in for the past 30 years. CHLDC has a long history of engaging the Cypress Hills/East New York community in participatory planning projects: most notably, the design and construction of the Cypress Hills Community School/P.S./I.S. 89 permanent facility. Over the course of more than a decade, CHLDC worked closely with the school community, the NYC Department of Education and School Construction Authority, architects, engineers and contractors to advocate for, design and build this much needed community resource—in a district where overcrowded and underperforming schools are the norm. Completed in 2010, P.S. 89 is the result of participatory planning and design, the coming together of community-based organizations and government, and, most importantly, the dogged determination of parents, students and educators.

CHLDC also has experience in other planning processes. For example, in 2008, we worked closely with the Pratt Center for Community Development to conduct a thorough study of housing trends and development opportunities in our community. Our staff worked alongside Pratt’s staff planners on the design and implementation of the study, and convened our board, along with other neighborhood leaders and stakeholders, to review the progress of the study and give input at key milestones. The study identified the best potential sites for CHLDC to develop as affordable housing and community facilities, which our Community Development Department has since been working to acquire and develop. We regularly examine key trends affecting the local housing markets, including bank lending patterns in the neighborhood. The last few banking studies have found both high numbers of foreclosures, and identified lenders who were responsible for the majority of foreclosures in the area.

CHLDC’s Economic Development Department and Pratt worked together on another study to assess the economic condition of the commercial strips in the northern core of East New York. Since our early years, CHLDC has provided technical assistance, training, and organizing to local merchants on the Fulton Street commercial strip. To develop this program, we implemented a thorough community-based survey of local residents and merchants to assess the strengths and the needs of our major commercial corridor. This study addressed issues related to commercial life in the area, and included surveys of local residents detailing their shopping needs and habits, as well as local merchants, and their concerns and assessment of the economic climate.

## CHLDC COMMUNITY REVITALIZATION EXPERIENCE

The CH BOA study area is located within the larger CHLDC catchment area, which we have served with multiple programs and development projects throughout our 30-year history. We are very familiar with the strengths and the needs of this area. Eight of our board members live in the BOA study area, and one additional board member lives three blocks outside of it. Several of our offices and program sites are located in the area, including our Housing Counseling and Community Organizing office; our Economic Development office; our college counseling and youth employment office; the administrative offices of Cypress Hills Child Care Corporation, our Beacon Community Center, which offers afterschool programs, adult education, and recreation programs; and our Beacon Family Place, which provides family counseling. Many of our housing development projects are also located in the CH BOA study area and all are located within Brooklyn CD 5. Within the BOA study area, we have developed 73 units of affordable rental housing, 12 units of affordable condos, and five mixed-use buildings with 10 ground floor commercial spaces. Our largest project in the study area is the result of a partnership with the New York City School Construction Authority: the Cypress Hills Community School permanent facility. Details about that project and others in the BOA study area are below





## CYPRESS HILLS COMMUNITY SCHOOL (PS/IS 89)

CHLDC co-founded this public K-8 school with a group of activist parents in 1997. The school is led by parent and teacher co-directors and has a dual language program, where students learn all of their subjects in both Spanish and English. For most of its history, the school shared space with a local intermediate school. CHLDC collaborated with the NYC Department of Education to develop the permanent building for the school, which opened in 2010. Parents and teachers were actively involved in the design process, so that the building's design reflects their need and interests. The \$40 million new building includes two art rooms, a science lab, a library, a gym/multipurpose room, and two classrooms per grade level. The cafeteria has a "healthy kitchen" where meals are prepared from scratch, rather than simply being reheated, as in most NYC DOE schools. The school also has a state-of-the-art greenhouse, which has been outfitted with hydroponics and aquaponics systems, a vermicompost station and a stormwater catchment system where students study environmental science.

*PS/IS 89 hydroponic greenhouse, Harvest Day  
PHOTO: NY Sun Works*

## LIBERTY APARTMENTS

In 2011, in a joint venture with Dunn Development Corporation, CHLDC developed an \$11.3 million new construction project, Liberty Apartments, which resulted in 43 new affordable rental units in the neighborhood funded by Low-Income Housing Tax Credits (LIHTCs). Dunn Development Corporation handled the construction phase with CHLDC's strong input and monitoring, and our organization managed the leasing of the building, which is affordable to families earning 30% of Area Median Income (9 units) and 60% of Area Median Income (26 units). We also set aside seven apartments for the developmentally disabled, who receive support services, such as case management, housing subsidies, day programs and employment help from The Center for Family Support, a major provider of services for the developmentally disabled in the tri-state area. CHLDC performed all marketing services, which included publicizing the development, distributing and mailing applications, holding the city-wide lottery which attracted more than 15,000 applicants, interviewing and screening tenants, determining their eligibility, and signing leases. We also spearheaded the design and construction of the tenant gardens—with raised beds for vegetable gardening, flowering and fruit bush borders, field stone paths, a pergola, and benches for enjoying the garden. We worked with neighboring East New York Farms to train interested tenants to plant and tend the gardens and participate in their farmers' market.

*Liberty Apartments  
PHOTO: CHLDC*







## GLENMORE GROVE

CHLDC developed this \$5 million affordable condominium project, which was completed in 2011. Prior to its development, this city-owned site had been vacant for many, many years and was awarded to CHLDC through a competitive RFP process. Glenmore Grove has 12 two- and three-bedroom condos that are affordable for working families earning between 60-80% of AMI. Modern and spacious, they are carefully designed with many green features, large, sunny rooms, finished floors, energy efficient appliances, and a rooftop terrace. The development was awarded an excellence in affordable housing design citation by the Boston Society of Architects.

*Glenmore Grove  
PHOTO: Magnusson  
Architecture & Planning*



## EL JARDIN DEL PUEBLO/THE PEOPLE'S GARDEN

*El Jardin del Pueblo  
PHOTO: YAKIMA PEÑA*

In 2012, CHLDC developed a community garden and chicken coop at a formerly vacant lot on Pitkin Avenue and Ashford Avenue. CHLDC worked closely with the NYC Department of Housing Preservation and Development (HPD), the owner of the site, to allow its development for urban agriculture instead of housing. The site was originally allocated to CHLDC in a competitive RFP round back in 2006, but it was far too small and limited by zoning to provide affordable housing at an efficient scale or cost. It had since sat fallow until HPD and CHLDC worked together to transform the lot. The garden includes 32 raised beds. Five of these beds are used in the gardening component of CHLDC's afterschool and summer camp program at IS 302, a nearby junior high school. Twenty-five 5th and 6th graders during the school year, and 50 6th through 8th graders during the summer were part of a food justice program taught at the garden. The remaining beds are each tended by one of our gardeners—27 local residents who grow vegetables for their families. The garden also includes a communal space and flower beds, which are cared for by the gardeners. We have installed a rainwater harvesting system to water the garden and a greenhouse. And in the summer of 2012, the garden became home to East New York's newest residents—25 chickens and their coop.



# CYPRESS HILLS BOA

## PURPOSE & INTENT

### LOCAL GOVERNMENT & CIVIC ORGANIZATIONS

CHLDC has a strong relationship with our City Council representative and we participate in multiple citywide coalitions and professional organizations to keep abreast of changing policies and trends that affect our program participants. We are a member of the United Neighborhood Houses, an umbrella group of settlement houses in NYC, as well as the Association for Neighborhood and Housing Development (ANHD), a membership group of nonprofit housing developers.

We also have extensive experience working in partnership with the city government. We have consistently received funding from multiple city agencies, and currently have a total of 26 contracts from city agencies, including the NYC Center for Economic Opportunity, the NYC Department of Youth and Community Development, the NYC Department of Education, the NYC Department of Housing Preservation and Development, the NYC Department of Probation, the NYC Department of Small Business Services, and the NYC Office of Environmental Remediation, totaling over \$3 million. Our programs consistently receive positive evaluations from the city, and several have been renewed over a period of many years.

A large number of city agencies participated in our BOA Steering Committee, including the NYC Department of Transportation, NYC Department of Health and Mental Hygiene, the NYC Department of City Planning, the Mayor's Office of Environmental Remediation, the Mayor's Office of Long Term Planning and Sustainability, and the NYC Economic Development Corporation, as well as representatives from the Mayor's Office focused on economic development in Brooklyn. We have a strong relationship with Brooklyn's Community Board 5, and with Borough President Marty Markowitz. Both have enthusiastically approved and supported our affordable housing development projects, and have supported our BOA project. The New York City Office of the Mayor and the Director of the Mayor's Office of Environmental Remediation, Daniel Walsh, have indicated their full support for our BOA project.

CHLDC has a particularly strong working relationship with the NYC Department of City Planning. We consult with their office regularly in all of our housing development plans, and their Brooklyn office staff has actively participated in our Steering Committee throughout our BOA planning pro-

cess. The DCP Commissioner, Amanda Burden, was the keynote speaker at our first Verde Summit, and has expressed her enthusiasm for our planning process throughout the BOA project.

Our BOA process has coincided with the launch of a partnership between federal and city government: the Department of Housing and Urban Development's Sustainable Communities Regional Planning program. The New York-Connecticut Sustainable Communities grant includes a planning project in East New York—the study area of which overlaps our CH BOA study area. This program brings federal and local agencies together to invest in planning to improve affordable housing, transportation, and economic competitiveness. We have been working closely with the leadership of this program to ensure that we are not working at cross purposes, that our BOA planning process is integrated into their Sustainable Communities plans, and that both plans reflect our community's needs. We have been active participants in the NY-CT Sustainable Communities Advisory Committee, have shared resources including survey results, community feedback, and regularly weigh in on the progress of their report and seek their input on our BOA plans. NYC Department of City Planning is CHLDC's co-applicant on our BOA Step III application.

A long history of disinvestment and neglect has led to the proliferation of suspected brownfield sites throughout the Cypress Hills/East New York neighborhood. These vacant, underbuilt, trash and rodent-infested sites represent both a blight on the neighborhood, and at the same time, a tremendous, and increasingly rare opportunity for much needed development. For the past 15 years, CHLDC has developed affordable housing and community facilities on individual brownfield sites. Through this approach, CHLDC has developed more than 400 units of affordable housing, a community day care center, an alternative public school, and a community-run farm. However, faced with overwhelming demand and chronic neighborhood needs, CHLDC looked to the BOA program to undertake a comprehensive, area-wide, community-based approach to neighborhood redevelopment.

This approach is founded on the needs and priorities of Cypress Hills/East New York residents and sets a technically-informed, community-based agenda for redevelopment, in close partnership with state and local agencies. The resulting comprehensive redevelopment plan is an invaluable resource for CHLDC, a non-profit developer, with the potential to prime the pump for public and private investment while at the same time assuring appropriate and sustainable development that benefits existing as well as future residents. The redevelopment of priority strategic brownfield sites is the centerpiece of the CH BOA plan.

The intent of the project was two-fold: on the one hand, to collect necessary data, including zoning regulations, market conditions, and community-wide health indicators to inform and facilitate both the re-development of the more than 30 long-vacant brownfield sites and a neighborhood-wide re-zoning. And second, to engage the Cypress Hills/East New York community in a re-visioning of the neighborhood as both livable and sustainable—to identify neighborhood needs and priorities that inform a set of outcomes-based interventions in the built environment.

The purpose of the Cypress Hills BOA is to create a comprehensive redevelopment plan based on community needs and vision that will expand the neighborhood's stock of affordable housing, increase manufacturing and retail opportunities, increase community arts and recreation space, expand access to fresh food and open space, create living wage jobs for neighborhood residents, and improve transportation.



Community residents have made clear their priority to protect, improve and expand services and to create safe, affordable housing opportunities. However, neither the private market nor government has kept up with neighborhood need, and, until recently, very little comprehensive thought or decisive action has gone into planning for the area's growth and development. The CH BOA redevelopment plan will allow future investment in Cypress Hills/ENY to take place in a way that meets local needs and creates conditions for general neighborhood improvement. This will make the neighborhood more attractive to investment, and facilitate the clean-up and redevelopment of strategic contaminated properties.

See Chapter 3:  
Summary Analysis,  
Findings, and  
Recommendations

## CHAPTER 2 PUBLIC PARTICIPATION





# INTRODUCTION

Since it was founded in 1983, CHLDC has taken the lead for all of its projects, programs and initiatives from the Cypress Hills/East New York community in which and with whom it works. The Cypress Hills BOA project afforded CHLDC the opportunity to engage the Cypress Hills/East New York community in the comprehensive re-envisioning of the neighborhood as active and informed “Citizen Planners.” From surveys to workshops to design charrettes, CHLDC employed a number of strategies in order to inform, train and engage community residents in the sustainable, holistic, re-design of the study area.

The priority strategic sites identified through the BOA process have tremendous physical and symbolic significance for the neighborhood and its residents. Long barren, neglected, underutilized, or fire-damaged, these large-scale sites have the potential to add much needed housing, economic development opportunities, green and open space, and logical and safe transportation routes that will lead to density previously unimagined, to reshape the neighborhood, and catalyze new investment and interest. A successful community re-development plan depended on a process that provided ample space, time and information to community residents in order to express their needs and vision for redevelopment without displacement and that offered solutions to persistent problems including, but not limited to, affordability, unemployment, safety and chronic illness. CHLDC’s participatory, outcomes-based approach to the planning process has resulted in evidence-based design solutions tailored to both reflect community preferences and resolve Cypress Hills/East New York-specific public health problems.

The following chapter describes the milestones of the BOA Step 2 public participation process and CHLDC’s ongoing efforts to engage residents and stakeholders, how the information gained during the process fed back into the BOA planning, and how CHLDC intends to build on this strong foundation in the Step 3 BOA, should funds be forthcoming.



# PARTICIPATORY REDEVELOPMENT

CHLDC's approach to engaging the local community in BOA planning reflects our long-standing commitment to community-based planning and development and went far beyond collecting input on future development of vacant and underutilized properties. Each workshop and public meeting was viewed as an opportunity for a two-way dialogue on neighborhood sustainability, in which BOA organizers learned more about the components required to plan comprehensively for the needs of existing residents, and residents learned about how to imagine and participate in the design of a neighborhood that is safer, healthier, more resilient, more affordable, and more prosperous.

The CH BOA public participation plan built on this strong foundation of engagement. Cypress Hills/East New York residents, workers, business owners and community leaders were part of an inclusive process designed to collect site and area-specific technical data on the one hand, while, on a parallel track, collecting crucial community information and feedback. CHLDC's approach to participatory planning and holistic community re-design, where citizen planning informs and shapes technical planning, "Participatory Re-Development," is depicted to the right.

## CHLDC's Participatory Redevelopment Process proceeded as follows:

- CHLDC first identified local priorities and concerns through an innovative neighborhood satisfaction survey—CHLDC's "Happiness Survey." After gathering quantitative neighborhood data from the Census, American Housing Survey and NYC Department of Health community profiles, and other public data sources, CHLDC sought to get at more qualitative, community-level information. The Happiness Survey therefore was designed to gauge overall wellbeing by asking everything from: "What do you use to clean your floors and get rid of your cockroaches?" to "How much stress does your job cause you?"
- Second, CHLDC, along with its real estate, environmental and architectural consultants, collected technical data on specific priority strategic sites—environmental investigations, land use analyses, appraisals, and zoning analyses—in order to determine the potential scope and scale of development on each site.
- Third, CHLDC pulled together its entire consultant team to understand how evidence-based best practices and innovative local, national and international models could present solutions and new ways of thinking about neighborhood redevelopment through the lens of improved public health and sustainability.

## PARTICIPATORY REDEVELOPMENT

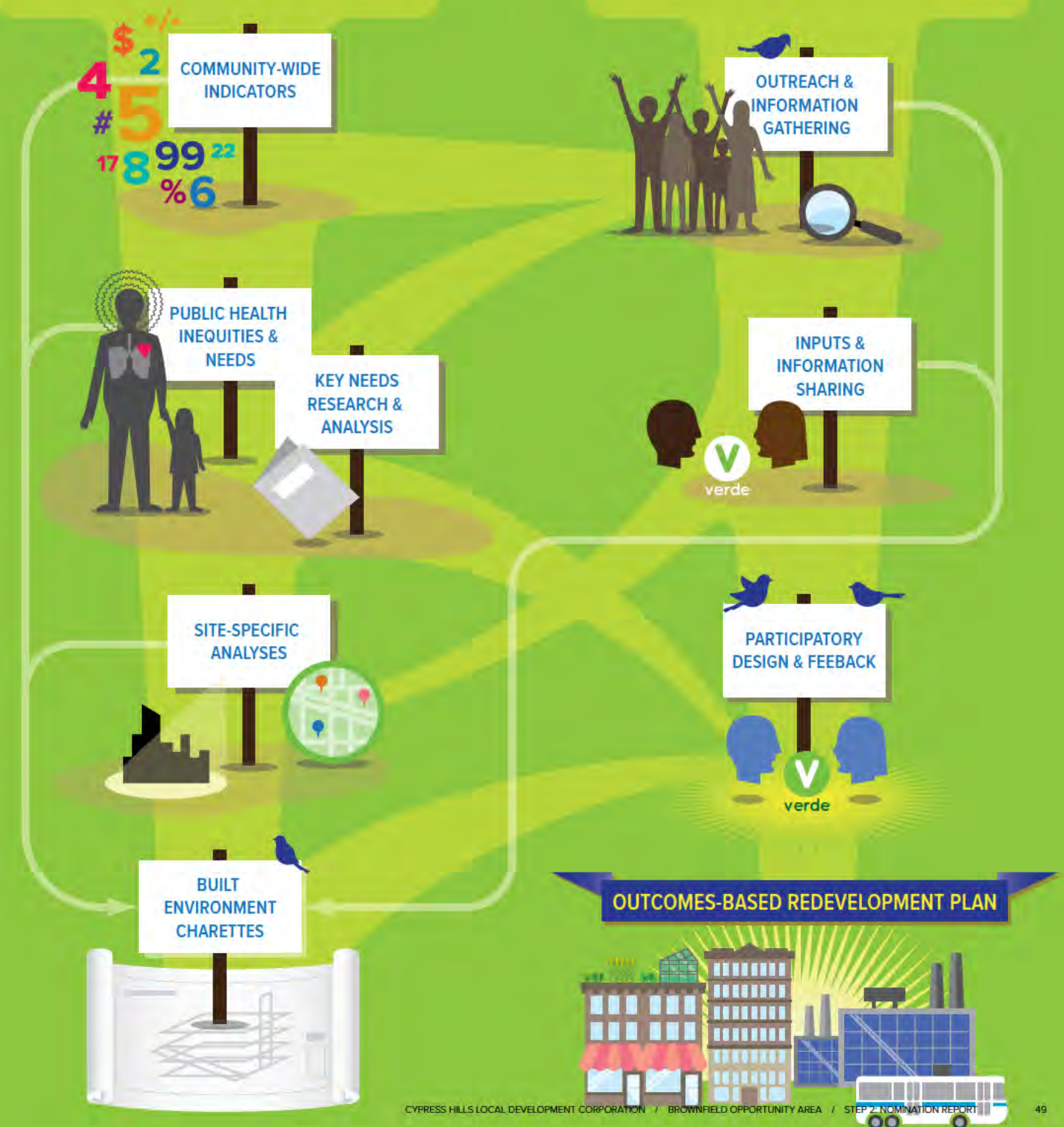
Community-based, holistic, integrated planning

### TECHNICAL PLANNING

PLANNERS, ARCHITECTS, ENGINEERS & PUBLIC HEALTH EXPERTS

### CITIZEN PLANNING

COMMUNITY RESIDENTS, BUSINESS OWNERS & EDUCATION, RELIGIOUS & CIVIC LEADERS





- Fourth, CHLDC worked with community residents to create the tools and information they needed to prepare them as “Citizen Planners.” Armed with site-specific development parameters, as well as inspirational ideas, the Cypress Hills/East New York cadre of Citizen Planners was well prepared to provide specific input on designs for priority strategic sites and plans for neighborhood-wide connections and improvements. CHLDC reported back to the community and the CH BOA Steering Committee on the various drafts of the redevelopment plans, keeping people engaged throughout the planning and development process.

The process sought to empower residents with the information necessary to make informed decisions about future design and use of priority strategic sites. For example, at the first community workshop, the Verde Summit, residents spent the morning at various topic-based workshops—from affordable housing to healthy food access to economic development opportunities—led by one outside expert (e.g. DOH, DCP representatives and/or university professors) and one community expert (school leaders, parents, bus drivers, et al). In the afternoon, residents took what they learned and shared in the morning sessions and translated those ideas into actual building designs. Using found objects (popsicle sticks, toothpicks, legos and pom poms) participants constructed their ideal buildings on large-scale neighborhood maps.

See images in Chapter 2: Verde Summit

# TECHNIQUES TO ENLIST PARTNERS

CHLDC’s approach to enlisting BOA partners was to build on its existing relationships with funders, city and state agencies, community-based organizations, unions, and elected officials. The following chart lists the meetings CHLDC conducted with local, regional and citywide stakeholders who could support the CH BOA process and assist in implementation of plan recommendations.

CHART / BOA STAKEHOLDER MEETINGS

ORGANIZATION/AGENCY	LOCATION	DATE
LISC + NYC Department of City Planning	CHLDC Main Office	1/9/2012
Commissioner Darryl C. Towns, NYS HCR	CHLDC Main Office	1/13/2012
LISC - Green & Healthy Neighborhoods	LISC	2/28/2012
United Community Centers/East New York Farms!	UCC Main Office	3/13/2012
New York University Polytechnic - Civil Engineering Department	NYU Poly	4/5/2012
Laborers Union	CHLDC Main Office	4/16/2012
Mayor’s Office of Environmental Remediation (OER)	OER Office	4/18/2012
Greenpoint Manufacturing and Design Center	GMDC Office	5/3/2012
Brooklyn Community Foundation, Pratt Center, El Puente, Bed-Stuy Restoration Corporation	Pratt Center	5/14/2012
NY Department of State - Planning meeting	DOS - Manhattan	5/29/2012
Councilmember Erik M. Dilan	Dilan District Office	5/31/2012
United Community Centers/East New York Farms!	UCC	6/19/2012
NYC Department of Transportation & NYC Department of Health	Twelve Towns YMCA	6/20/2012
Deutsche Bank	DB Headquarters	6/29/2012







Prepared for CHLDC by the Pratt Center for Community Development: November, 2011

## RESPONDENTS

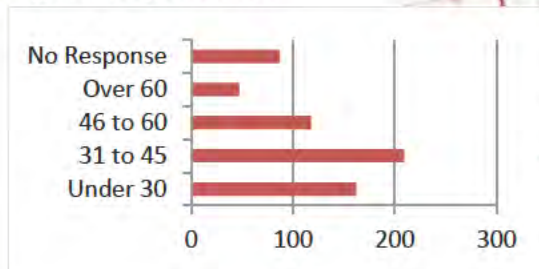
The survey was run from June – October 2011 at various events in Cypress Hills and East New York.

623 people responded to the survey but many surveys were incomplete. Partially completed surveys were accepted.

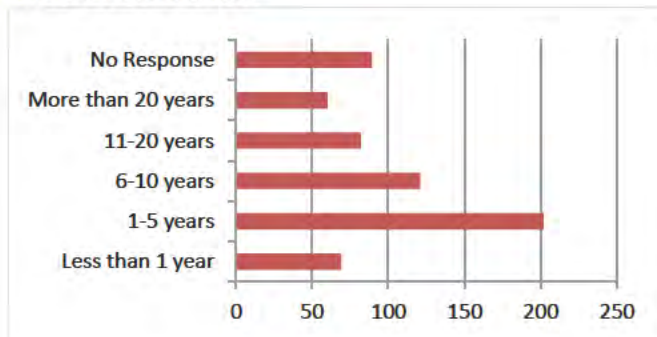
Respondents were asked to provide their cross streets and 445 did so.

- 74% of respondents were women (but 91 people did not answer).

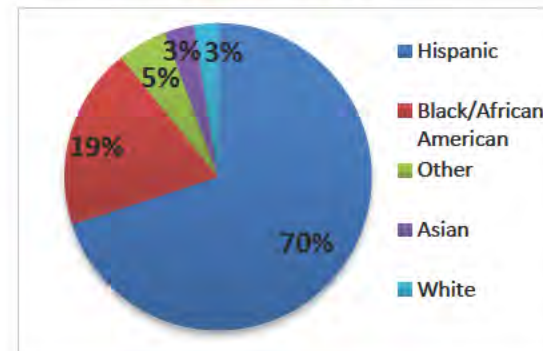
- Age of respondents:



- Time at residence:



- Racial/ethnic background of respondents who answered:



n = 516. 107 people did not respond.

## VERDE SUMMIT I

CHLDC hosted a two-day Cypress Hills Verde Summit on October 21-22, 2011 attended by over 200 community residents. Vivid graphic displays and maps transformed the Cypress Hills Community School/P.S. 89 gymnasium into an interactive workshop space. City Planning Commissioner Amanda Burden and David Bragdon, Director of the Mayor's Office of Long Term Planning and Sustainability were guest speakers at the Friday evening Summit kick-off event.

When the Summit reconvened the next morning, participants enjoyed a delicious locally-catered breakfast, were briefed on the events of the day, and then the visioning work began. In the morning session, planners and other technical assistance providers were paired with community experts—school, church and business leaders and community activists. The duos facilitated a series of interactive workshops based on themes that were identified by community responses to the Happiness Survey. The two experts introduced and facilitated the discussion, but the residents drove the workshops, reporting on what they most needed and wanted in the neighborhood. Community residents set priorities around new housing developments, access to fresh food, transportation and streetscapes, schools, and economic development, among other topics.

During the afternoon sessions of the Verde Summit, while their children participated in art and music workshops downstairs, approximately 85 people participated in the brownfields redevelopment workshops upstairs. These workshops were designed to inspire people to use information and perspectives shared and learned in the Summit's morning sessions to envision new uses for vacant, underutilized, and potentially contaminated sites in the CH BOA study area.

Participants were asked to build their visions for the community using the materials at their small group's table. In order to further community goals and gather useful information about local needs, specific ideas that had been generated during the morning's thematic workshops were presented. However, participants were free to build anything they chose.

Community residents had concrete ideas about what should be developed on the identified priority strategic sites (all of which are 15,000 square feet or larger) including: affordable housing; a community youth center; green and open space, and; projects to increase access to fresh, affordable, healthy food, such as greenmarkets and urban agriculture projects. Overarching themes were workforce and job development; additional learning opportunities for people of all ages and abilities; and more recreational opportunities, both indoor and outdoor.



See Verde Summit Invitation, program, Fact Sheet in the Appendices





CYPRESS HILLS LOCAL DEVELOPMENT CORPORATION / LA CORPORACIÓN DE DESARROLLO LOCAL DE CYPRESS HILLS PARA EL  
**VERDE SUMMIT / TALLER COMUNITARIO VERDE**  
**MAJOR THEMES**  
SATURDAY, OCTOBER 22, 2011 / SÁBADO, 22 de OCTUBRE de 2011 · 10...-4...

The Verde Summit collected a wealth of information about the concerns of community residents as well as thoughtful, creative ideas for potential solutions. In assessing the feedback received, several major themes appeared. The matrix below provides a summary of how many times, and in which sessions, issues were repeated. These themes provide Cypress Hills Verde with clear focus areas for future planning.

Themes	Sessions									
	Aff Housing	Cmnty Facilities	Econ Dev	Food	Health & Well	Open Space	Street-scape	Trans	Waste & Sanit.	Youth Forum
Education	♦	♦	♦	♦	♦				♦	♦
Security/Safety	♦	♦			♦	♦		♦		♦
Unity & Community Involvement					♦	♦	♦	♦	♦	♦
Lack or Access to Green/Open Space		♦		♦	♦	♦				♦
New Business & Local Entrepreneurship	♦		♦				♦		♦	♦
Sidewalk and Road Maintenance/ Litter/ Need for Better Monitoring					♦		♦	♦	♦	♦
Access to Fresh & Affordable Produce		♦		♦	♦					♦
Community Space	♦	♦							♦	♦
Youth Facilities & Programming		♦			♦	♦				♦
Affordable Supermarkets		♦		♦						♦
Atlantic Ave - Disruptive			♦			♦	♦			
Availability and Access to Playgrounds		♦				♦	♦			
Building Maintenance & Pest Control					♦		♦	♦		
Community Garden/Urban Agriculture		♦		♦		♦				
Economic Diversity/Business Diversity	♦						♦			♦
Farmers Market/CO OP/Greenhouses		♦		♦	♦					
Lack of Healthy Eating Out Options				♦	♦					♦
Lack of Housing Units	♦								♦	♦
Lighting & Signage		♦					♦	♦		
Need for Better Transportation /Cancelled Services/Long Trip			♦	♦				♦		
Reuse of Underoccupied or Vacant Buildings	♦	♦					♦			
Services & Entertainment	♦	♦	♦							
Sports & Recreation Areas		♦				♦				♦

*This matrix only includes themes that appeared in three or more sessions. For the full list, see the complete matrix document.*



# CH BOA WORKSHOPS AND RELATED MEETINGS

Several community meetings took place in the twelve months leading up to the second Verde Summit (Verde II), all of which are listed below. Issues addressed in these workshops were based on themes identified by residents in the 2011 Happiness Survey and at the Verde Summit, and are briefly summarized below.

TABLE / CH BOA COMMUNITY MEETINGS			
COMMUNITY MEETINGS	LOCATION	DATE	APPROX ATTENDANCE
Verde Summit I	PS/IS 89	10/21/2011	225
Design as Play Workshop	IS 302	11/1/2011	40
NY Sustainable Communities-Advisory Committee	CB5	1/31/2012	20
NY Sustainable Communities-Town Hall	PS/IS 89	2/9/2012	125
NY Sustainable Communities-Visioning Forum	Aspirations H.S.	3/3/2012	80
CH BOA Charette I: Atlantic Sites	Ghana Wesley United Methodist Church	4/4/2012	60
NY Sustainable Communities-Public Visioning Forum	Broadway Junction	5/10/2012	30
CH BOA Charrette II: Atlantic Sites, Part 2	Ghana Wesley United Methodist Church	10/3/2012	30
CH BOA Charrette III: Pitkin Site	Ghana Wesley United Methodist Church	10/03/2012	30
CH BOA Step III Pre-Application Meeting	DCP	9/20/2012	15
Verde Summit II	PS/IS 89	10/27/2012	100

## “DESIGN AS PLAY” WORKSHOP

In this workshop, hosted at I.S. 302 in Cypress Hills/East New York, a group of 12-13-year-olds participating in an after-school program were invited to play the role of the urban planner and build their ideal city using thousands of small, colorful, found objects. James Rojas, the LA-based urban planner who founded this method, was present to facilitate the workshop along with staff from CHLDC and the Pratt Center. Fully engaging with the materials, students built models that expressed their connection to the built environment and incorporated personal experiences, memories, and ideas. The students did not create replicas of real environments, but rather produced imaginative designs centered around experiences and interactions from their daily lives, like playing and going to the store. After each student presented their individual design to the group, students decided on the strongest elements and combined them to form one ideal city. Overall, their designs indicated a primary interest in physically interactive environments: soccer fields and skate parks, flowers, parks, and zoos, with virtually no streets or buildings. These ideas demonstrate an innate awareness in these students of how the built environment affects their development and well-being, and serve as yet another reminder of the importance of including all voices in the planning process.

East New York Beacon students work as urban planners  
PHOTO: Pratt Center for Community Development





BOA CHARETTE I: ATLANTIC AVENUE  
PRIORITY STRATEGIC SITES

April 4, 2012

This workshop followed up on the Verde Summit and focused on four sites on Atlantic Avenue: the former Chloe Foods Site, the EDC site, the former M&T Bank site and Arlington Village. Workshop participants were divided into three groups (the Chloe Foods & EDC sites were combined into one large site for the purpose of the charette) to focus on envisioning the future of these sites. Through discussion facilitated by planners and architects from CHLDC and the Pratt Center participants shared their priorities and concerns specific to each site. At the same time, architects from Grimshaw Associates worked to illustrate those visions in real time in order to give participants concrete images to shape and change.

The Chloe Foods/EDC group was conducted in Spanish, the other two groups were conducted in English – participants self-selected their group. The Chloe Foods/EDC participants were primarily interested in generating jobs and services that benefit the local community and economy on their site. People were also interested in family-friendly destinations that provided safe, interesting environments for parents and their children to enjoy together. On the M&T site, group members envisioned a highly visible art and recreation center that incorporates restaurant space, affordable housing, and office space and utilizes smart building components like solar power and a green roof. The Arlington Village group envisioned their site with a mix of uses including grocery stores, daycare and health care services, open space and low-rise housing that would not lead to displacement. A top concern raised in both the Chloe Foods/EDC and Arlington Village group was the need for traffic calming and safety measures along Atlantic Avenue.



POSTER / CH BOA CHARETTE 1: ATLANTIC AVENUE





**AFFORDABLE HOUSING**  
+  
**TRANSPORTATION**  
+  
**JOB**  
+  
**SUSTAINABILITY**



You are invited to a Brooklyn Town Hall meeting  
on Thursday, **February 9, 2012**  
6:30 PM – 8:30 PM

Cypress Hills School (P.S. 89)

**265 Warwick Street, Brooklyn, NY 11207**

(J/Z Cleveland Street, C Van Siclen Avenue, Q24 Bus)

The Town Hall will feature a special welcome by Amanda M. Burden, FAICP, Commissioner, New York City Department of City Planning and a panel discussion Connecting Brooklyn to the Region, featuring representatives from the New York City Department of City Planning, and other local and regional planning experts.

The New York – Connecticut Sustainable Communities is a partnership working with the U.S. Department of Housing and Urban Development and other government agencies, local governments and regional planning organizations to create economic opportunity, affordable housing options, transit and better quality of life for you and your community. The NYC Department of City Planning is undertaking a coordinated neighborhood planning study in East New York and Cypress Hills under the Sustainable Communities initiative. The Town Hall event will highlight Brooklyn's and East New York's role in the region and how regional connections can further the planning initiatives led by the New York – Connecticut Sustainable Communities Consortium.

The New York City Department of City Planning will present its Sustainable East New York Study that is planning for affordable housing, improved transportation access, more job opportunities and a greener, greater, more sustainable East New York and Cypress Hills in a regional context.

A Community Visioning Event is planned for March 3, 2012, 10:00 am-3:00 pm at Aspirations H.S. (1495 Herkimer Street, Brooklyn) during which the public is invited to join planners on a tour of the study area and make their voices heard in developing a plan for a stronger, greener East New York.

For more information, visit:  
→ [www.sustainablenyct.org](http://www.sustainablenyct.org)  
→ [www.facebook.com/sustainablenyct](https://www.facebook.com/sustainablenyct)  
→ [www.nyc.gov/sceny](http://www.nyc.gov/sceny)

### Learn how...

- the partnership is working to expand job and housing opportunities and quality of life
- New York, Long Island and other parts of the Consortium are working on this effort
- to obtain preferred status for federal grant applications
- you can get involved

### Tell Us...

- your priorities for your community or organization
- how we should measure our success
- your ideas for a better, greener, more sustainable East New York and region

To RSVP for the meeting go to <http://enyscitownhall.eventbrite.com>

For questions, contact Brian Dennis at [bdennis@rpa.org](mailto:bdennis@rpa.org), ph.: 917.546.4316 or the New York City Department of City Planning Brooklyn Office at SCENY\_DL@planning.nyc.gov, ph.: 718-780-8280

## NY + CT SUSTAINABLE COMMUNITIES TOWN HALL AND VISIONING FORUMS

Jan 31; Feb 9; Mar 3; May 10, 2012

The New York Department of City Planning's HUD-funded Sustainable Communities project provided another forum for Cypress Hills/East New York residents to learn about and give input into how their neighborhood could be improved. DCP convened four community visioning forums in 2012 on January 31, February 9, March 3 and May 10. CHLDC helped with outreach for each event. Many issues community participants identified revolved around safety and the perception of safety around the Broadway Junction area. Other major community concerns included limited access to services, not enough affordable, quality housing and oversaturation of certain land uses such as homeless shelters and bus parking. Participants identified the following as top priorities: creating access to a diversity of jobs; development of new community centers and active recreational opportunities; development of new mixed-use and mixed-income affordable housing; improvement of pedestrian safety and accessibility; and encouragement of more services and retail opportunities.



Participants at the May 10 Sustainable Communities Visioning Forum

## CH BOA CHARETTE II: ATLANTIC AVENUE SITES, PART 2

May 16, 2012

This was the second in a series of workshops following up on the Verde Summit, which again focused on the four Atlantic Avenue priority strategic sites: Chloe Foods; EDC; M&T Bank and Arlington Village. At this workshop, participants decided to join together at one table to speak about the future development of all four sites. Discussion regarding the Arlington Village site revolved around rezoning to add commercial uses and increase density along Atlantic Avenue while preserving lower densities on Liberty Avenue. People suggested that traffic safety improvements on Atlantic would make the M&T site more accessible and appealing to pedestrians, and in turn attract better businesses to the area. Two manufacturers in the region were presented as models for the Chloe Foods/EDC sites, with discussion emphasizing living wage jobs. One scenario that was discussed involved re-zoning a portion of the site for mixed-use and housing, while keeping a portion for manufacturing.

Discussions about density were front and center in all three groups. Participants expressed their desire to maintain the residential "feel" of the neighborhood, and their fear that large-scale apartment and condominium complexes would most assuredly mean that they would be displaced. What followed was a lively discussion about the density/service trade-off—that the more residents there were demanding better city services, the harder those demands are to ignore and that in cities, supply (especially when considering new schools) almost always follows demand, instead of the other way around. We also discussed policies and regulations that could be put into place to ensure that a large percentage of the housing units produced would be affordable to neighborhood residents and that businesses would remain in the hands of local entrepreneurs (instead of big box stores). In the end, participants agreed that they would be willing to accept much taller buildings and much more density on the large avenues (eg. Atlantic, Pitkin) as long as the low-lying residential nature of the side streets was protected, and that measures were put in place to guard against displacement.



Community residents and CHLDC staff participate in a community workshop



## BOA CHARETTE III: PITKIN AVENUE

October 3, 2012

This final Verde follow-up workshop was held at I.S. 302 to discuss density. Planners and architects involved in the BOA planning process recognize that the desperate need and desire for affordable housing, increased commercial, community and open space, as well as dramatically improved services (from transportation to sanitation) can best be achieved through increased density. Before starting construction on radically taller and more dense buildings, CHLDC discussed the pros and cons of increased density with community members. CHLDC planners showed renderings of a proposed building on the Pitkin-Berriman priority strategic site on Pitkin Avenue, in the south-eastern portion of the study area. They started the group discussion asking the participants how they felt about the proposed height and, more generally, what they would like to see on Pitkin Avenue. Participants recognized the lack of activities on Pitkin and expressed the desire for more local places to shop and eat. At the same time, current business owners expressed concerns about not having enough customers to support their businesses. Overall, participants thought the proposed building would make a positive statement to those passing through the neighborhood. Although they reacted negatively to photos of taller buildings along 4th Avenue in Brooklyn, most were receptive to the idea of a 7 to 8 story building along Pitkin Avenue. Taller buildings (R7D and R7X) were identified as more appropriate for a larger corridor like Atlantic Avenue. Residents also liked the outdoor space in the back of the building and spoke at length of how the addition of retail on the main level was sorely needed in the area. One highlight of the workshop was the noticeable surprise in participant's eyes when they saw historic photos of Pitkin Avenue with much more activity and life. They felt that restoring bus service and adding new retail would keep businesses in the neighborhood and improve the corridor for residents.



Left: Pitkin Avenue today, Right: Pitkin Avenue from the past.

## VERDE SUMMIT II

The second Verde Summit was the culmination of all of the previous community workshops and charrettes. Over the past 18 months, the CHLDC BOA team had taken all of the community feedback, ideas, priorities and needs and worked to translate it into site-specific designs located within a comprehensive, neighborhood-wide redevelopment plan. Summit II was our opportunity to present that plan and those designs to the community to see if we'd gotten it right. Our goal was to solicit specific feedback on the design and use of the priority strategic sites. Nearly 100 Cypress Hills/East New York residents attended Summit II, held Saturday, October 27, 2012 at PS/IS 89, the Cypress Hills Community School. Each registered participant received a Verde tote bag containing the Summit II information booklet (included as Appendix X), a host of other resources for healthy living, and a pair of raffle tickets. In the gymnasium, a virtual tour of the BOA sites played on a large screen while colorful displays shown below lined the perimeter of the room, creating a visually rich and informative environment to welcome participants.

To start the day, CHLDC staff welcomed participants, recapped the events of the first Verde Summit and the subsequent design workshops. Then Department of City Planning staff reported on continuing efforts through the Sustainable East New York initiative to improve access to Broadway Junction and rezone Atlantic Avenue to accommodate higher densities. Consultants from Karp Resources, Health x Design, ISA Architects and the Pratt Center presented draft recommendations for redevelopment of the BOA priority strategic sites. Karp Resources presented several concepts for bringing healthy food options to Cypress Hills, including a public market, a healthy supermarket, a food and farming hub and a hydroponic farm co-op. Health x Design, working closely with ISA Architects, considered components of the built environment that would promote health and wellbeing, such as incorporating health and job training facilities into the design of the Arlington Village site. The Pratt Center found that forms of manufacturing like food preparation and co-packing are in high demand across the region and, along with employee-owned cooperatives, could help bring safe, sustainable living wage jobs to Cypress Hills.

Each consultant then facilitated a series of workshops in which community members had the opportunity to ask questions and interact with the material that was proposed. Participants were eager to bring their own ideas and concerns to the table. Themes gathered from the breakout sessions included security, beautification and pedestrian safety along Atlantic Avenue, the importance food could play in promoting health and creating jobs, and the need for more public gathering spaces for entertainment, shopping and recreation.

During the afternoon session, Summit II participants interacted with the draft set of architectural renderings for each of the priority strategic sites, first through a presentation by ISA Architects, then in smaller groups organized by site in which they were able to offer feedback on the designs. These discussions were facilitated by the architect, CHLDC staff and other members of the CH BOA team. Overall, residents were receptive to the building design concepts, and excited by the prospect of new developments including affordable housing, community centers and supermarkets that would serve the needs of local residents and provide jobs. Protecting the existing cultural and architectural fabric of the neighborhood remains a high priority. Residents were amenable to higher densities along Atlantic Avenue, but feared excessive height may lead to displacement.





Other issues of concern included:

- Access to affordable, healthy food
- Education on healthy eating/disease prevention
- Safe, affordable housing for CH/ENY residents
- Safety and Pollution: Concern that manufacturing would increase truck traffic
- Transportation: Liberty Ave. bus service restored
- Question about why superbloc was preserved at Arlington site in new design
- Need for more community and recreation facilities
- Job training and better paying jobs
- Better walkability

Summit II offered yet another opportunity for rich dialogue between community experts and planning professionals. Renderings of new buildings and streetscapes created excitement among participants eager to see their community back on the map as a safe, welcoming and compelling place to live, work, and visit. Several factors stand in the way of this vision, including a lack of retail and entertainment options which force residents to leave the neighborhood. Residents envisioned new gathering spaces within the neighborhood—restaurants, stores, theaters, farmers’ markets, community centers—that could serve and bring together youth, families and seniors. Another barrier, Atlantic Avenue, was perceived as a danger and divider in the community rather than a connecting point. Residents asked for traffic safety and lighting improvements that would open this dangerous corridor to pedestrians and cyclists. Many anticipated that with carefully planned investment, Cypress Hills could become a more viable and noticeable community, but none were looking for wholesale change. New developments and amenities, they felt, should largely conform to and serve the existing neighborhood, rather than attract others from outside the neighborhood.



## VERDE SUMMIT 2012

CYPRESS HILLS LOCAL DEVELOPMENT CORPORATION

### What are Brownfields?

Brownfields are defined as, "...real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant." (US EPA)

### What is a BOA?

"The BOA program is geared towards community-based organizations. The program provides municipalities and community-based organizations with assistance redeveloping brownfield sites by covering up to 90 percent of all eligible planning and pre-development costs. The BOA program promotes locally driven planning by providing funding for a community-led planning process and encourages municipalities and community-based organizations to work collaboratively. The BOA program provides funding for pre-nomination and nomination studies and for the development of an implementation strategy. The goal of the program is to promote consensus-driven planning around brown-field redevelopment, thus the program provides a flexible planning framework that focuses on an area-wide approach as opposed to a site by-site approach."

—Liveable Neighborhoods Training Toolkit, Municipal Art Society

### What is the study area?

Cypress Hills Local Development Corporation has undertaken a study of 275 acre area which includes 30 potential brownfield sites located in Cypress Hills/East New York. The percentage of vacant and underutilized land in the BOA sub-zone is approximately 30%. Of the more than 30 suspected brownfield sites in our BOA area, we have identified 5 strategic sites in the neighborhood that we consider to be excellent development opportunities for new affordable housing, open space, gardens, community facilities and more job generating businesses.

### What are the Goals of the Plan?

**Vacant Lots + Community Planning + NYS BOA = Opportunities for housing, open space, & economic development**

The primary objectives are: preservation, stabilization and expansion of affordable housing, the creation of viable economic development opportunities, including green manufacturing and job training, safe and sustainable transportation routes and improved access to open space.



### En Español

#### ¿Qué son los Brownfields?

Un "brownfield" se define como "...propiedad inmueble, la expansión, reurbanización, o reutilización de la cual puede ser complicada por la presencia o posible presencia de sustancias peligrosas, o contaminantes." (US EPA)

#### ¿Qué es una BOA?

"El programa BOA está orientado a organizaciones de base en la comunidad. El programa le proporciona asistencia a las municipalidades y organizaciones de base en la comunidad para la reurbanización de espacios brownfield, cubriendo hasta 90 por ciento de los costos de planificación y pre-urbanización idóneos. El programa BOA promueve la planificación impulsada localmente mediante la financiación de un proceso de planificación liderado por la comunidad, y estimula a las municipalidades y organizaciones de base comunitaria a trabajar en colaboración. El programa BOA provee financiación para estudios pre-nominación y de nominación, y para la elaboración de la estrategia de implementación. El objetivo del programa es promover la planificación liderada por consenso en torno a la reurbanización brownfield, de este modo el programa proporciona un marco flexible de planeación que se centra en un planteamiento territorial amplio en lugar de sitio por sitio."

—Caja de herramientas para barrios habitables, Municipal Art Society

#### ¿Cuál es el área de estudio?

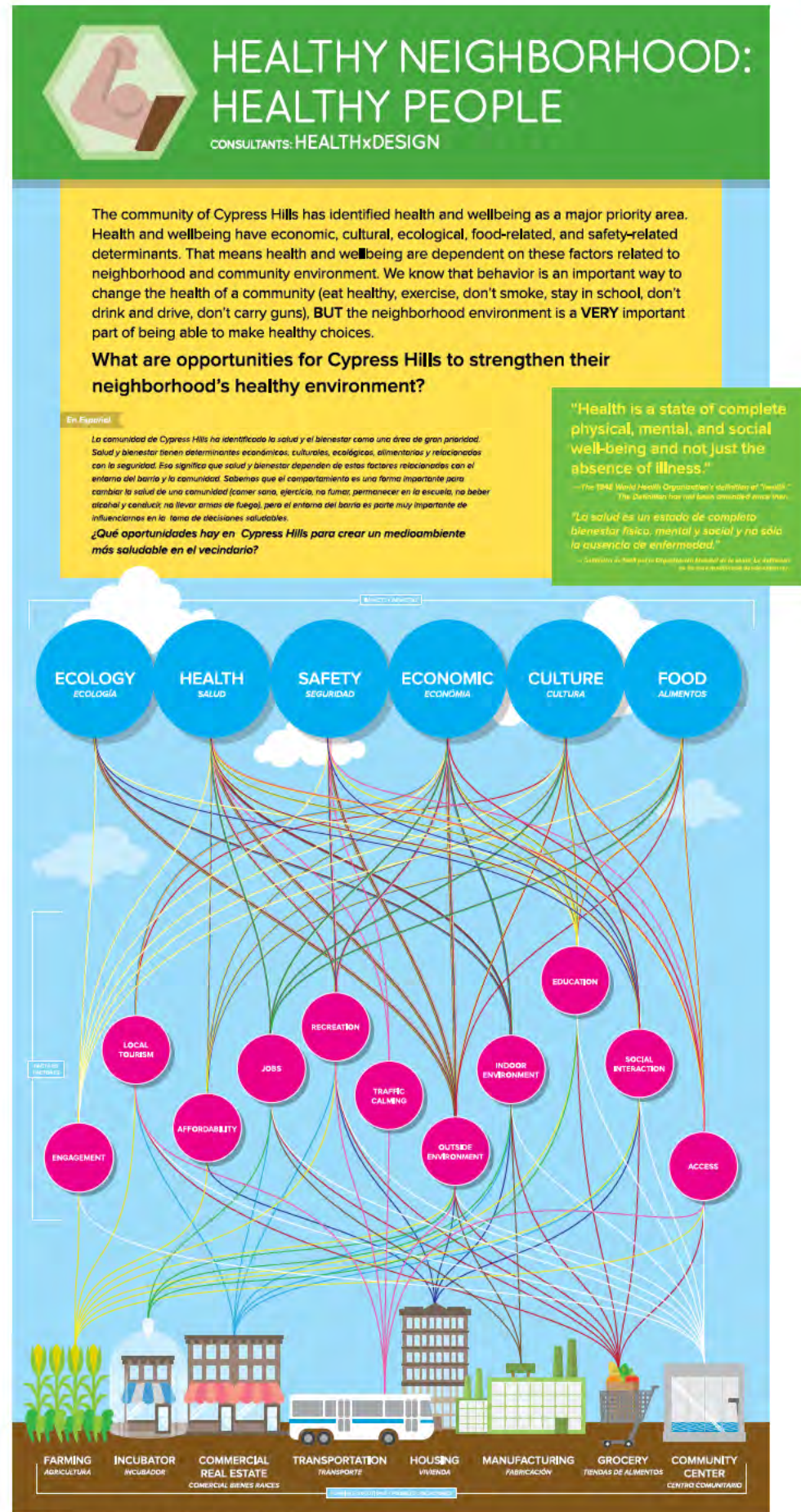
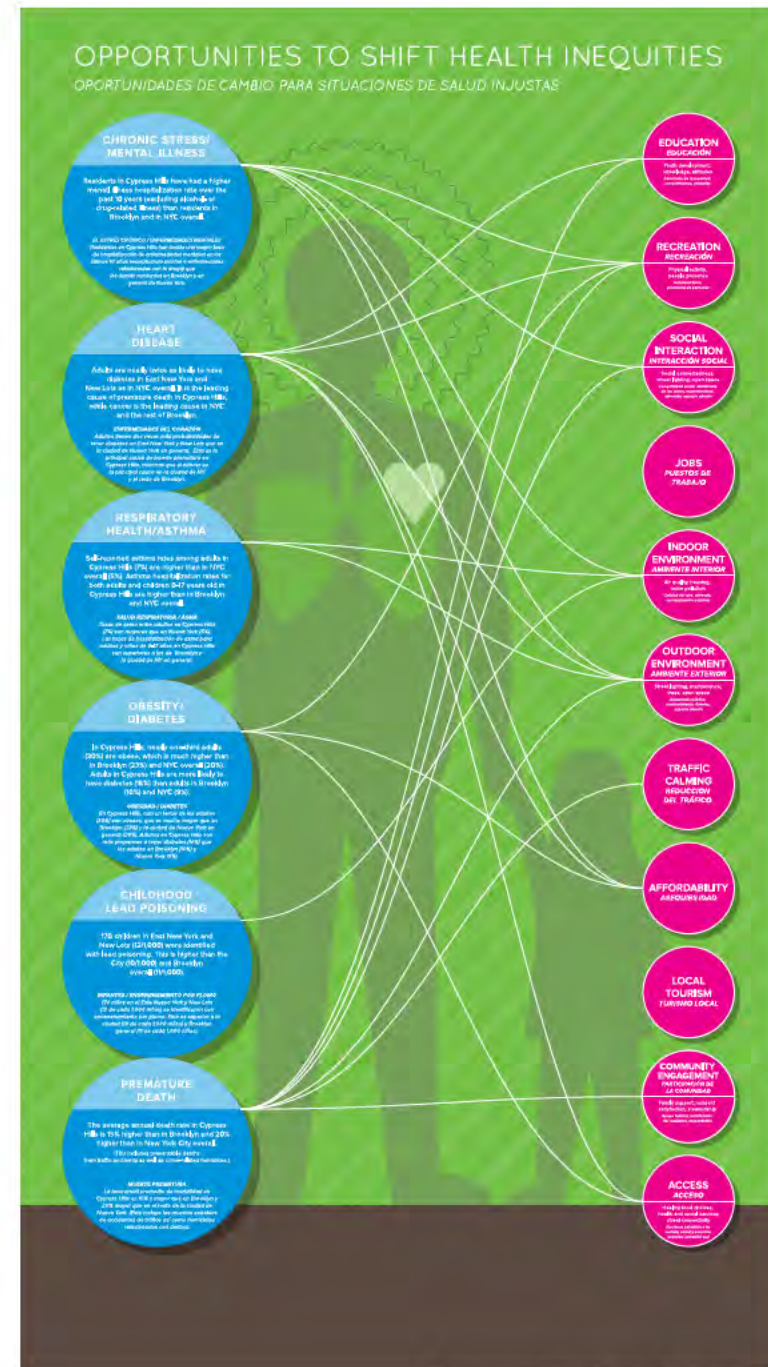
La Cypress Hills Local Development Corporation ha asumido el estudio de un área de 275 acres que incluye 30 posibles espacios brownfield ubicados en Cypress Hills/East New York. El porcentaje de terreno desocupado o infrautilizado en la sub-zona BOA es de aproximadamente 30%. De los más de 30 presuntos espacios brownfield en nuestra área BOA, hemos identificado 5 sitios estratégicos en el barrio que consideramos ser excelentes oportunidades de desarrollo para nueva vivienda asequible, espacio abierto, jardines, instalaciones comunitarias y mayor número de negocios generadores de empleo.

#### ¿Cuáles son los objetivos para el plan?

**Lotes desocupados + planificación comunitaria + BOA de NYS = Oportunidades para vivienda, espacio abierto & desarrollo económica**

Los objetivos principales son: conservación, estabilización y expansión de la vivienda asequible, la creación de oportunidades viables para el desarrollo económico, incluyendo la fabricación y capacitación laboral ambientalista, rutas de transporte seguras y sostenibles, y mejor acceso al espacio abierto.







# MADE IN CYPRESS HILLS

CONSULTANTS: PRATT CENTER FOR COMMUNITY DEVELOPMENT

## What Is Manufacturing?

When people think of factories, what usually comes to mind is a big brick building with a smokestack that spews bad-smelling smoke into the air. But manufacturing has changed a lot. It can be clean and even green. New York City doesn't really have big factories anymore, but there are still about 100,000 manufacturing jobs here, making products like furniture and plumbing fixtures. Jobs in manufacturing usually pay 16% better than jobs in retail and restaurants, and are more often full-time, stable, and provide benefits such as health insurance.

## What's Being Made in Cypress Hills?

Manufacturing in the neighborhood is diverse. People are making everything from furniture, to jewelry, to leather products, to soup mixes, to brass fittings.

## Who Works in Manufacturing?

Manufacturing are the processes that add value to something, like turning a piece of metal into a thimble or toy. Manufacturing processes require people—people with skills. These skills are acquired through training, and higher skills usually come with higher wages. There are over 4000 manufacturing and manufacturing-related jobs in area. Most of these jobs are held by people who live here, and more than 1/3 of people living in Cypress Hills work in manufacturing. So who is working here? You!

### ¿Qué es fabricación?

Cuando la gente piensa sobre las fábricas, lo que generalmente viene a la mente es un gran edificio con una chimenea de ladrillo que vierte humo y mal olor en el aire. Pero los métodos de fabricación han cambiado. Puede ser incluso verde y limpio. Nueva York ya no tiene grandes fábricas, pero todavía hay unos 100,000 empleos que fabricación productos tales como mobiliarios y accesorios de fontanería. Empleos en fábricas generalmente pagan 16% más que lo que pagan las tiendas y restaurantes, y son más a menudo a tiempo completos, más estables y proporcionan mejores beneficios tales como seguros de salud.

### ¿Qué se está haciendo en Cypress Hills?

La fabricación en el barrio es muy diversa. La gente está haciendo de todo, desde muebles, joyería, productos de cuero, mezclas para sopa, piezas de cobre.

### ¿Quién trabaja en fabricación?

Fabricación son los procesos que agregan valor a algo, como convertir una pieza de metal en un dedal o juguete. Los procesos de fabricación requieren personas — personas con habilidades. Estas habilidades se adquieren a través de la formación y habilidades superiores generan mejores salarios. Hay más de 4000 empleos de fábricas y áreas relacionadas con la fabricación. La mayoría de estos trabajos se llevan a cabo por personas que viven en aquí y más de 1/3 de personas que viven Cypress Hills trabajan en fabricación. ¿Quién está trabajando aquí? Usted!

## CASE STUDY: METAL FABRICATION DISTRICT

CASO DE ESTUDIO: DISTRITO DE FABRICACIÓN DE METAL

**Cluster Promotion:** There are several metal fabricators in proximity to each other—primarily along Liberty Avenue in the study area—in addition to high-profile local fabricators such as Watermark Designs. It's a natural business cluster and suggests an opportunity to promote the cluster to other business who use their products and develop the cluster through supply chain consolidation and sharing of resources/materials/labor. Cluster businesses can organize themselves to stimulate innovation, create market power, and make government support more effective.

**Cadena de Promoción:** Existen varios fabricantes de metales cerca uno a otro — principalmente a lo largo de la Avenida Liberty en el área de estudio — además se encuentra fabricantes locales de alto perfil tales como la marca Watermark Design. Es una cadena de negocios creados naturalmente y sugiere una oportunidad para promover esta cadena a otro negocio que consumen sus productos y desarrollar dicha cadena a través del suministro, consolidación y distribución de recursos, materiales, trabajo. Un cadena de negocios, las empresas pueden organizarse para estimular la innovación, crear un poder de mercado y hacer que el apoyo del gobierno sea más efectiva.

### METAL FABRICATION DISTRICT

Tools, sheet metal, brass fittings, iron fences, gates, architectural finishes like faucets and handles, metal doors and grates, window guards and roller doors.

Puntos esenciales: herramientas, perfiles, piezas de bronce, alambres, equipos de acabado de acero, cerraduras de seguridad.

Metal fabricator workers earn, on average, \$1,000 per week, before taxes.

(Average of both owners and managers.)

Los trabajadores del sector de fabricación de metal ganan en promedio \$1,000 por semana en salario bruto (Promedio de los dueños y gerentes).

Consumers: Individuals, restaurant supply companies, architects, plumbing supply companies, contractors.

Consumidores: Individuos, compañías de suministros de restaurantes, arquitectos, plomeros, contratistas.

## CASE STUDY: CO-PACKING & FOOD VENDING

CASO DE ESTUDIO: DISTRIBUCIÓN Y VENTA DE ALIMENTOS

Two sites—Chloe Foods and the EDC site—lend themselves to food-related industries. Specifically, we recommend co-packing and food vending—both of which are manufacturing activities that match local skills, fit with the expressed need to expand the community food-related activities, and are suggested by our research of the market driven by regional anchor institutions, i.e., JFK, schools, and hospitals.

Los dos sitios — el terreno de alimentos Chloe y el de EDC — se prestan para industrias vinculadas a la alimentación. Específicamente, se recomiendan la distribución y venta de alimentos — ambas actividades son en sí mismas pertenecientes a la fabricación que coinciden con las capacidades locales, y se ajustan con la expresada necesidad de expandir las actividades relacionadas con los alimentos de la comunidad y que fue sugerida por nuestra investigación del mercado impulsada por las instituciones regionales, tales como, el aeropuerto JFK, escuelas y hospitales.

### VICTORIA CO-PACKING

Private food and co-packing food products.

Alimentos privados y co-empaquetado de productos alimenticios.

Over 50,000 sq. ft., 24-hour facility.

Más de 50,000 pies cuadrados, 24 horas.

190 full-time employees.

190 empleados a tiempo completo.

Consumers: Over 50 companies.

Más de 50 empresas.

### HEAVENLY KOSHER

Food for catering and high-volume purposes.

Alimentos de alto volumen y para restaurantes.

Over 15,000 sq. ft., masonry walls, flat roof.

Más de 15,000 pies cuadrados, muros de mampostería, techo plano.

25 full-time employees.

25 empleados a tiempo completo.

Consumers: United Airlines.

## CASE STUDY: WORKER-OWNED COOPERATIVES

CASO DE ESTUDIO: DISTRITO DE FABRICACIÓN DE METAL

Cypress Hills need jobs of all kinds, but especially for people experiencing high barriers to job placement, such as a lack of formal training, family responsibility, and language proficiency. A worker-owned cooperative, such as the Cleveland-based Evergreen Cooperative, could be explored. Again, because there is potential regional demand from airports, hospitals, and hotels for linen, an energy-efficient, low-water volume commercial laundering facility is a strong potential use.

Cypress Hills necesita trabajos de todo tipo, pero especialmente para las personas que experimentan alta dificultades para la inserción laboral, como la falta de entrenamiento formal, responsabilidades familiares, y dominio del idioma. Una cooperativa propiedad de los trabajadores, como la que existe en Cleveland llamada Evergreen Cooperative, podría estudiarse. Una vez más, existe un potencial regional debido los aeropuertos, hospitales y hoteles en el área el cual tienen una demanda de línea para sábanas, energía, lavanderías comerciales de bajo volumen de agua, las cuales son potenciales usos.

### EVERGREEN COOPERATIVE LAUNDRY

Worker-owned cooperative laundry.

Lavandería cooperativa propiedad de los trabajadores.

Up to 50 jobs for worker-owners. Wages start at \$8/hr. for 6 months; then \$10.50/hr. with 50¢/hr. set aside for 3 years toward a \$3,000 share in the company. Hasta 50 puestos de trabajo para los trabajadores propietarios. Los salarios comienzan en \$ 8/hr durante 6 meses; luego \$10.50/hr con 50¢ / hr reservado para cada año hasta cumplir el tercer y compartiendo con la empresa hasta un máximo de \$3,000.

State-of-the-art green facility with energy-efficient laundry equipment.

Emplea un equipo de lavandería moderno con energía renovable.

Consumers: Area hospitals, nursing home, hotels.

Hospitales del área, enfermería, hoteles.

## MANUFACTURING: RESEARCH PROCESS

FABRICACIÓN: PROCESO DE INVESTIGACIÓN

**BASELINE DATA**  
Datos Preliminares

26%  
56%  
178%

**REVIEW OF STRATEGIC NEEDS**  
Revisión de las Necesidades Estratégicas

Map of location of firms.  
Se determinó dónde las manufacturadoras estaban ubicadas.

**BUSINESS & NEIGHBORHOOD CASE STUDIES**  
Estudio del vecindario y los Negocios

Conducted business review of large institutions such as airports and hospitals as potential purchasers of manufactured goods.  
Se realizó la revisión de negocios de grandes instituciones como aeropuertos y hospitales como potenciales compradores de bienes manufacturados.

**INTERVIEWS**  
Entrevistas

Interviewed people who provide business services and job training.  
Se realizó entrevistas a personas que proveen servicios de negocios y capacitación laboral.

**ANALYSIS OF FINDINGS**  
Análisis de los Resultados

Analysed all information collected and made recommendations for adding jobs.  
Se procesó o analizó toda la información recolectada y se formularon recomendaciones para aumentar la cantidad de empleos.

**FINAL REPORT**  
Informe Final



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## BOA STEERING COMMITTEE

The Cypress Hills BOA Steering Committee brought together a group of community activists, business owners, school and religious leaders, community board members, private funders, and representatives from the Department of State and a wide range of city agencies (nine in all)—all of whom have a vested interest in and/or knowledge of the Cypress Hills/East New York neighborhood (see Steering Committee Member list in Appendix X). The purpose of the Steering Committee was to guide the planning process, provide feedback from multiple perspectives, identify additional opportunities for BOA initiatives, and to help spread the word about the Cypress Hills BOA in the neighborhood and beyond.

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### CH BOA STEERING COMMITTEE MEETING 1

*October 4, 2011*

The first CH BOA Steering Committee meeting was attended by 18 members, including representatives from one state agency and five city agencies, and five neighborhood institutions (schools, non-profits, and businesses). A brief background on Cypress Hills Local Development Corporation—history, mission, and role in the Cypress Hills/East New York neighborhood was presented. Curtis Cravens, of the NY Department of State then gave a brief overview of the BOA program—its history and goals, its unique role as a bridge between communities and multiple branches and levels of government, and current BOA projects. A description of the CH BOA, the study area boundaries, goals and work plan followed, as well as a description of the role of the Steering Committee in the project. The focus of the meeting then turned to the upcoming Verde Summit—a community-wide planning workshop and design charette planned for later in October. The format of the Summit, workshop topics and design areas, as well as outreach work to date and plans for additional outreach were discussed. Steering Committee members offered helpful suggestions for topics to discuss, sites to study and specific outreach means and methods. Finally, all Steering Committee members were invited to participate in the Summit—in the kick-off on the 20th as well as the workshop on the 21st. Plans were made to re-convene following the Summit to analyze community feedback and plan next steps.

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### CH BOA STEERING COMMITTEE MEETING 2

*February 8, 2012*

The second CH BOA Steering Committee meeting saw a similarly strong showing of government support with one state and five city agencies represented. Four civic institutions were represented, as well as one private funder. The meeting began with introductions then moved into a report back on the very successful Verde Summit. Data on attendees, and community feedback from the various workshops and design sessions was shared. A detailed analysis of the community feedback, performed by the Pratt Center for Community Development, was circulated in advance of the meeting and was reviewed in detail at the meeting. CHLDC then presented a draft CH BOA work plan and timeline to the group. This included a discussion of the CHLDC approach to the project, in which the well-resourced CHLDC team—made up of urban planners, designers and architects—plays the role of

general contractor (GC) to a team of consultants focused on specific topics from food businesses to industrial development to design and public health. The timeline targeted the end of 2012/beginning of 2013 for submission of the BOA Step II Final Report to DOS. Steering Committee members suggested resources for funding (e.g. OER BIG grant program) and for private/public collaboration. Next steps discussed included a follow-up community design workshop focused on priority strategic sites on Atlantic Avenue in April, priority strategic sites on Pitkin Avenue in August, and a presentation of a draft report to the community at a Verde Summit II in October. NYC DCP also discussed their NY/CT Sustainable Communities work—especially that portion of the project focused on East New York—and their past and upcoming community engagement sessions. The meeting closed with plans to reconvene before the next Summit.

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### CH BOA STEERING COMMITTEE MEETING 3

*December 12, 2012*

The final Steering Committee meeting for Step 2 CH BOA work was held Dec 12, 2012 at Liberty Avenue Apartments (119 Fountain Ave), a CHLDC-owned affordable housing development in Cypress Hills. One state and three city agencies were represented along with two other neighborhood organizations. January 2013 was presented as the target for submission of the BOA Step 2 Report to DOS. Members viewed the flyover video produced for the October 27 Verde Summit II and received copies of the Summit II program which summarized the consultants' findings and recommendations. Steering Committee members discussed sources for funding including the Regional Economic Development Council that would announce the year's award recipients on December 18th. Department of City Planning and the Mayor's Office of Environmental Remediation representatives discussed strategies for moving forward with transportation improvements at Broadway Junction. Representatives from the Department of Health and Mental Hygiene discussed having CHLDC present their Verde work at the Fit City conference in May or June of 2013. East New York Farms updated members on the need to secure a drop-off site for Long Island farmers traveling to Union Square, which could serve as a distribution hub for local businesses. Their greatest need would be for funding for the refrigeration. CHLDC updated members on the acquisition and contamination status of each of the priority strategic sites, assigning them the following order of priority: 1) M&T site, 2) Pitkin & Pennsylvania site, 3) EDC site, 4) Arlington Village site, 5) Chloe Foods site.

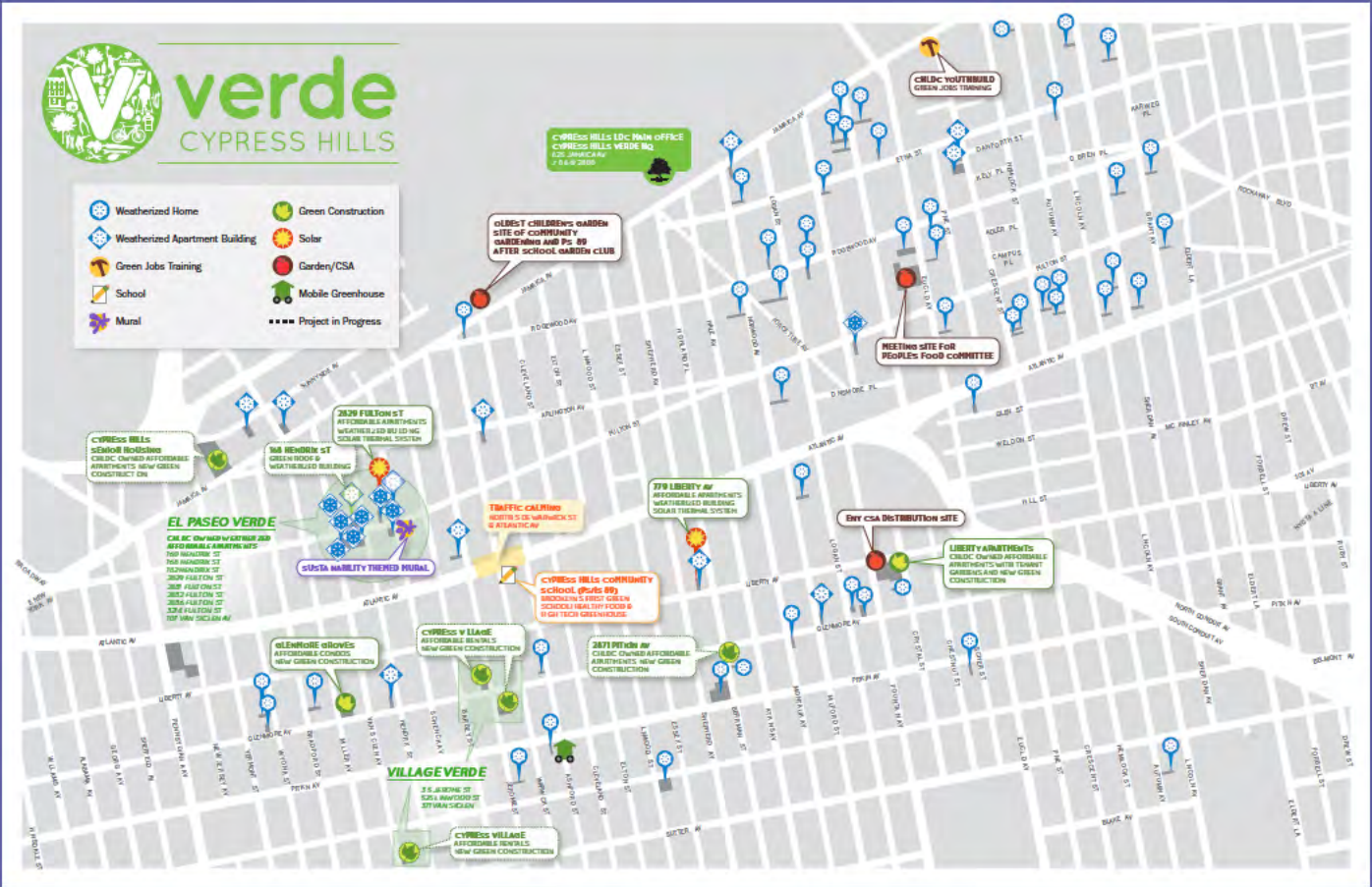


PUBLIC PARTICIPATION CONCLUSIONS

The contents of this chapter have described CHLDC’s participatory re-development process—working with residents to engage them in the creation of a comprehensive community re-development plan, while gathering and analyzing technical data to inform the process throughout. The 2011 Happiness Survey of over 600 people revealed the need for additional open space, fresh food, and community centers. Residents also cited concern about the lack of activities for young people, crime, housing affordability, and unemployment. The Verde Summit and the charrettes that followed provided further opportunity for exchange of information between experts in various fields, and residents who have local knowledge. The result is that Cypress Hills’ residents are becoming increasingly comfortable and effective in their role as “Citizen Planners.” Their vision encompasses local economic development that prioritizes stable employment opportunities; a holistic view of neighborhood health that prioritizes fresh food, recreation, neighborhood greening, walkability, and energy efficiency; the creation of new public spaces where people can gather and connect; and additional housing that is healthy and affordable.

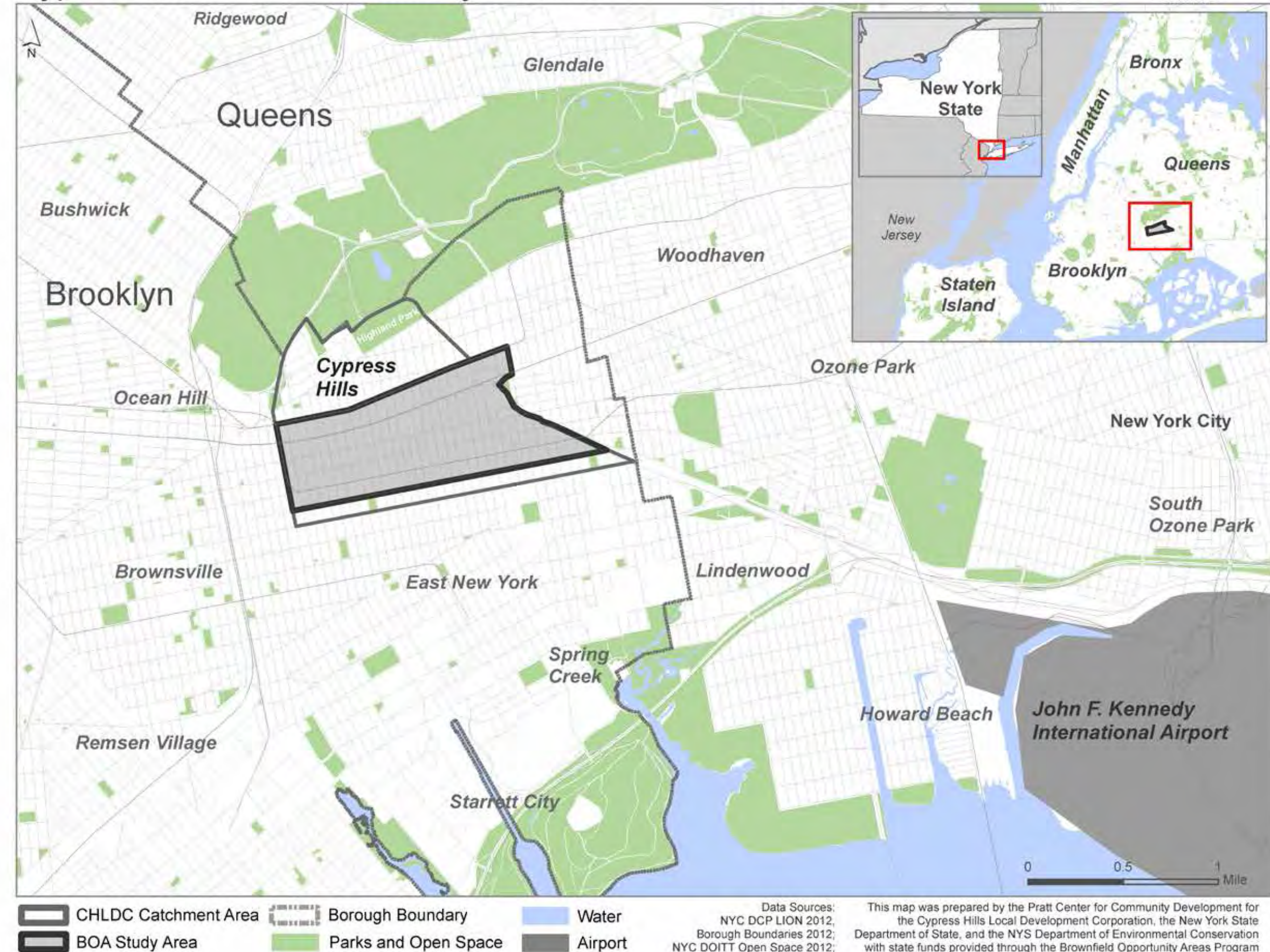
These priorities informed the next phase of Step 2 work, a series of analyses about how specific strategic and soft sites in the neighborhood could become opportunities to implement the vision. These analyses addressed health, food and manufacturing opportunities and resulted in a set of draft recommendations, which were presented at Verde Summit II in October 2012. Here again, the community’s input helped sharpen and build on the set of recommendations.

CHAPTER 3  
CYPRESS HILLS  
BROWNFIELD  
OPPORTUNITY AREA  
ANALYSIS





# Cypress Hills BOA: Community Context



## INTRODUCTION

The following chapter provides a thorough description of Cypress Hills/East New York. It explains how the neighborhood came to be the way it is today, examining carefully the current land uses, conditions, zoning, and patterns of disinvestment. It explains who lives in the neighborhood and how that population and its needs have changed over time. We describe the process by which CHLDC identified strategic and priority strategic BOA sites, and examine their redevelopment potential. Special emphasis throughout the analysis was paid to examining the feasibility of recommendations that emerged from the community planning process, where residents again and again stated the need for healthy, safe, affordable housing, jobs that are stable and well-paying, more and improved green and open space, indoor recreation and arts space and improved access to fresh, healthy, culturally appropriate food that could form the basis of local economic development. The economic and market trends analysis, the food resources analysis, and the manufacturing analysis conducted to explore the feasibility of enhancing these features in Cypress Hills/East New York are also described in this chapter.

We describe in detail the recommendations made for each of the six priority strategic sites, address the potential of additional strategic sites to support CH BOA goals and objectives, and spell out progress made toward the realization of those goals and objectives.

CHLDC has taken full advantage of one of the cornerstones of the BOA project—bringing communities and government together to plan and redevelop suspected brownfields. CHLDC has long partnered with state and local government to create and implement vital programs, services and development for the Cypress Hills/East New York neighborhood. The BOA program has helped focus the partnership between CHLDC and government on a holistic vision to catalyze redevelopment. The CH BOA has benefitted from multi-agency participation in its Steering Committee – from three different departments in the Mayor’s Office to the Economic Development Corporation, Departments of Health, Transportation, and Planning to, of course, DOS. DCP’s successful Sustainable East New York project, part of the larger New York-Connecticut HUD Sustainable Communities project mirrors much of CHLDC’s sustainability work. The two study areas are virtually identical, and CHLDC and DCP have worked together closely to conduct community outreach, share technical data, and work to build consensus on recommendations that impact the future development of the neighborhood. The coming together of the two projects demonstrates the power of the BOA program – to foster public-private collaborations to efficiently and effectively achieve impactful change for communities and the cities that surround them. Agency plans for the neighborhood, while still in progress, are a critical part of the area-wide revitalization approach and is presented in this chapter. Finally, an analysis of potential partnerships and next steps toward the implementation of CH BOA recommendations rounds out the chapter.



# CYPRESS HILLS BOA AREA OVERVIEW

## COMMUNITY AND REGIONAL SETTING

CHLDC’s catchment area comprises the entirety of Brooklyn’s East New York neighborhood, Community District 5 (CD5). However, the majority of CHLDC’s programs, developments and services are located within the northern section of the district—known locally as Cypress Hills. Historically, Atlantic Avenue has served as the southern boundary of the Cypress Hills portion of East New York, however, the reach of CHLDC programs extends beyond Atlantic, to Sutter Avenue, five blocks further south, then north to the Brooklyn/Queens borough boundary within Highland Park / Cypress Hills Cemetery and extends west to east from Pennsylvania Avenue to the Queens border.

With a total population of about 50,550, the Cypress Hills portion of CD5 is less densely populated than most of Brooklyn, but more dense than New York City as a whole. Most development in the area took place between the mid-nineteenth and early twentieth centuries.

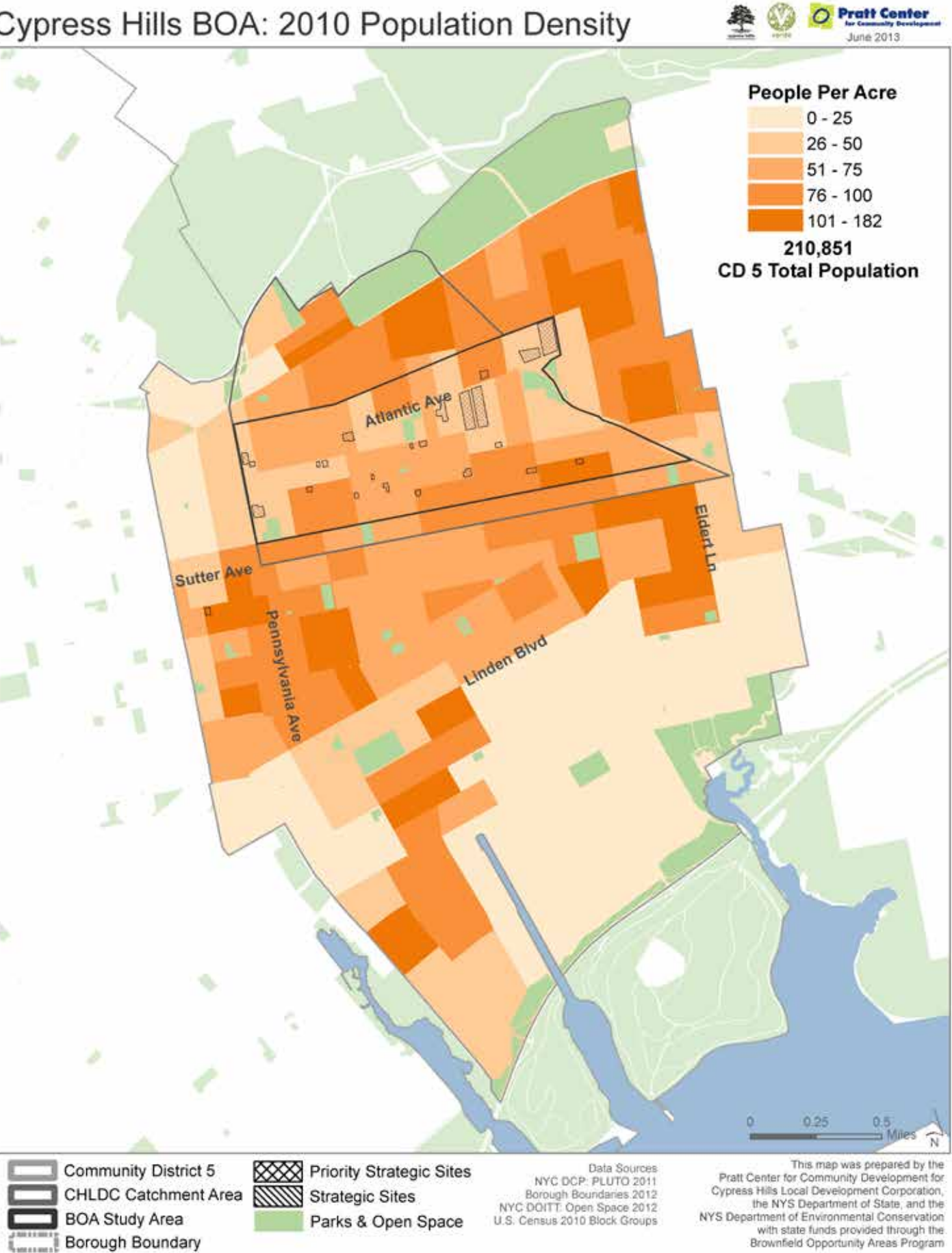
The majority of Cypress Hills is predominantly residential, with a mix of single-family and small multi-family buildings. Most of this housing was built before 1900; some larger apartment buildings were developed during the 1920s and 30s. The area is served by commercial corridors along the major avenues, including Fulton Street, Atlantic Avenue, and Pennsylvania Avenue. The southern and eastern portions of the area include more industrial, commercial, and institutional uses, but even here, residential uses are closely intermixed.

## HISTORIC SETTLEMENT, RACIAL, AND HOUSING PATTERNS

Since the 19<sup>th</sup> century, Cypress Hills/East New York has been home to successive waves of immigrants. German, Polish, Italian, and Irish residents who populated the area in the early 20<sup>th</sup> century moved on, particularly to Queens and Long Island from the 1950s through the 1970s. African Americans, Caribbean, and Central and South Americans replaced these groups to such an extent that by the 1980’s, the population had become 30 percent Black and 50 percent Hispanic. The arrival of African Americans, and later, Hispanics, triggered redlining practices by banks and realtors. The infamous Residential Security Maps created by the Homeowners Loan Corporation in the late 1930s and early 40s assigned East New York grades of “C” and “D,” signaling that the areas were safe for neither white homeowners nor bank investment, primarily due to the presence of “disagreeable” or “undesirable” residents, namely, people of color (Wilder, 2000). The neighborhood is still recovering from those patterns of residential disinvestment today.

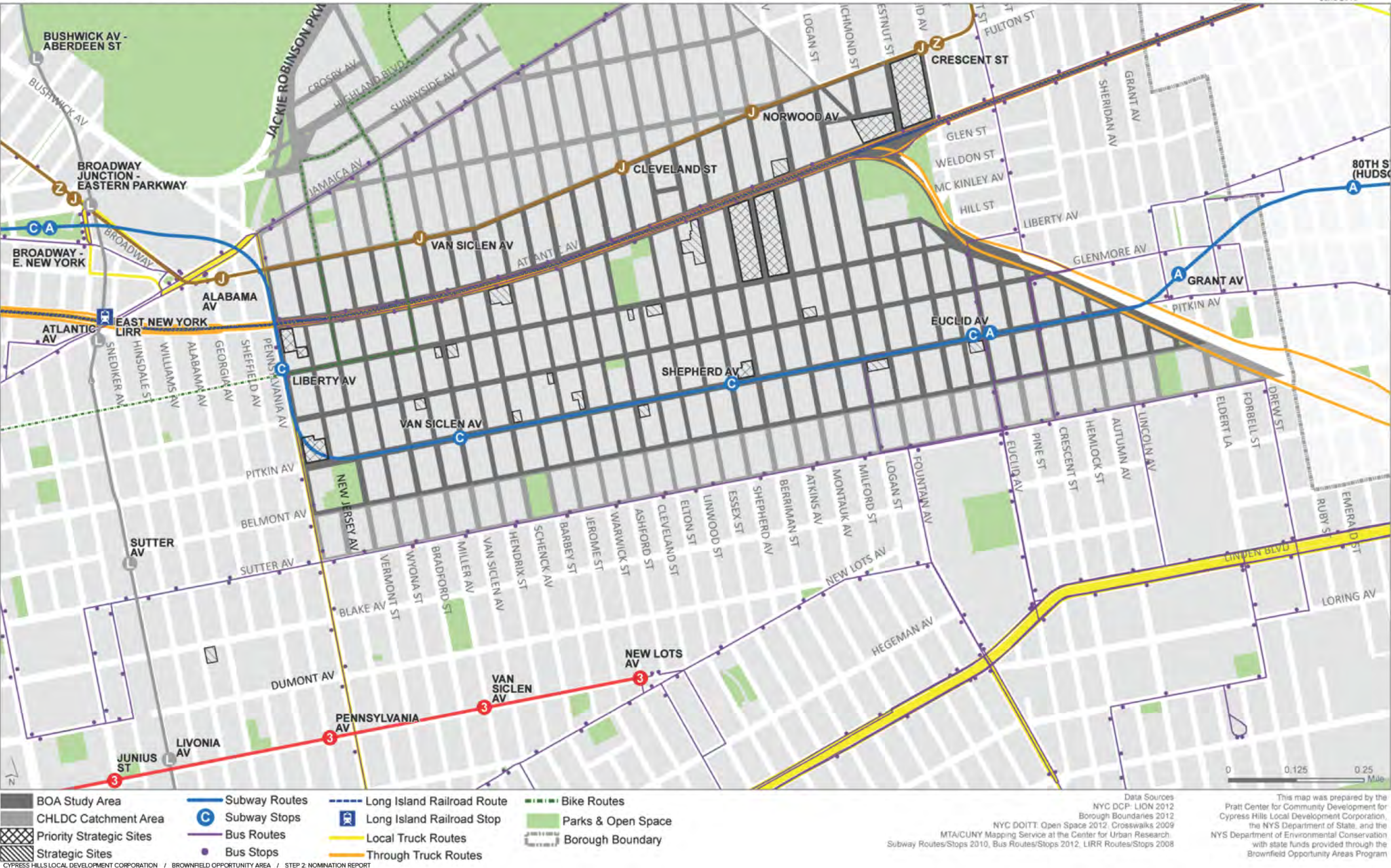
These waves of immigrants have helped the area’s population rebound from the losses experienced by most New York City neighborhoods in the 1980s. In fact, Cypress Hills/East New York is one of the few neighborhoods in the City where the African American population increased over the last ten years (from 46 percent in 2000 to 49 percent in 2007-2009). Air travel made way for the “Great Migration” of Puerto Ricans in the 1950s. Dominicans followed in the 1990s, and, today, with a prevalence of Central and South American immigrants in the northern part of the neighborhood, and Caribbean and West Indian immigrants in the south. There is a relatively new (over the last 10-15 years) and sizeable influx of South Asian immigrants in the eastern portion of the neighborhood and East Asian immigrants throughout the neighborhood. Distance from Manhattan and poor transit connections, housing stock condition, and a reputation for being unsafe has largely prevented the wave of gentrification and displacement that has affected the neighboring communities of Williamsburg, Bushwick, and Bedford Stuyvesant from reaching Cypress Hills.

## Cypress Hills BOA: 2010 Population Density





# Cypress Hills BOA: Transportation



## AREA TRANSPORTATION

Cypress Hills/East New York is strongly marked by its relative isolation from Manhattan and other regional centers of employment. The J/Z, A/C, and 2/3 train lines as well as several buses directly serve the area. Once those trains and buses reach Broadway Junction—a major transit hub with service from five trains and six buses in the north west corner of the neighborhood, straddling CD 5 and CD 16—connections to Manhattan and Downtown Brooklyn are quite efficient. However, service, especially on the J/Z, is slow and unreliable and connections, especially north-south, are difficult to make or non-existent. In addition, only one of the study area’s seven subway stations are ADA-accessible – Euclid Ave A/C, making public transit access difficult for anyone pushing a shopping cart or carrying a heavy load, parents with small children in strollers, and seniors, and impossible for anyone with mobility issues. The elevated J/Z line runs along Fulton Street in the northern part of the neighborhood, the A/C line runs through the southern edge of the study area, the 2/3 line further south in the East New York neighborhood, and the L-line runs to the northwest. The Long Island Railroad (LIRR) station in East New York connects to Flatbush Avenue in Downtown Brooklyn, and to the system’s Jamaica hub in Queens—however, the East New York station is difficult to get to, isolated, dimly lit, and, therefore, rarely used.

Nearly 63 percent of Community District 5 residents take public transportation to work, slightly greater than the overall rate in Brooklyn of 60 percent (Center for the Study of Brooklyn, 2012). While blue-collar employment hubs such as JFK airport are located close to CD 5, public transit connections to them are poor. The area’s lack of efficient transit connections limits residents’ access to opportunity across the region, makes getting around the neighborhood time consuming and unsafe, and impedes local economic development. Nearly 88 percent of the district’s workers travel to jobs outside of the district. Sixty-eight percent of these workers commute to job locations in Brooklyn and Queens. (US Census Bureau, Center for Economic Studies, 2010). Subways lines, however, were constructed around historic patterns of workers commuting to job centers in Manhattan. Consequently, CD5 workers are likely to be more dependent on their own cars, bus lines and privately-operated para-transit and “dollar vans” whose routes generally make up for system deficits.

There is only one north-south bus route running along Euclid Avenue, then Crescent Street—on the easternmost side of the neighborhood—severely limiting public transit options and lengthening commutes. There are only ten north-south streets in the study area that allow through traffic across Atlantic Avenue in total, serving to further separate the northern and southern portions of the community. Eighteen intersections on Atlantic Avenue in the study area alone lack crosswalks, despite the high vehicular traffic volume and the presence of a public elementary school on the north side of Atlantic Avenue, and a public middle school and a private elementary school on the south side. That leaves just seven lit crosswalks that cross Atlantic (28% of all crosswalks), none of which are protected, making walking from north to south or vice versa, both inconvenient and dangerous for pedestrians. Residents’ mobility is made hazardous and complicated by the high volume and high speed of vehicular traffic, making it difficult to move around the neighborhood and to connect to the area’s transit options. Residents perceive and experience Atlantic Avenue, a fast-moving, six-lane, two-way, east-west connector used as a highway-alternative for taxis and other cars heading to JFK airport, as a dangerous barrier between the northern and southern parts of the neighborhood.



DEMOGRAPHIC ANALYSIS

The information about Cypress Hills/East New York residents was calculated and displayed at the community district level, as opposed to limiting it to the study area. The proposed BOA redevelopments, once implemented, are likely to have broad and systemic impacts on the neighborhood as a whole and region-wide.

The most densely-populated portions of the neighborhood are located primarily outside of the study area proper, likely reflecting the area’s zoning and historic settlement patterns. Residents neighborhood-wide are far more likely to rent than to own (75 percent versus 25 percent). While homeownership rates in the blocks making up the northern portion of Community District 5 are between 50 and 74 percent, even higher rates of ownership are seen in portions of the district to the south and southwest, where population density is also lower. One of the distinguishing characteristics of the northern portion of the neighborhood is the high rate of low-income homeowners.

People are poorer in Cypress Hills/East New York than in Brooklyn as a whole. Median household income in the census tracts making up the study area (\$32,463) is below that of Brooklyn (\$44,593) and well below that of New York City (\$51, 270). The neighborhood is quite poor in relation to the region: AMI for the NYC metropolitan region is currently \$62,300. Higher income clusters of median household income (MHI) between \$60,000 and \$73,000 are scattered throughout the CD 5 district, but incomes in the BOA study area tend to be quite low. Much of the study area is at or below 60 percent of AMI. Today, almost half (49.2%) of CD 5 residents receive some form of supplemental income, in comparison to about a third (32.2%) in 2000. (Brooklyn CD 5 District Profile).

The employed civilian population age 16 years and over is 57,392. The top five occupation categories are service, sales, management, manufacturing, and construction. Service and sales jobs tend to be less stable than management, construction, and manufacturing jobs, due to lower rates of unionization and lack of benefits. High employment rates in these sectors suggest that the area’s residents are in need of more diverse job opportunities.

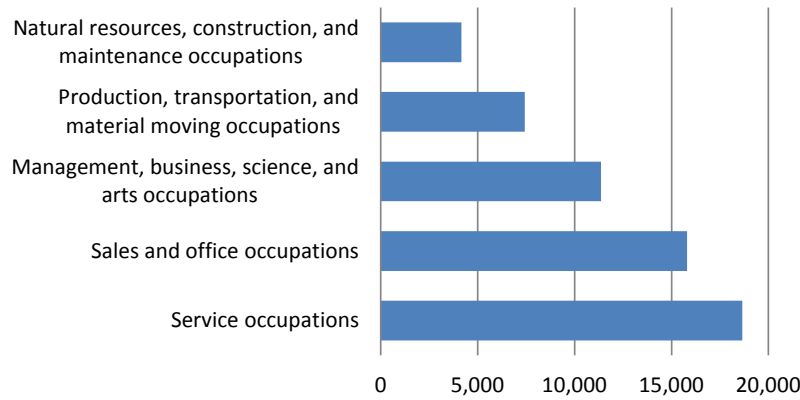
Unemployment rates in the study area are high, and stubbornly so. In 2011, New York City unemployment and Brooklyn unemployment rate were both 9.5 percent, but the rate in Community District 5 was more than twice that

(19% according to the Fiscal Policy Institute, <http://www.crainsnewyork.com/article/20120101/ECONOMY/301019981>). An alarming 38 percent of the children in CD 5 lived in poverty in 2009, and over 16 percent of the youth ages 16-24 in the district are classified as “disconnected,” meaning that they are neither in school nor working.

Linguistic isolation refers to the number of households in which no member over the age of 14 speaks English well. Language isolation is an important indicator of the need to specially tailor programs, services, education, training, and signage to non-English speakers. It also speaks to the need for cultural sensitivity in program and neighborhood design. It is notable that up to 76 percent of the households in the blocks immediately adjacent to the Arlington Village site are linguistically isolated.

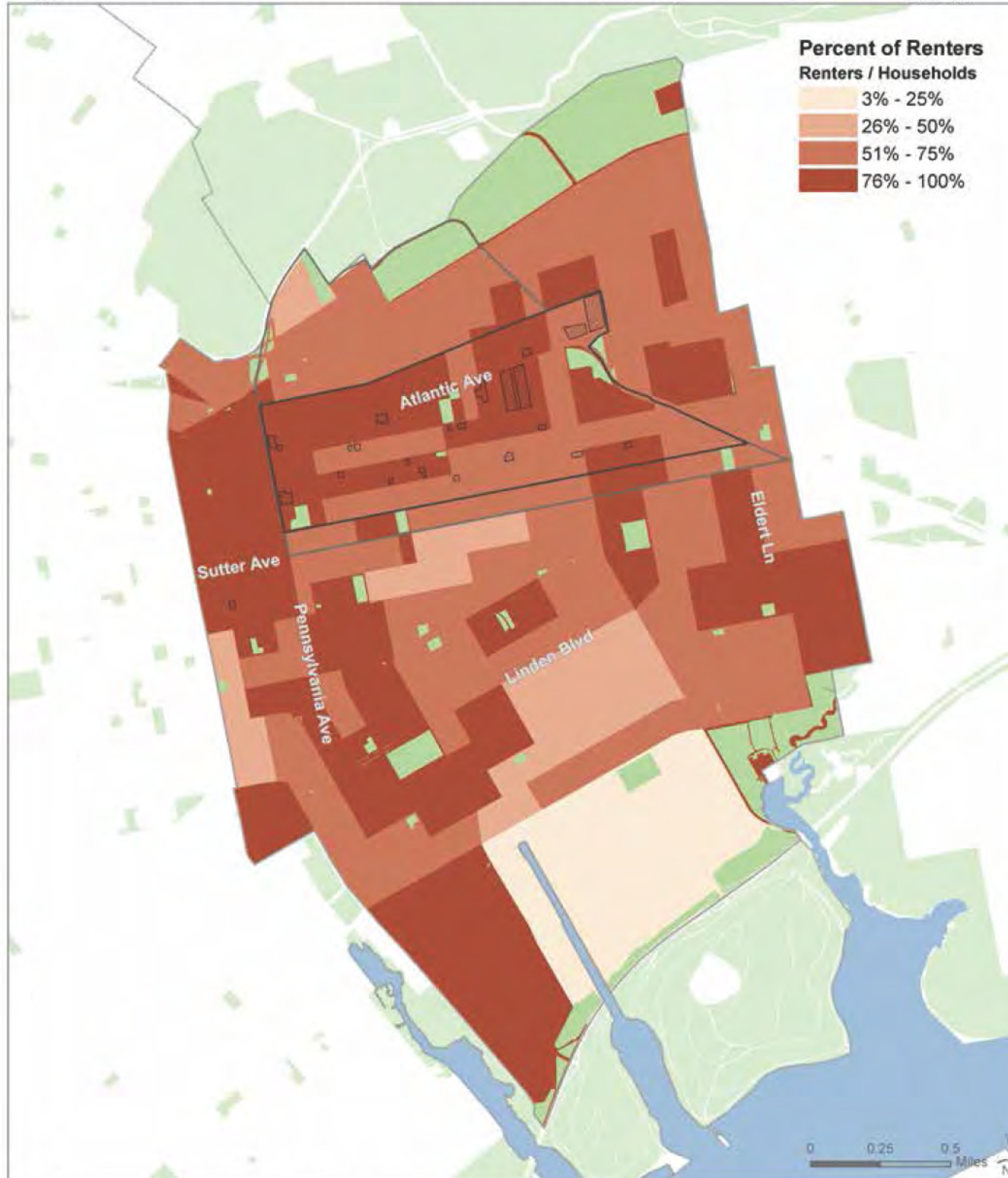
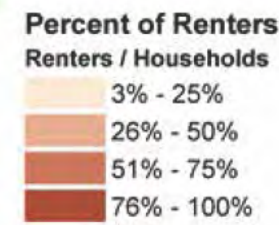
The Linguistic Isolation and Race maps on pages 92 and 93 clearly show the north-south racial dividing line along Atlantic Avenue, where Latino population is concentrated in the north, and Black population is concentrated in the south. There is also a notable Asian presence (of South Asian origin, generally from Bangladesh and eastern provinces of India) between Fulton and Sutter, east of Fountain Avenue. This suggests that new development of key sites along Atlantic Avenue will become bridges among racial groups, with potential to become new anchors for neighborhood diversity.

CHART / TOP FIVE OCCUPATIONS



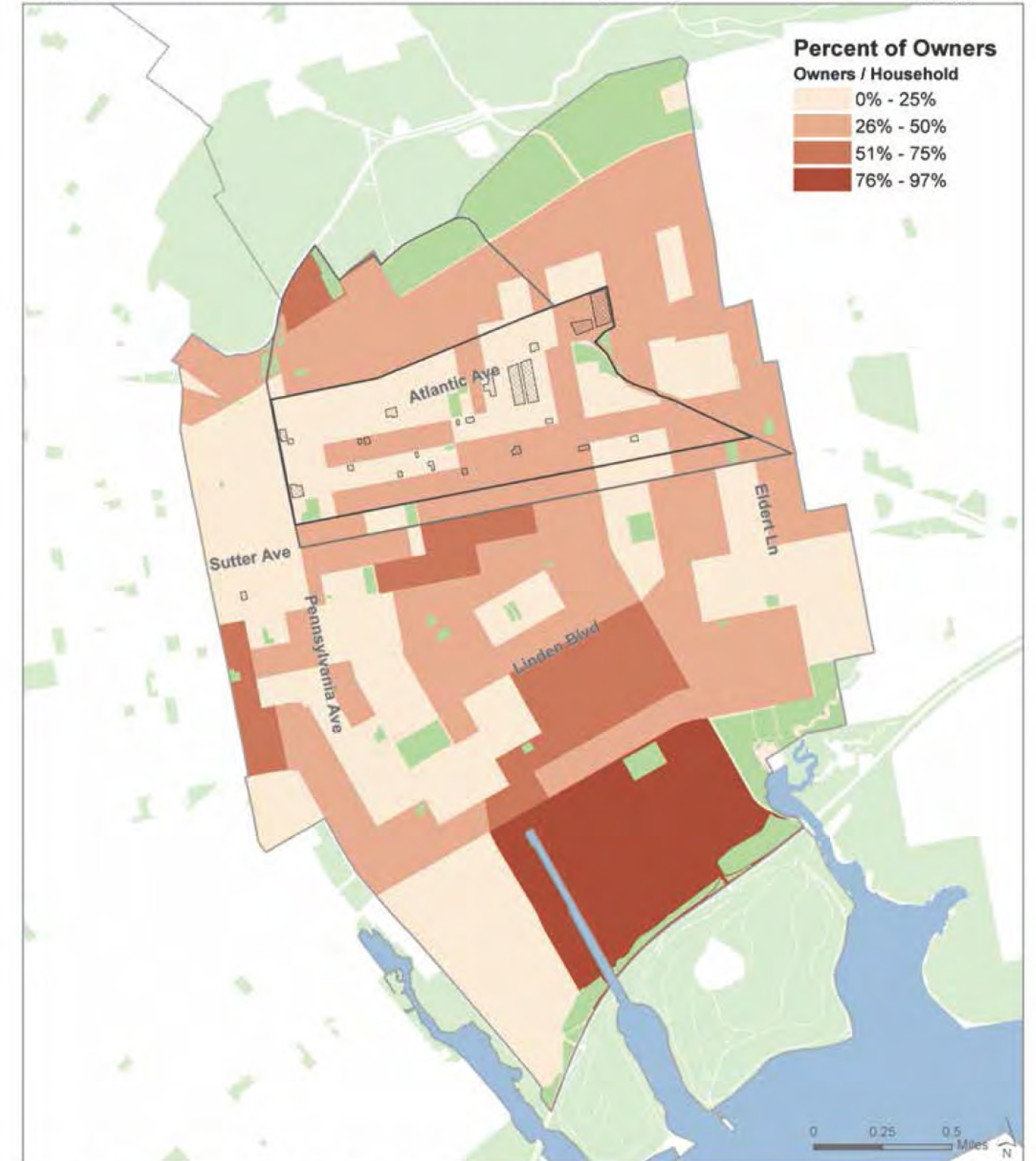
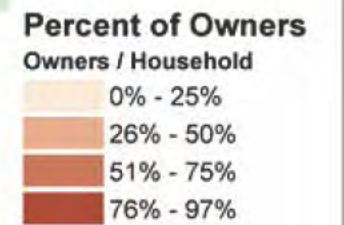


# Cypress Hills BOA: 2010 Renter Occupancy



This map was prepared by the Pratt Center for Community Development for Cypress Hills Local Development Corporation, the NYS Department of State, and the NYS Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Areas Program

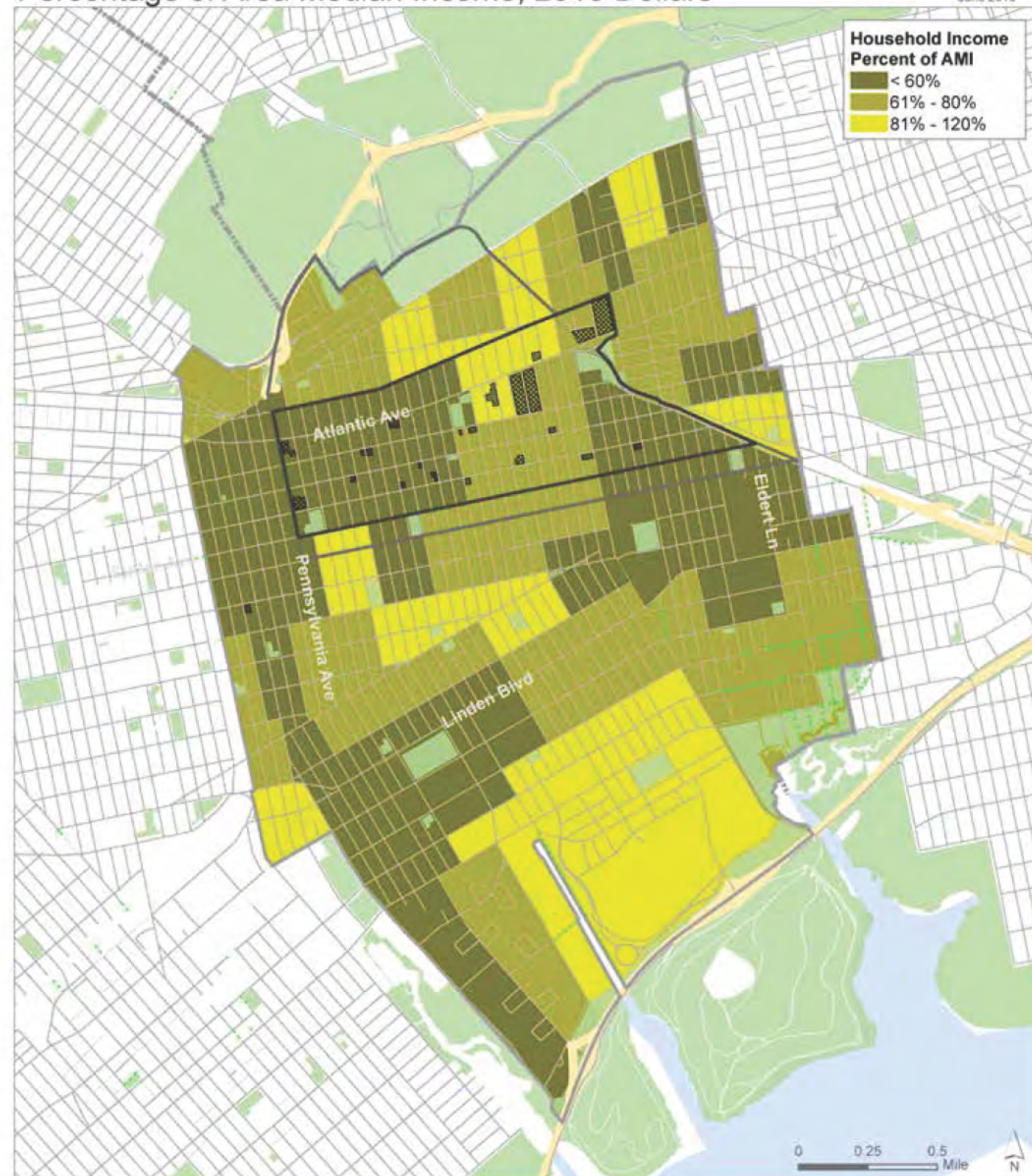
# Cypress Hills BOA: 2010 Owner Occupancy



This map was prepared by the Pratt Center for Community Development for Cypress Hills Local Development Corporation, the NYS Department of State, and the NYS Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Areas Program



# Cypress Hills BOA: Household Income as Percentage of Area Median Income, 2010 Dollars



Community District 5  
CHLDC Catchment Area  
BOA Study Area

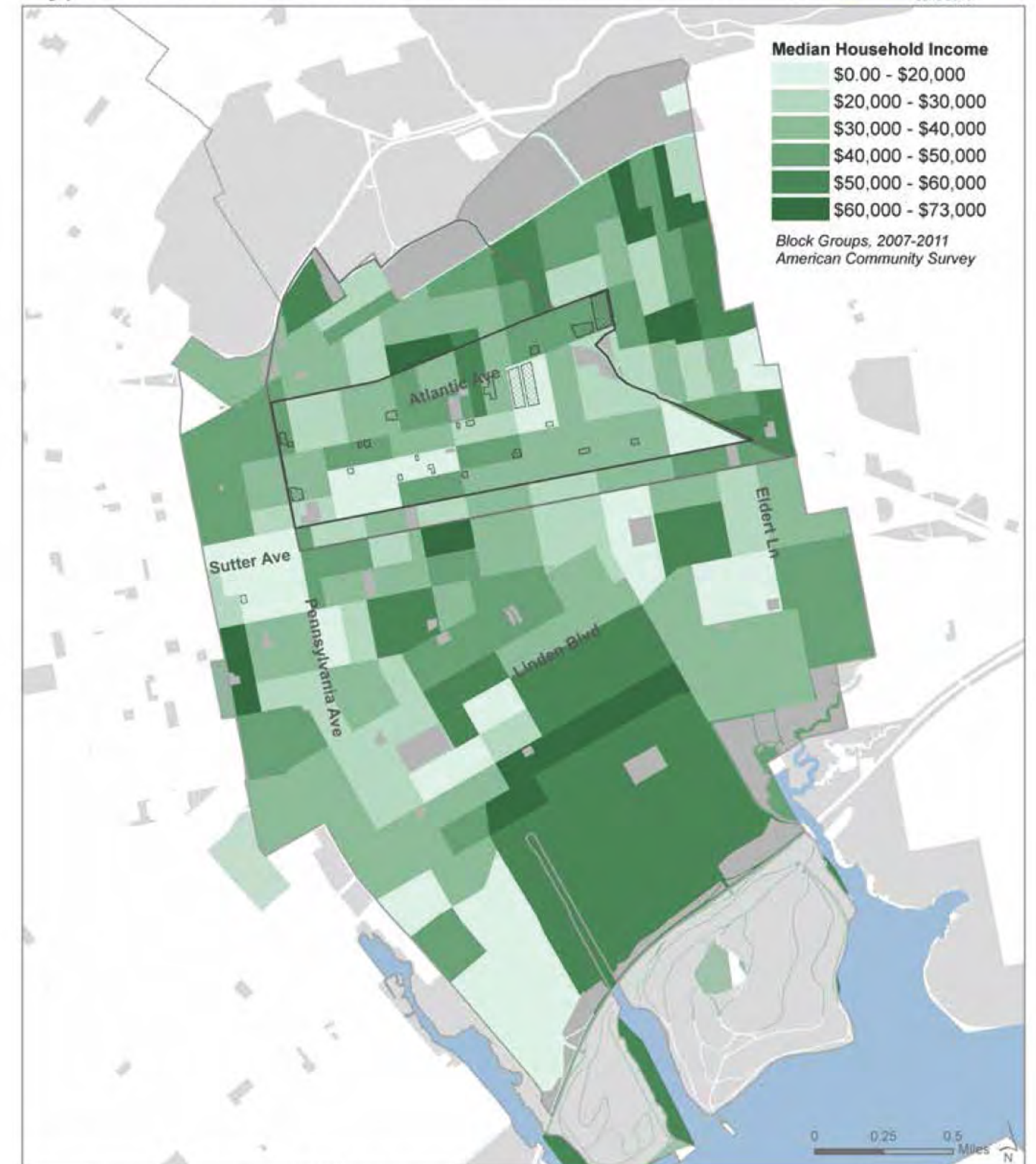
Parks & Open Space  
Borough Boundary  
Priority Strategic Sites  
Strategic Sites

AMI (2010 dollars) for NYC Metro Area: \$62,300

Data Sources:  
NYC DCP LION 2012C,  
NYC DOITT Open Space,  
US CENSUS 2006-2010 ACS

This map was prepared by the Pratt Center for Community Development for Cypress Hills Local Development Corporation, the NYS Department of State, and the NYS Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Areas Program

# Cypress Hills BOA: Median Household Income



Community District 5  
CHLDC Catchment Area  
BOA Study Area  
Borough Boundary

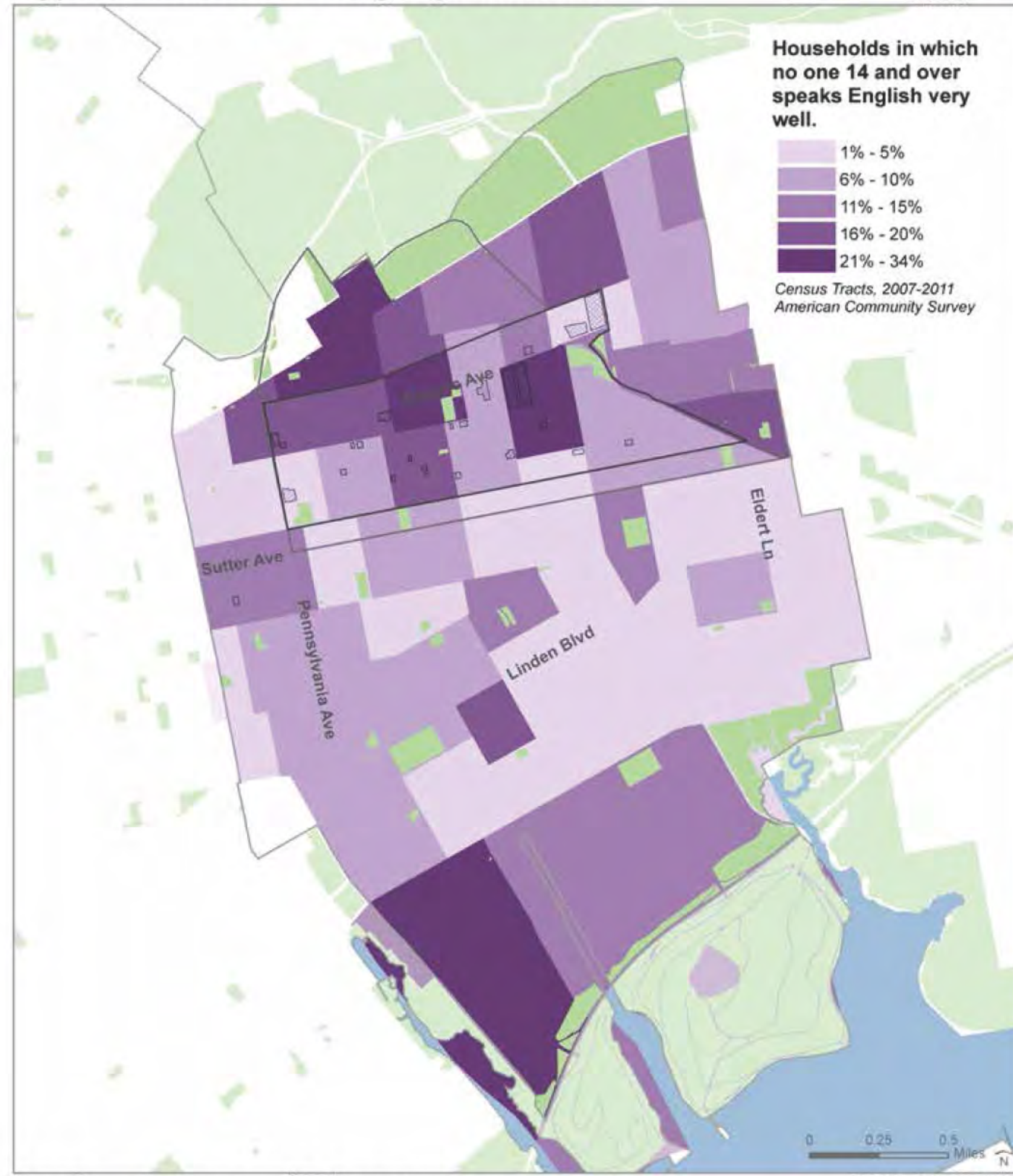
Priority Strategic Sites  
Strategic Sites  
Parks & Open Space

Data Sources:  
NYC DCP: PLUTO 2011  
Borough Boundaries 2012  
NYC DOITT: Open Space 2012  
American Community Survey  
2007-2011 (block groups)

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# Cypress Hills BOA: Language Isolation



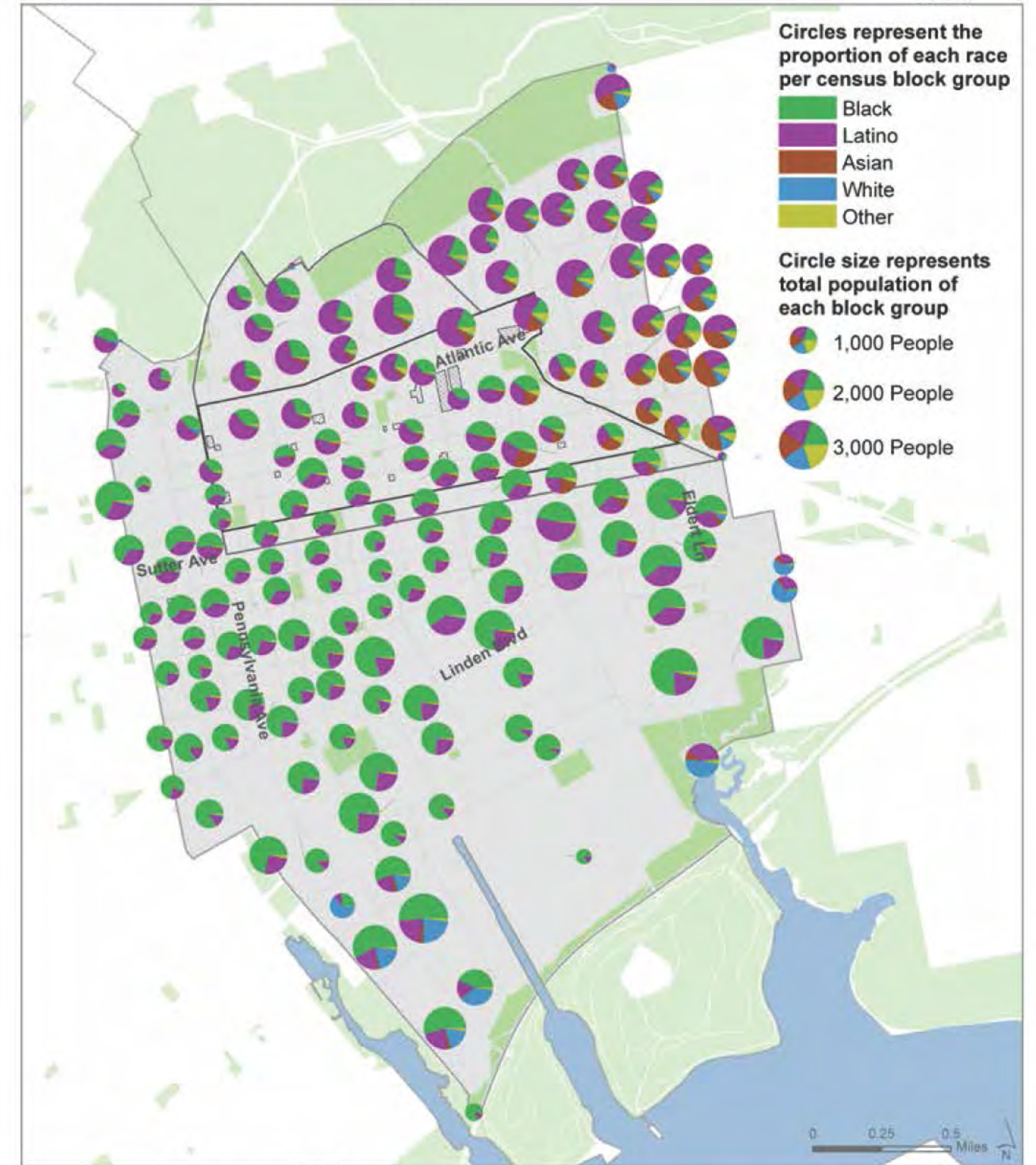
**Community District 5**  
**CHLDC Catchment Area**  
**BOA Study Area**  
**Borough Boundary**

**Priority Strategic Sites**  
**Strategic Sites**  
**Parks & Open Space**

**Data Sources**  
NYC DCP: PLUTO 2011  
Borough Boundaries 2012  
NYC DOITT: Open Space 2012  
American Community Survey 2007-2011 (census tracts)

This map was prepared by the Pratt Center for Community Development for Cypress Hills Local Development Corporation, the NYS Department of State, and the NYS Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Areas Program

# Cypress Hills BOA: 2010 Race



**Community District 5**  
**CHLDC Catchment Area**  
**BOA Study Area**  
**Borough Boundary**

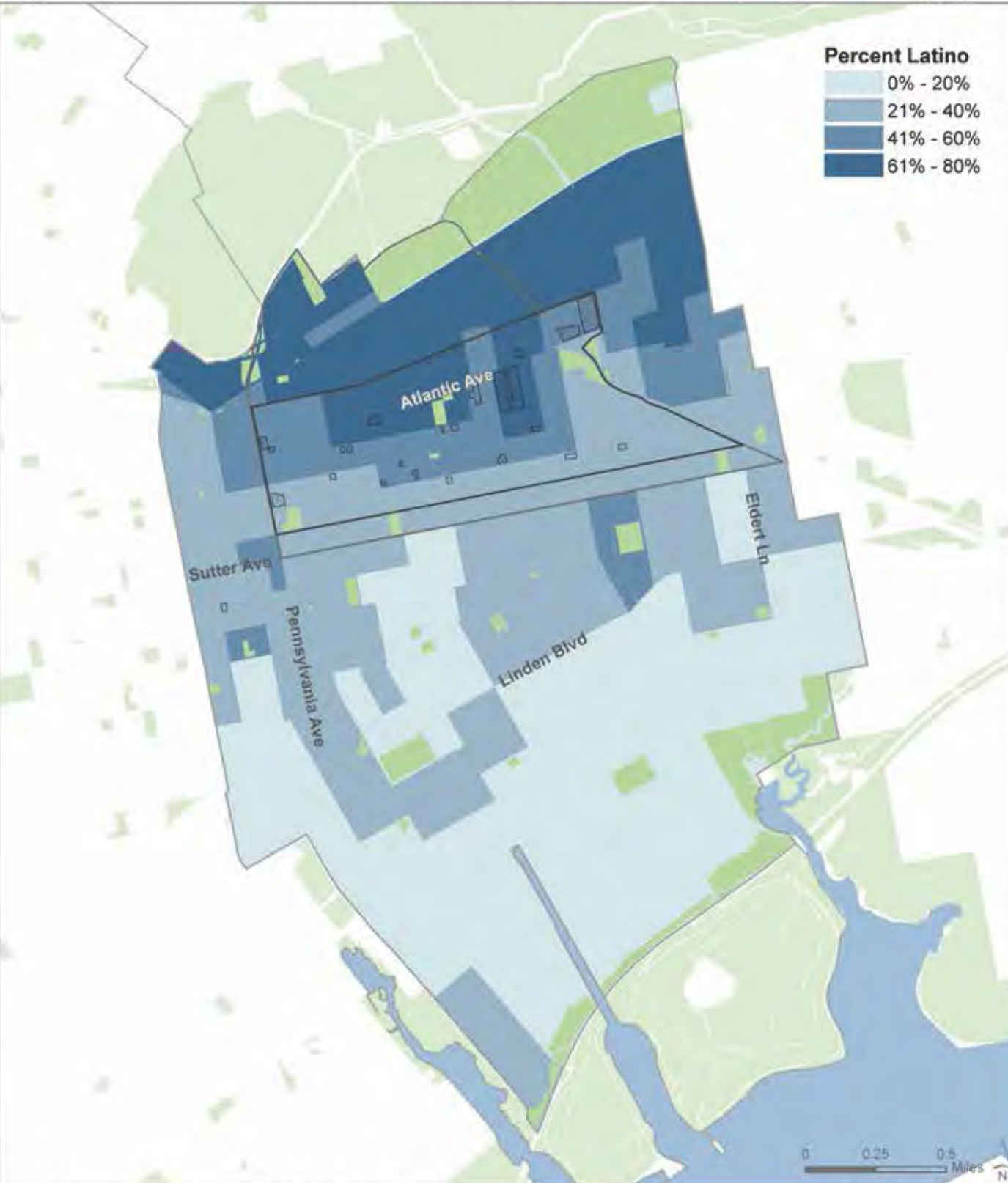
**Priority Strategic Sites**  
**Strategic Sites**  
**Parks & Open Space**

**Data Sources**  
NYC DCP: PLUTO 2011  
Borough Boundaries 2012  
NYC DOITT: Open Space 2012  
U.S. Census 2010 Block Groups

This map was prepared by the Pratt Center for Community Development for Cypress Hills Local Development Corporation, the NYS Department of State, and the NYS Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Areas Program



# Cypress Hills BOA: 2010 Latino Population Density



**Percent Latino**

- 0% - 20%
- 21% - 40%
- 41% - 60%
- 61% - 80%

Community District 5  
 CHLDC Catchment Area  
 BOA Study Area  
 Borough Boundary  
 Priority Strategic Sites  
 Strategic Sites  
 Parks & Open Space

Data Sources:  
 NYC DCP, PLUTO 2011  
 Borough Boundaries 2012  
 NYC DOITT, Open Space 2012  
 U.S. Census 2010 Block Groups

This map was prepared by the  
 Pratt Center for Community Development for  
 Cypress Hills Local Development Corporation,  
 the NYS Department of State, and the  
 NYS Department of Environmental Conservation  
 with state funds provided through the  
 Brownfield Opportunity Areas Program

## ENVIRONMENTAL HEALTH

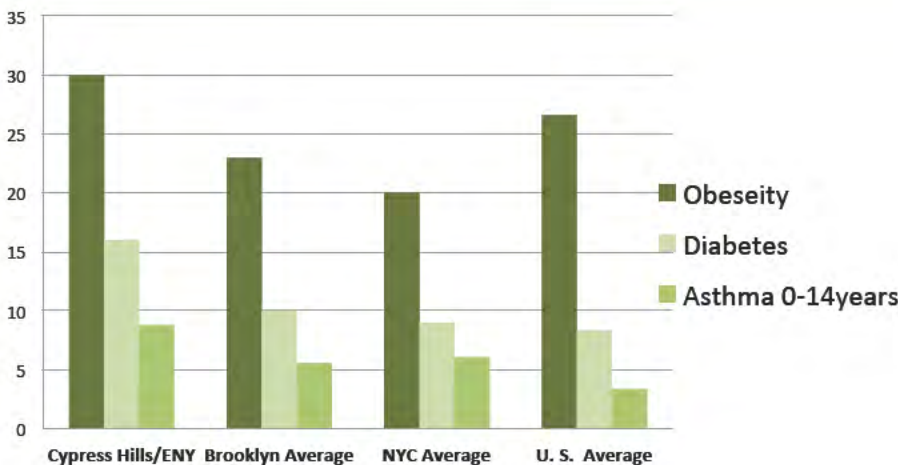
Rates of obesity/diabetes, childhood asthma and lead poisoning, among other environmental health indicators, are all critically high in Cypress Hills/East New York—higher than in Brooklyn as a whole, and much higher than in New York City. In Cypress Hills, the major drivers of premature mortality and morbidity are largely preventable. They include heart disease, obesity, diabetes, respiratory health, stress, mental health issues, child lead poisoning, a lack of full-service supermarket and fresh food access, accidents and injuries and access to health and social services. The mortality rate in East New York and New Lots is 15 percent higher than in Brooklyn as a whole and 20 percent higher than in New York City overall. Adults living in East New York are more than twice as likely to have diabetes than those living in other parts of New York.

See HealthxDesign report in Appendix for a more detailed community health profile

## CHART / CYPRESS HILLS/EAST NEW YORK ENVIRONMENTAL HEALTH INDICATORS

### OPEN SPACE

New York City residents have fewer acres of green spaces per person than almost any other city in the country. According to the city, 97 of 188 neighborhoods—most in low-income areas of the Bronx, Brooklyn, and southeast Queens—have more than 1,250 children per playground.





# EXISTING CONDITIONS

## HOUSING AFFORDABILITY

Homeownership and rental housing have both risen in cost during the city’s overall real estate boom, but Cypress Hills/East New York housing costs remain less expensive than housing in surrounding neighborhoods. However, because incomes of CD5 residents are also markedly lower, *affordability* of housing (housing cost as a percentage of both homeowner and renter income) is a serious and still-growing problem for the area. Median household income (for a family of four) in early 2013 was \$32,463, about 45 percent of the city’s \$76,000. Since 2000, there has been a 20 percent increase in median gross rent but only a three percent increase in median household income across Brooklyn. (Center for the Study of Brooklyn , 2012). In fact, in CD5, while rents have continued to rise, median household income has actually decreased (Brooklyn CD5 District Profile, NYC DCP). Average monthly housing cost per occupied unit in CD5 in 2001 was \$1,126. More than 57 percent of renters are paying over 30 percent of their income on rent (compared to 52 percent in Brooklyn). More than one-third of renters in CD5 were spending half of their income on rent (compared to 28.7 percent in Brooklyn).

Compounding the severity of securing affordable housing is the fact that as population is increasing and housing costs are rising, wages are declining. Although median household income showed a small uptick between 2000 and 2009 of just under \$1,000, median wages for key occupations actually declined. Adjusted for inflation to reflect 2010 dollars, wages in 2009 for two key neighborhood occupations—nurse/home health aide and janitor—declined from 2000 by 18 percent and 17 percent, respectively. (Center for the Study of Brooklyn , 2012)

The crisis of affordability manifests in a number of harmful trends at the neighborhood level in Cypress Hills, including the proliferation of illegal and informal housing units many of which are unsafe and unhealthy for their residents, and the explosion of predatory mortgage lending and its consequences. Both statistical analysis (comparison of Census data to building permits) and field surveys (observations of multiple doorbells, mailboxes, utility meters, and added entry doors on existing small homes) confirm that the creation of illegal and informal dwelling units is widespread in Cypress Hills, as it is in similar neighborhoods in Brooklyn and Queens. This phenomenon reflects both the need for new and more deeply affordable units to accommodate a growing population and diminishing incomes, and the

pressure many building owners experience as a result of rising home prices and sub-prime lending, which leaves many owners with unsustainable levels of mortgage debt.

The explosion of predatory lending and its aftermath of foreclosures, short sales, and equity-stripping has been documented in studies by CHLDC, the Pratt Center, and New York University’s Furman Center for Real Estate and Urban Policy. Between July 2006 and June 2007, *lis pendens* notices were filed on over 1,300 properties in Cypress Hills and East New York. Foreclosure continues to be a serious issue for Cypress Hills. In 2010, local zip code 11208 had the sixth highest rank of pre-foreclosure lawsuit filings in the entire city of New York. Local zip code 11207 ranked ninth. Between January and October of 2010, approximately 1,141 owners (28 per week, or 114 per month) were sued in zip codes 11208 and 11207, according PropertyShark.com. The foreclosure crisis in Cypress Hills/East New York is not over yet: between January and October of 2011, 851 borrowers (21 per week) from the same zip codes were sued. Five banks doing business locally led the foreclosure suits: Chase; HSBC; Citibank; M&T, and; Capital One. Even though about one-third of such filings are likely to lead to actual foreclosure and auction sale of the property, many of the properties that escape foreclosure do so through exploitive “rescue” schemes that result in low- and moderate-income homeowners losing title, forfeiting whatever equity they had built up to date, and being displaced from their homes.

Lack of access to decent, safe, and affordable housing is thus a multi-level crisis in Cypress Hills. Overcrowding and illegal conversions threaten the health and safety of the population; predatory lending continues to drain wealth from individual families and from the community as a whole, trapping a generation of residents in lives of working poverty. New approaches to expand the supply and preservation of affordable housing are needed.



## LAND USE

The following is an in-depth analysis of the study area today, including land use, zoning, and the location of potential brownfield sites. The vacant and underutilized property analysis highlights BOA priority and strategic sites spotlighted by CHLDC for their potential for redevelopment. Together, these sites will play an important role in fulfilling the community's redevelopment goals.

The largest land use by area within the study area is single- and two-family residential—though as noted earlier, many lots identified as one- and two-family homes in New York City's PLUTO database have been informally converted to three or more units. The next-largest category is multifamily residential buildings, which are clustered along the area's commercial avenues, but which also occur widely within one- and two-family areas. Institutional buildings—mostly houses of worship and schools—are dispersed throughout the residential areas, whose populations they serve. Commercial and mixed-use buildings are located along Fulton Street, Atlantic Avenue, Liberty Avenue, and (to a lesser extent) Pitkin Avenue. Some industrial land and buildings are also located on Atlantic Avenue, with a smaller number dispersed in very mixed-use areas that also contain residential and commercial uses.

The overall percentage of vacant land within the residential section of Cypress Hills is low—just over six percent; but in the more industrial and mixed-use areas south of Atlantic Avenue, the percent of vacant land is as high as 22 percent. Like much of New York City—originally zoned to accommodate 15 million people—much of the study area is not built to its maximum FAR, as is CD5 in general, at 72 percent and 70 percent respectively.

Almost all of the land in the study area was first developed prior to the 1961 New York City Zoning Resolution, though some sites have subsequently been redeveloped and thus have been subject to its provisions.

## Cypress Hills BOA: Land Use

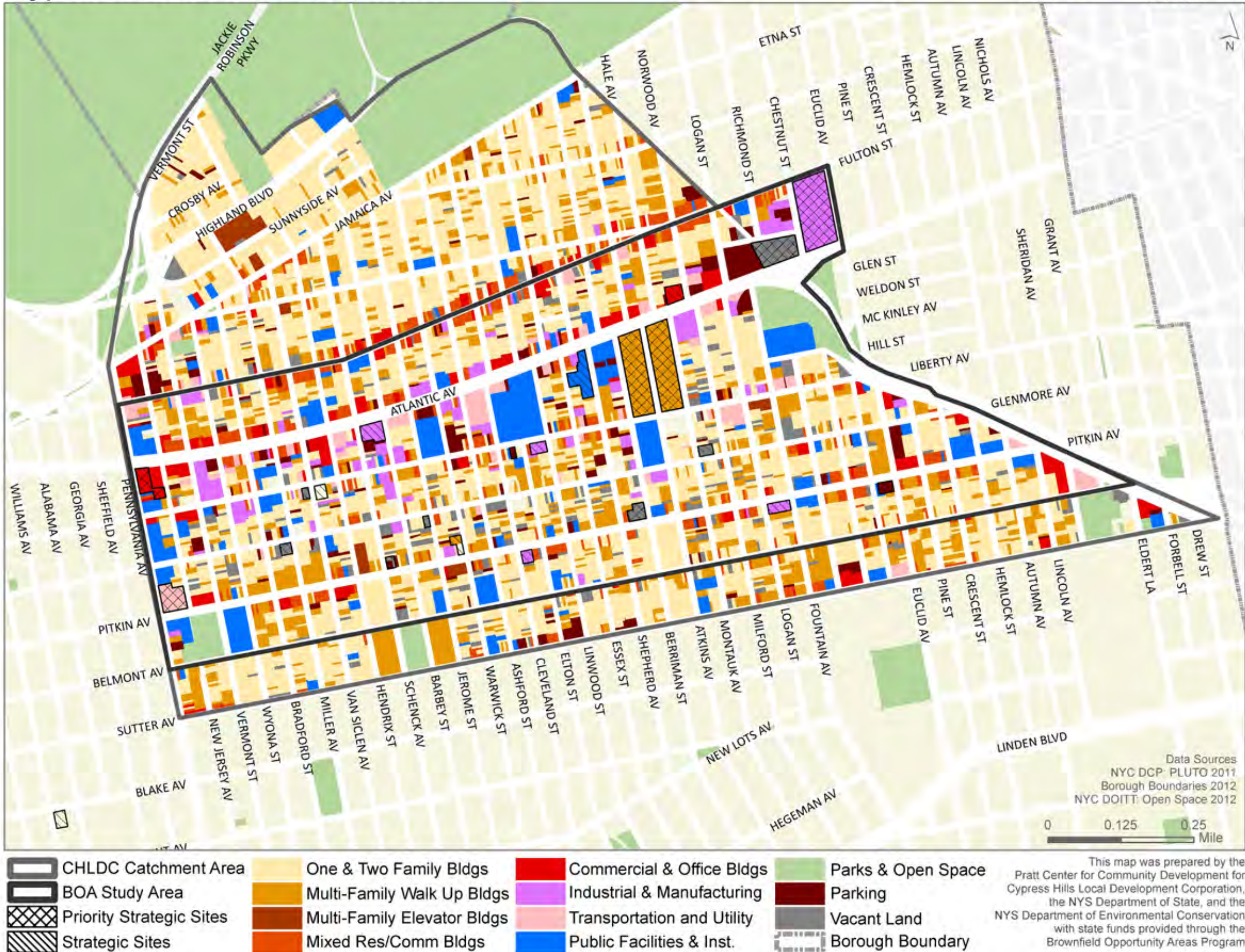


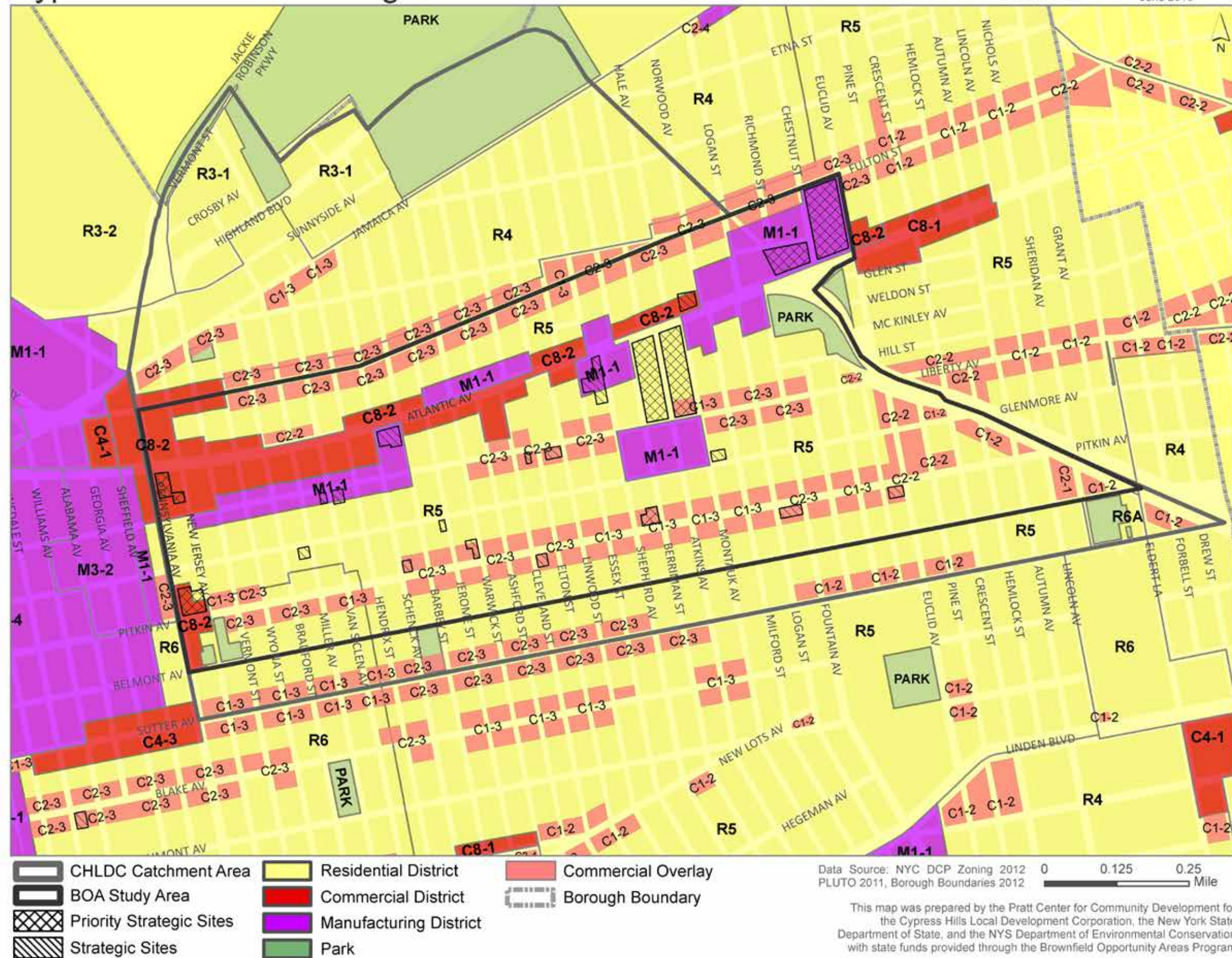
TABLE / ACREAGE AND PERCENTAGE OF LAND USE

FOR CHLDC BOA STUDY AREA		
LAND USE	ACRES	%
One and two-family buildings	111	36%
Multi-family walk-up buildings	53	17%
Public facilities and institutions	34	11%
Industrial and manufacturing	20	6%
Mixed residential/commercial buildings	18	6%
Vacant Land	17	6%
Garages	14	5%
Commercial and office buildings	14	5%
Transportation and utilities	11	4%
Unknown	6	2%
Parks and open space	7	2%
Multi-family elevator buildings	1	0%
<b>TOTAL</b>	<b>307</b>	

FOR CHLDC CATCHMENT AREA		
LAND USE	ACRES	%
One and two-family buildings	231	42%
Multi-family walk-up buildings	90	16%
Parks and open space	59	11%
Public facilities and institutions	42	8%
Mixed residential/commercial buildings	25	5%
Vacant Land	22	4%
Industrial and manufacturing	20	4%
Garages	20	4%
Commercial and office buildings	18	3%
Transportation and utilities	12	2%
Unknown	11	2%
Multi-family elevator buildings	4	1%
<b>TOTAL</b>	<b>554</b>	



## Cypress Hills BOA: Zoning



## ZONING

The zoning designations for the study area are divided into eleven categories. The majority of the study area is zoned for low-density residential use, mainly R5 with some R4 districts which permit attached and detached homes of up to four stories. The residential bulk regulations for these districts impose yard and other restrictions that make it impossible for new development to achieve the Floor Area Ratio (FAR) nominally permitted for these districts (most existing buildings pre-date the zoning, and are allowed to maintain, though not to increase, their noncompliance with the yard provisions). This makes it difficult, if not impossible, to affordably redevelop individual vacant lots in the southern part of the area, where such lots are often used informally for parking and/or storage. Within these residential districts, C1 and C2 commercial overlays run along the entire stretch of Fulton Street (C2-3 and C1-3), and portions of Liberty, Pitkin and Sutter Avenues (C1-2, C1-3, C2-3), allowing a mix of residential and small, commercial establishments.

The primary commercial district runs almost the full length of the study area along Atlantic Avenue, and is designated C8-2 for heavy commercial use. The C8-2 zoning bridges commercial and manufacturing districts and allows for heavy commercial uses that require large plots of land, such as automotive uses. In the study area, the C-8 zoning has resulted in a concentration of auto-service oriented uses that currently reinforce Atlantic Avenue's character as a vehicular corridor and do not equate well with pedestrian safety and mobility, or offer a safe and inviting streetscape for residents, workers or shoppers.

This commercial district is interspersed with four M1-1 high performance manufacturing districts. The first of these M1 districts encompasses eight blocks along Liberty Avenue from New Jersey to Schenck Avenue and extends northward between Schenck and Barbey Street, terminating at Atlantic Avenue. An additional Liberty Avenue manufacturing district lies between Shepherd and Montauk Avenues. The largest manufacturing district lies along Atlantic Avenue, stretching from Hale Avenue to Euclid Avenue and jutting north to Fulton Street around the former Chloe Food site. This M-district is flanked by C-8 districts, which predominate along Atlantic Avenue to the west. Larger manufacturing districts within the East New York Industrial Business Zone can also be found just west of the study area. The M districts scattered throughout the study area, while an important source of jobs, also result in M uses immediately adjacent to residential uses. If not properly monitored and enforced, manufacturing operations can become incompatible with residential uses and invite criticism from neighbors—circumstances that tend to destabilize manufacturing businesses.

"Unenclosed" uses, such as the metal scrap yards seen in the M1 districts in Cypress Hills/East New York, would normally be under the jurisdiction of the Department of Buildings to enforce compliance and issue violations. However, because unenclosed uses generally have no building on site, they do not fall under DOB's jurisdiction and are for all intents and purposes unmonitored. Unenclosed uses are the subject of a current study by the Department of City Planning. Recommendations will be released within approximately one year (2014).



# LAND USE OPPORTUNITIES

## BROWNFIELD, ABANDONED AND VACANT SITES

The presence of vacant, underutilized properties—suspected brownfields—in Cypress Hills/East New York is a legacy of past land uses and more contemporary patterns of uneven development, uncertain investment, and siting of industrial and transportation infrastructure. While housing development, beginning in 1835 and continuing in waves until the early 1900’s, is the dominant land use in the neighborhood today, the area once hosted more industry. John Pitkin, a prominent area businessman, began consolidating land holdings in the mid-1800s in the western section of Cypress Hills to establish an industrial city that would compete with New York City. Atlantic Avenue grew into an industrial hub for light manufacturing trades. In the 1830s, the Long Island Railroad built its Great Eastern Railroad Line at Atlantic Avenue. Additional transportation infrastructure, including construction of above- and below-ground subway lines, the Jackie Robinson, formerly known as the Interboro Parkway, and Conduit Avenue, helped speed local commuters from the neighborhood to job centers in Manhattan, and helped pull regional commuters from areas eastward, including parts of Queens and Long Island, into Cypress Hills, as a pass through. The construction of Kennedy Airport in 1943—one of the busiest airports in the country—largely sealed the fate of Cypress Hills as home to Brooklyn’s busiest thoroughfare. Atlantic Avenue is a favored alternative to the often-congested Belt Parkway to the south as an airport route—meaning that traffic is heavy and in a hurry.

The successive transitions in land and property use—from farmland (at a time when arsenic and lead were common fertilizer components), to industry, to housing, to heavy commercial use and transportation infrastructure—has contributed to contamination of the land in Cypress Hills/East New York. As buildings were demolished to make way for new structures, debris was left on site regardless of levels of lead, arsenic, and solvents. Other buildings went up in their place, in many instances built on historic fill that was either already on site or hauled in from outside sources. As the number of vehicles traveling through the area increased, they left behind soot, oil, and other chemicals that entered the air and soil. Multi-lane roadways such as Atlantic Avenue and other large-scale impermeable surfaces ensured that run-off would flow into adjoining properties and leach into groundwater.

The study area contains eight sites where there are active petroleum spills, two bulk chemical storage sites including one on a BOA priority strategic

site, numerous petroleum storage tanks, and two facilities that handle hazardous waste, one that is adjacent to two BOA priority strategic sites. There is also a former National Grid manufactured gas plant across from the Cypress Hills Community School/P.S./I.S. 89 on the current Consolidated Edison property on the south side of Atlantic Avenue just east of Warwick.

## PRIORITY AND STRATEGIC SITES

There are underutilized or vacant lots distributed throughout the Cypress Hills BOA study area. Several sites are located along key local and regional arterials, such as Atlantic Avenue, some at high-visibility, key junctions, which under the right circumstances would be attractive to developers, such as Atlantic and Pennsylvania Avenues. CHLDC approached the identification and subsequent categorization of strategic and priority sites first and foremost as an affordable housing developer. A 2007 vacant land survey conducted by the Pratt Center identified all vacant land in CB 5, and categorized each parcel according to a rubric including key characteristics like size, ownership, and level of abandonment, among others. Those sites that were largest and most readily available quickly moved to the top of the priority list. The larger the site, the larger the building, allowing for economies of scale that permit more economical development. As a community-based developer, CHLDC’s goal has long been to increase the total number of affordable units in the neighborhood. In sum, larger sites mean more and more deeply affordable units.

Additionally, very large sites that have long languished are symbolic of disinvestment. Their redevelopment would be welcomed by the local community, especially if that redevelopment was targeted to local vision and need. As community input began to filter in as part of the BOA process, it was clear that any/all new development needed to contemplate all of the needs of the neighborhood – not just housing. Jobs, food, community and open space were all identified as community priorities. Large sites allow for mixed-use development, which can serve multiple community needs simultaneously. Additionally, sites that are most likely to be re-zoned for higher density, mixed-use districts, were particularly attractive. Healthy, attractive, community-supported redevelopment of high-profile underutilized sites has the potential to catalyze additional reinvestment in adjacent properties as well as improve neighborhood legibility and public health outcomes.

The CH BOA six priority strategic sites all are vacant, underutilized and/or had a prior industrial use and possess redevelopment potential by virtue of their size, location, proximity to services, acquisition potential, and likely re-zoning potential. The map on page 109 highlights these sites in the context of the overall supply of vacant property and surface parking (indicating an underutilization of land). The sites include:

1. The former M&T Bank site at the corner of Pennsylvania Avenue and Atlantic Avenue;
2. The Arlington Village low-density housing site on Atlantic Avenue between Berriman and Montauk;
3. The city-owned (EDC) site at Atlantic Avenue and Chestnut Street;
4. The former Chloe Foods site on Atlantic Avenue between Chestnut and Euclid;
5. The defunct gas station at the corner of Pennsylvania Avenue and Pitkin Avenue;
6. The long-vacant site at the corner of Pitkin Avenue and Berriman Street.

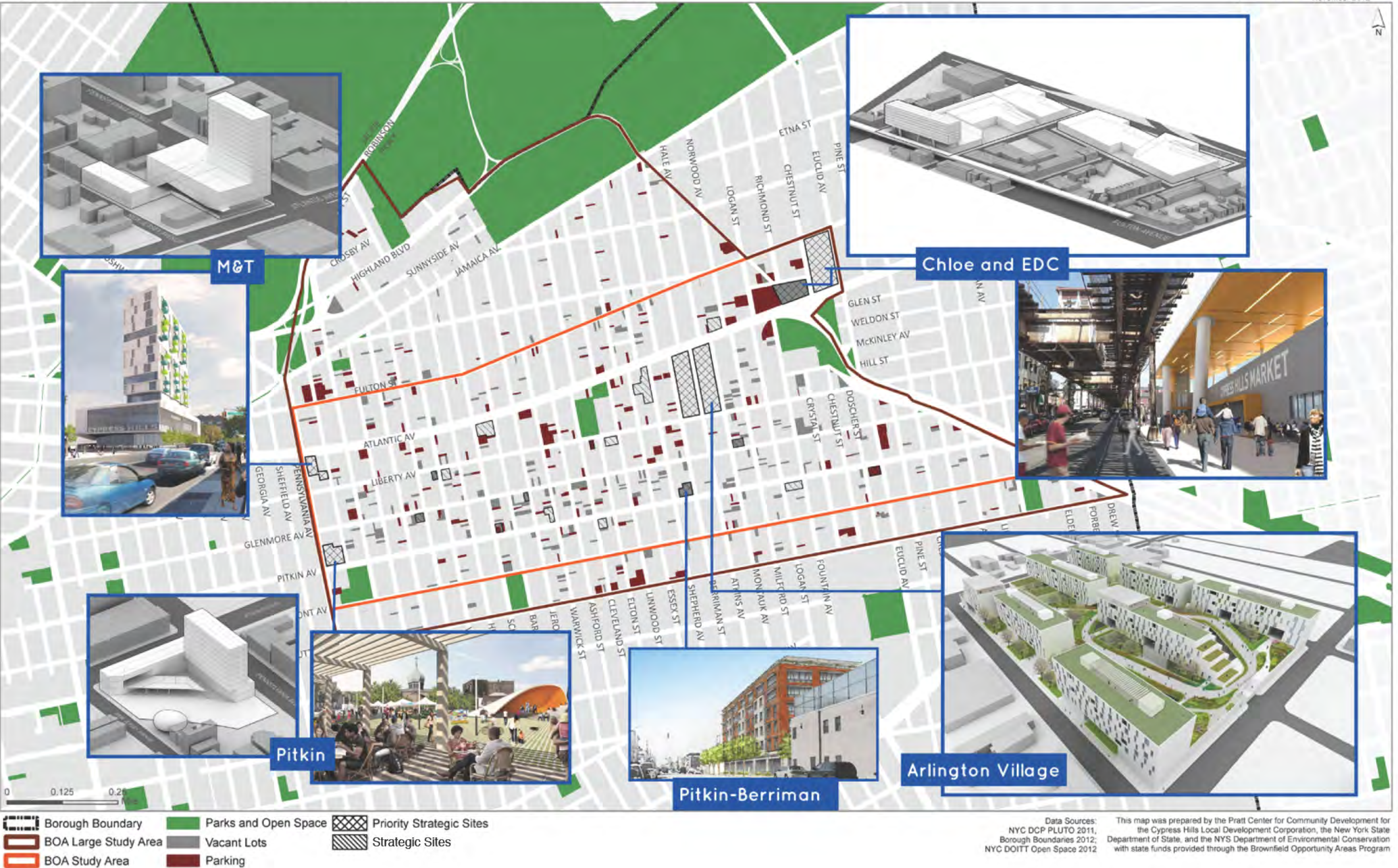


ADDRESS	BLOCK / LOT	LOT SQ FT	BUILDING SQ FT	CURRENT STATUS
861-873 Glenmore Avenue (Montauk Avenue & Milford Street)	3992-48,47,46, 45,44,43,42	11,700	n/a	7 vacant lots. Half are owned by HPD and half are privately owned.
3100-3124 Atlantic Avenue (Berriman Street & Montauk Avenue)	3975 -1 3974 -1	310,000	190,000	Properties are owned by Rita Stark. Cornerstone is working to arrange a meeting but owner is reticent.
702-710 Liberty Avenue (Elton Street & Linwood Street)	3986 - 11, 13, 14	14,800	16,000	Former Banner Candy Factory. Owner is still willing to sell. Asking \$1,600,000.
2388-2400 Pitkin Avenue (Elton Street & Cleveland Street)	4017 - 15, 19	10,760	9,500	Properties are not on the market but owners would sell if they got a “good” offer.
2337 Pitkin Avenue & 400 Warwick Avenue (Corner of Warick Street & Pitkin Avenue)	3998 - 26, 30	12,500	n/a	Properties are individually owned. 2337 Pitkin is a vacant lot. 400 Warwick is a three family home. CSG is still working on obtaining an asking price.
2275-2279 Pitkin Avenue & 311 Schenck Avenue (Corner of Pitkin & Schneck Avenues)	3996 - 36, 37, 39	7,500	n/a	CSG is still working on obtaining an asking price.
203-211 Van Siclen Avenue (Liberty & Glenmore Avenues)	3978 - 13, 14, 15	12,500	n/a	CSG is still working on obtaining an asking price.
502-510 Liberty Avenue (Van Siclen & Miller Avenues)	3977 - 19, 20, 21	6,000	n/a	3 adjacent vacant lots. CSG had reached out to the owners and they are willing to sell for a combined price of \$600,000.
502-508 Glenmore Avenue (Miller Avenue & Bradford Street)	3725 - 14, 16, 17	10,000	n/a	Property was on the market for \$425,000. Sold in June 2012 for \$416,000.
189 Pennsylvania Avenue (Pitkin & Glenmore Avenues)	3721 - 1	47,600	n/a	Property is on the market with an asking price of \$5,500,000.
2702 Pitkin Avenue (Doscher Street & Euclid Avenue)	4232 - 18	13,867	n/a	CSG spoke to the owner and he is not willing to sell.
2840 - 2856 Atlantic Avenue (Barbey Street & Schneck Avenue)	3964 - 8	30,550	76,400	CSG spoke with ownership. Property is not for sale as it is in use by the tenant - Royal Plastics Corp.

ADDRESS	BLOCK / LOT	LOT SQ FT	BUILDING SQ FT	CURRENT STATUS
530 Blake Avenue (Hinsdale Street & Williams Avenue)	3784 - 127	15,000	n/a	Property is owned by DCAS.
91 Pennsylvania Avenue (Atlantic & Liberty Avenues)	3687 - 12	37,379	36,000	CSG spoke with ownership. Owner is willing to sell his site for the right price.
624-628 Glenmore Avenue (Barbey Jerome Streets)	3997 - 16, 17	5,000	n/a	Properties are owned by the “Parks & Recreation” Dept.
682-684 Liberty Avenue (Cleveland & Elton Streets)	3985 - 15, 16	5,000	n/a	Sites are owned by the neighboring Church who does not wish to sell.
2602-2612 Pitkin Avenue (Logan & Fountain Avenues)	4228 - 13, 17	18,000	18,000	CSG reached out to the owners and the sites are not for sale. They are being used by the owner for his paint business.
3301 Atlantic Avenue (Chestnut Street & Euclid Avenue)	4143 - 1	196,000	182,000	Former Chloe Foods factory. Sold in 2004 for \$15,000,000. Appears to be in bankruptcy. CSG is looking into its availability.
3255 Atlantic Avenue (Norwood & Hale Avenues)	3960 - 58	22,049	1,799	KFC Site. CSG has left a few messages for the owner to see if they would be willing to sell the property.



## Cypress Hills BOA: Priority Strategic Sites with Recommendations



As shown on the map, the priority strategic sites are primarily in the northern portion of the study area, along the Atlantic Avenue corridor. Two priority strategic sites are on the Pitkin Avenue corridor. CHLDC also identified several smaller strategic sites that held some redevelopment potential because of their location or their ability to be assembled into larger sites—these are also displayed on the map. Several are clustered along the Pitkin Avenue corridor.

CHLDC worked with the Cornerstone Group, a real estate consulting firm, to gain additional property information and to identify acquisition potential for strategic and soft sites. The chart below summarizes the findings. Priority strategic sites are highlighted in orange. The EDC site was added to the list subsequent to this research and is not included in the chart (Full priority strategic and strategic site study is included in the appendix).

The following section provides detailed information on each of the priority sites and makes a case for their nomination as BOA priority strategic sites.

As a community-based, non-profit developer, familiar with the challenge and unpredictability of property acquisition in New York City, and also familiar with the urgent need in our neighborhood for well-designed and built community resources, CHLDC compiled a long list of potential development sites. We have identified 16 strategic sites, in addition to the six priority strategic sites, and have completed initial research—including ownership, zoning and use restrictions—on all of them. These are sites that due to their location, level of abandonment or blight, assemblage potential, their availability, or some combination of the above, make them feasible development opportunities, but their smaller size make their development less efficient and/or less economical. Further, many are located outside of our focus area—the Atlantic and Pitkin Avenue corridors. These corridors are home to our 6 priority strategic sites, and where, in our estimation, the possibility for up-zone is greatest, due in large part to our close collaboration with the Department of City Planning. As discussed in the land use section of the report, most of the study area is limited by low-density zoning that makes large-scale development quite challenging. And while private re-zone applications to DCP are possible—CHLDC successfully pursued such a private application for the Pitkin-Berriman site—they are costly and time-consuming. Therefore, we first worked to identify the entire universe of vacant, underused or otherwise blighted land in the CH BOA study area, and then narrowed that universe to include all of those sites with feasible development potential. Our third step was to separate out those “priority” sites whose size and potential for up-zone, made for the most flexibility in use and the greatest local impact.

See below for a full inventory and site description of all sites—strategic and priority strategic—and their current status.

## DEVELOPMENT STRATEGY

CHLDC's overall development strategy is to ensure that CHLDC is creatively financing and developing any and all available sites within our catchment area in alignment with community-identified priorities and needs. Our central focus to date has been on affordable housing development at unit sizes and rent levels appropriate to the existing community, that is as green as is possible by all technological and financial means, and includes a mix of uses and programs whenever possible and applicable. We intend to incorporate all the research developed over the course of the BOA program into the programming of all development projects.



## Cypress Hills BOA: Environmental Concerns



CHLDC is currently pursuing one development project outside of the CH BOA scope, working to close on financing and start construction in 2014. The Cypress Hills Senior Housing Development, involves a 54-unit environmentally friendly, affordable senior housing rental development. The first of its kind in the neighborhood. The project is located at 137 Jamaica Avenue in Brooklyn, near Pennsylvania Avenue. The HUD 202-financed building will feature 53 one-bedroom units, each 540-600 square feet in size, plus one additional two-bedroom unit for a superintendent, which will be affordable for tenants at 50% of the Area Median Income (AMI). There will be a variety of building amenities specific to the population, such as large community rooms for activities, covered parking spaces, elevated gardens beds and 24-hour reception and security. Construction will include the use of modular, factory-built units as well as some on-site construction, for which we intend to make local hiring a priority.

Also currently in development is one of our CH BOA priority strategic sites, the Pitkin-Berriman Housing Development, an affordable housing project with commercial space at the ground level. This development is located at 2501 Pitkin Avenue, at the corner of Berriman Street. The building will contain 58 environmentally sustainable affordable rental units designed largely with families in mind, with 2 and 3 bedrooms making up the majority of units. The ground floor of the project will contain almost 9,000 sf of ground-floor commercial space and approximately 8,000 sf of green, outdoor space along Berriman Street. Commercial tenants currently under consideration include food-related retail businesses and childcare. Apartments will be affordable for households at varying rates between 40% and 60% of the Area Median Income (AMI). Construction on this project will also include the use of modular, factory-built units as well as some on-site construction, for which we intend to make local hiring a priority.

Parallel to these efforts, we will work to acquire the Arlington Village, M&T, and Pitkin/Pennsylvania priority strategic sites. Using the New York Acquisition Loan Fund, or similar private pre-development loan funds, we will work to acquire these three sites, with the intent to close in January 2015 on the M&T site and by October 2015 on the Arlington Site. Construction and operating financing would come from a combination of LIHTC, New Market Tax Credits, and other funding as available and applicable from the NYS Consolidated Funding Application (CDBG Economic Development and Small Business Program, Urban Initiatives Program, Agriculture Development Program, Environmental Investment Program (for on-site composting/net-zero waste), and RGGI (green/district energy) grant monies.

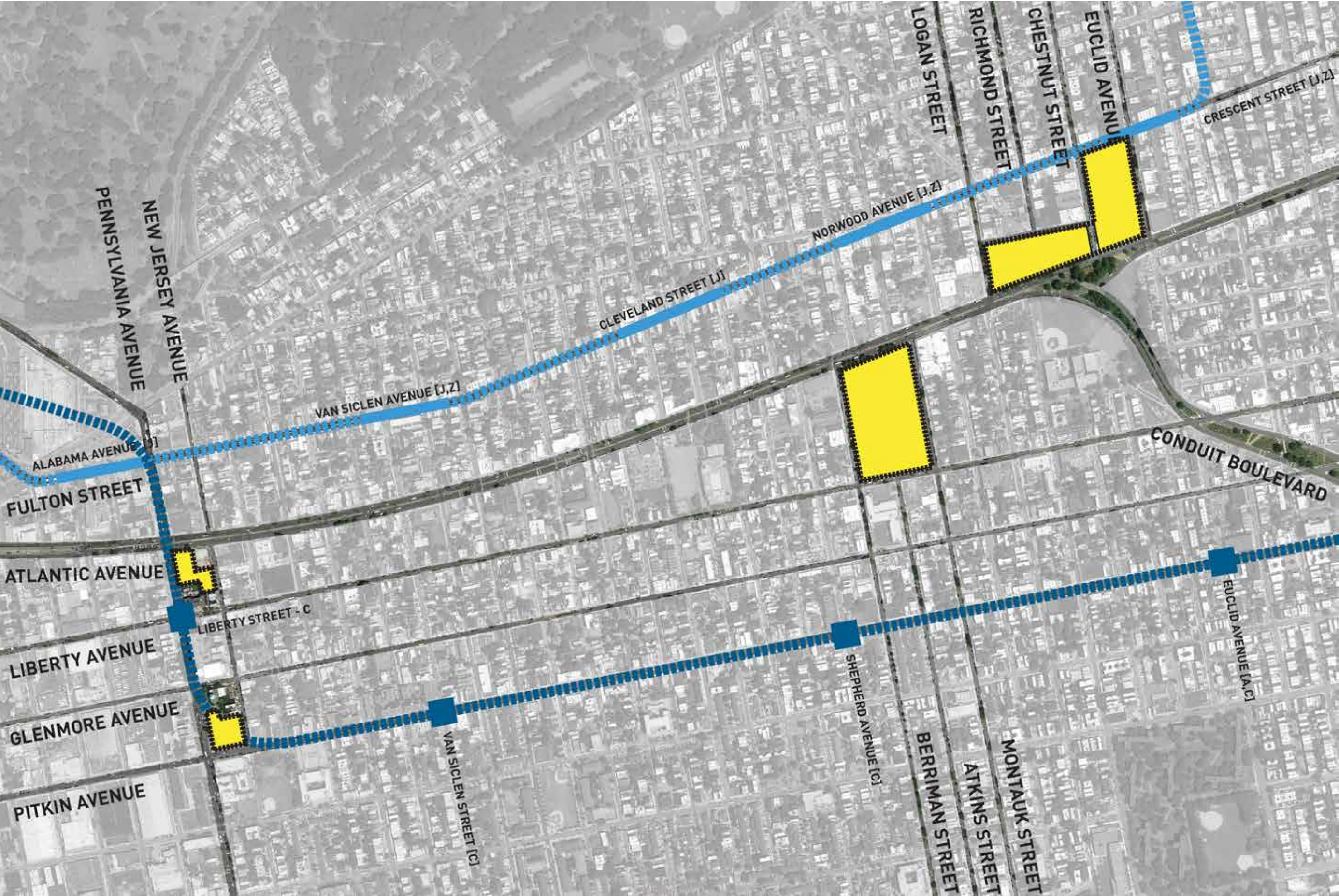
The EDC site is currently the subject of a competitive RFP issued by the City. We have been negotiating with EDC directly regarding the acquisition and development plans for the site. We also have been reaching out to various food manufacturers to gauge their interest and feasibility as potential manufacturing tenants. Along with the architectural plans our design team created for the BOA, we have been working on budgets and development timelines to complete our proposal and hope to be awarded the site in late 2013/early 2014.

The former Chloe Foods factory site offers a more challenging acquisition dilemma. Already the subject of ambiguous ownership due to a relatively recent, although not yet complete, foreclosure, the devastating fire that leveled the building in mid-2012, has made the development of this site significantly more expensive than originally conceived. Our strategy for this site is to continue to keep tabs on the ownership struggle, to monitor any and all post-fire clean-up efforts, to make our desire to acquire the site known



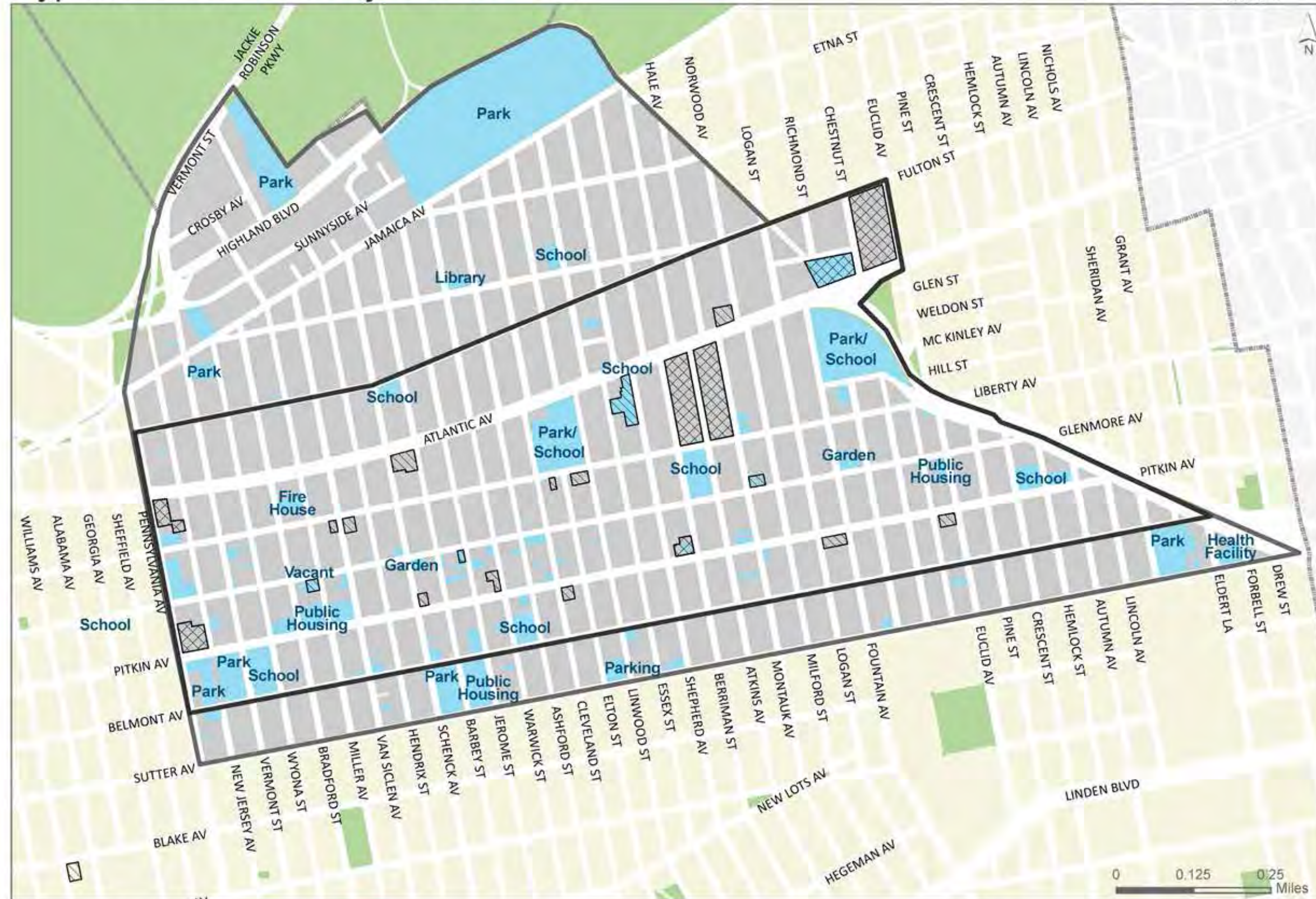
to all appropriate elected and other city officials, and to make a play for its acquisition as soon as it becomes available.

Readily apparent from our feasibility analyses is the need for public subsidy and friendly private financing terms to enable the development of any of these sites (the full feasibility analysis for all priority strategic sites is included in the Appendix). In order to achieve the goals of the Cypress Hills BOA community re-development plan—which include the development of deeply affordable housing, the creation of living wage jobs, and increased access to fresh and healthy food—community groups, private and non-profit developers, the business community, private funders and government will have to come together to plug traditional financing gaps. The positive effects these developments will have on the community as a whole will be well worth the investment.





# Cypress Hills BOA: City-Owned Land



CHLDC Catchment Area  
BOA Study Area  
Priority Strategic Sites  
Strategic Sites

City Owned  
Parks & Open Space  
Borough Boundary

Data Sources  
NYC DCP: PLUTO 2011  
Borough Boundaries 2012  
NYC DOITT: Open Space 2012

This map was prepared by the  
Pratt Center for Community Development for  
Cypress Hills Local Development Corporation,  
the NYS Department of State, and the  
NYS Department of Environmental Conservation  
with state funds provided through the  
Brownfield Opportunity Areas Program

## LAND USE ANALYSIS

### LAND OWNERSHIP

The map to the left depicts land ownership patterns within the CH BOA; contrasting publicly owned and privately owned properties. City-owned properties are under the jurisdiction of several agencies: New York City Departments of Parks and Recreation and Education, the Department of City-wide Administrative Services, and the Department of Housing Preservation and Development. Public authority properties are owned by New York City Housing Authority and NYC Agency Properties. No state- or federally-owned properties are located in the study area. The majority of lots within the study area are privately owned. An analysis of ownership of all priority strategic sites is included in the site profiles. The map to the left breaks down the disposition of city-owned sites, highlighting the paucity of publicly-owned property in the study area that is actually available for redevelopment. Nearly all of the city-owned sites are designated as parks, schools, and community facilities.

### PARKS AND OPEN SPACE

The map on the following page depicts park land and open space in the CH BOA study area. In total there are five playgrounds, one set of ball fields and three parks in the study area. The remaining 21 lots marked in green indicate either community gardens or school play yards. Grace Playground, in the south west corner of the study area, occupies the block bounded by Vermont Street and New Jersey Avenue and Pitkin and Belmont Avenues. Just six blocks to the east on the south side of Belmont Ave, the Sutter Avenue ball fields occupy the block between Barbey Street and Schenck Avenue. The Sperandeo Brothers Playground lies between Atlantic and Liberty Avenues and Cleveland and Linwood Streets. George Walker Jr. Playground is on northeast side of the neighborhood, on Vermont between Jamaica & Van Siclen.

Generally, while playgrounds, ball fields, and other outdoor athletic facilities exist in close proximity to neighborhood schools, the study area is underserved by green park space. City Line Park, for example, consists of a baseball field along with basketball courts and playground space along the perimeter of East New York High School of Transit Technology. But due



to traffic infrastructure, actual useable park space is significantly less than the map indicates, and does not adequately serve the park and open space needs of the community. In the southeast corner of the study area, Robert Venable Park occupies 3.5 acres between Grant and Sheridan Avenues and Sutter and Belmont Avenues. The city completed an \$8 million restoration of the park in 2010, which included new play equipment, skate board, exercise and picnic areas, and new basketball, volleyball and handball courts.







The principle active and passive park space for area residents is 101 acre-Highland Park, bounded by Jackie Robinson Parkway and Cypress Hills Street in the north and Jamaica Avenue and Highland Boulevard in the south. Current uses include walking and exercise, various athletic activities, especially baseball and basketball, and the country's oldest Children's Garden. In the first phase of a PlaNYC capital project last summer, walkways, lighting and fencing in the park were improved. The capital improvements to Highland Park's walking paths, lighting and access points for the hand-capped are the extent of planned improvements mentioned in PlaNYC. However well outfitted, Highland Park is difficult to access from all but the most northern parts of the neighborhood. As previously mentioned, north-south transit is severely limited, and there are few safe passageways to the park for pedestrians or bicyclists.

Cypress Hills is severely underserved in terms of bike lanes. For every 74 miles of streets, there is only one mile of bike lanes, in comparison to the rest of Brooklyn, in which there is one mile of bike lane for every 14 miles of street. (Center for the Study of Brooklyn , 2012) Lack of access to safe bike routes, among other factors including a dearth of safe storage, discourages people from using bikes as transportation alternatives.

Cypress Hills/East New York (and other parts of Council District 37) ranks 39th out of 51 in terms of total district average of parkland. It ranks 41st out of 51 in terms of total park acreage per child. Lack of access to usable open space is particularly acute for residents of lower income neighborhoods who cannot typically leave the confines of the city for weekend trip or vacations. The district's high asthma rates attest to the need to add accessible green space for recreation and fresh air.

## Cypress Hills BOA: Parks and Open Space



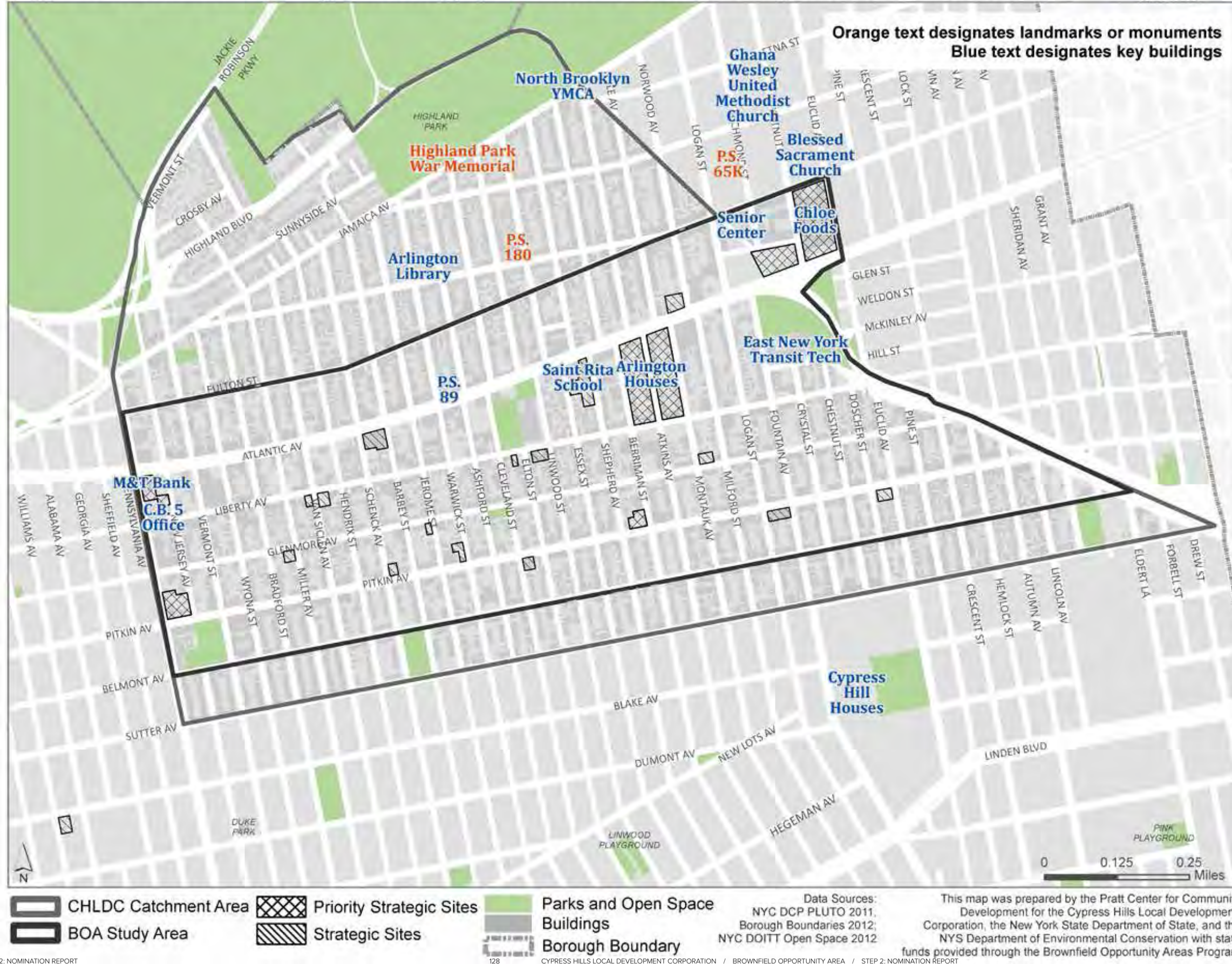
-  CHLDC Catchment Area
-  BOA Study Area
-  Priority Strategic Sites
-  Strategic Sites
-  Borough Boundary
-  Parks and Open Space

Data Sources:  
NYC DCP PLUTO 2011,  
Borough Boundaries 2012;  
NYC DOITT Open Space 2012  
NYC DPR Properties

This map was prepared by the Pratt Center for Community Development for the Cypress Hills Local Development Corporation, the New York State Department of State, and the NYS Department of Environmental Conservation with state funds provided through the Brownfield Opportunity Areas Program.



## Cypress Hills BOA: Key Buildings, Historic & Archaeological Resources



### KEY BUILDING INVENTORY

The key buildings shown in the map to the left represent significant public facilities and private institutions present in the study area. They are important buildings because they are community landmarks, generate neighborhood character and house health, educational, community, and religious institutions that play crucial functions for the surrounding community—they are, in short, part of the urban fabric of Cypress Hills/East New York. Their presence within the CH BOA study area is crucial for anchoring the existing community and also attracting new residents and workforce. As BOA priority strategic sites move towards redevelopment, these local resources will help draw developers and new people, and contribute to overall project feasibility.





## TRANSPORTATION SYSTEMS

The map on page 83 depicts transportation infrastructure in the study area. In general, the area is well served by east-west transportation routes. The area is strongly marked by its relative isolation from Manhattan and other regional centers of employment. The elevated J/Z line, the A/C line, and several buses directly serve the area. The 2/3 line runs just south of the study area, and the L runs to the northwest. Service on the J/Z line is slow and unreliable, although there is connectivity once these trains reach Broadway Junction—a major transit hub with service from five trains and six buses. The Long Island Railroad station in East New York connects to Flatbush Avenue in Downtown Brooklyn, and to the system’s Jamaica hub in Queens—however, the East New York station is difficult to get to, isolated, dimly lit, unsafe, and, therefore, rarely used.

The nearby Long Island Railroad station in East New York, connects to Flatbush Ave in Downtown Brooklyn, and to the system’s Jamaica hub in Queens. Three east-west bus routes also serve the study area. Atlantic Avenue is a major arterial truck route that transects the northern portion of the study area and connects to the Van Wyck Expressway, which heads north into Queens and south to JFK Airport. The Jackie Robinson Parkway runs parallel to Atlantic Avenue along the northern edge of the study area heading northeast into Queens while Conduit Boulevard traces the eastern boundary of the study area and connects in the south to both the Belt Parkway and JFK.

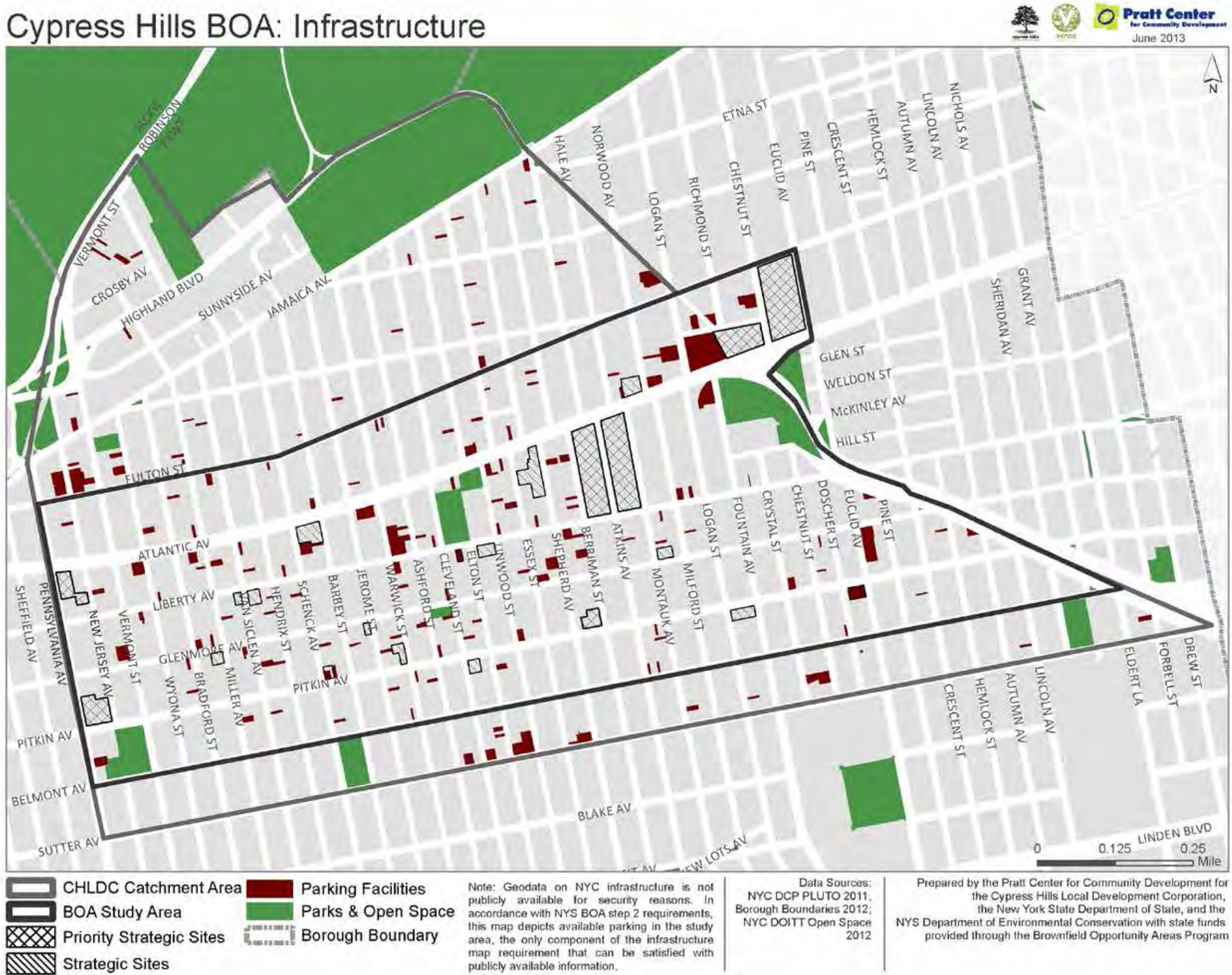
Options for moving north-south through the study area, however, are limited. One bus line runs north-south, along Euclid Avenue. In the study area, 18 Atlantic Avenue intersections lack crosswalks. The recent elimination of one north-south bus route through the study area has further compounded this problem, especially for residents working in the region outside the study area and pedestrians needing to cross the heavily travelled Atlantic Avenue thoroughfares. Lack of attention to pedestrian safety creates dangerous situations for schoolchildren who must cross Atlantic Avenue to get to PS 89 and IS 302, located on opposite sides of Atlantic Avenue.

## INFRASTRUCTURE

The map on the right shows primary infrastructure in the Cypress Hills BOA study area, to the extent that data on this information was available. The map depicts available parking in the study area, as requested by DOS. However, geo-data on other NYC infrastructure components is not publicly available, due to the city’s concerns about security.

Important to note, but not shown on the map, stormwater and sewage in the study area flow south into the Jamaica Bay Catchment area. The water and sewer infrastructure in the area is aged and outdated and home to combined sewage overflows (CSO’s). According to Community Board Five’s 2012 District Needs Statement, residents throughout the district continue to report sewer back-ups during heavy rains. These back-ups also affect subway lines during major rain events. The community board is calling for an assessment of the conditions of sewer pipes and catch basins, and reconstruction of catch basins and sewers along major thoroughfares.

## Cypress Hills BOA: Infrastructure

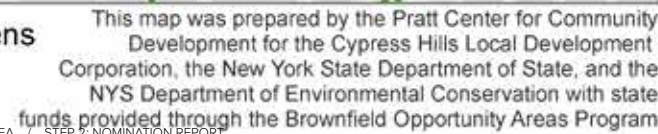




## NATURAL RESOURCES AND ENVIRONMENTAL FEATURES

Community gardens are a strong asset within the study area and provide open space for residents to grow fresh produce. In the 30-block section between Liberty Avenue and Belmont Avenue, a total of 16 community gardens can be found. A clustering of ten community gardens can be found in the blocks surrounding Glenmore Avenue between Cleveland Street and Bradford Street with an additional six gardens within one block. Smaller clusters of gardens are located south of Atlantic Avenue along Montauk Avenue and Crystal Street. One of the city's oldest and largest community gardens—a working farm, associated farmers market and agricultural education provider and a source of great neighborhood pride—East New York Farms—is located outside the study area but attracts Cypress Hills/East New York residents.

In the northern section of the neighborhood, the Ridgewood Reservoir in Highland Park is now home to a growing forest surrounded by a walking path. The reservoir has tremendous potential as a neighborhood open, green space, but unfortunately, because it lacks lights, clear sight lines, and is the site of overgrown foliage, it is perceived to be quite unsafe and is rarely visited. The city's planned capital improvements to these pathways have the potential to make this feature more accessible to all residents, especially if the community is involved in the design process.





# REDEVELOPMENT POTENTIAL ANALYSIS

CHLDC’s team of architects, urban designers and planners, the Pratt Center for Community Development, HeathxDesign, Interface Studio Architects (ISA), the Cornerstone Real Estate Services Group, and Karp Resources utilized the Step 2 BOA analysis to:

- identify new opportunities both within the boundaries of Cypress Hills’ historically residential core, and in adjacent mixed-use and industrial areas;
- Assess the potential for developing housing that is affordable to current residents and employment that will ease high housing cost burdens;
- expand access to fresh, affordable food and green and open space, and;
- plan for safe and logical connections between all of the above.

Strategic and priority strategic sites were identified and plans developed in direct response to feedback gleaned from Cypress Hills’ “Citizen Planners” during several workshops, charrettes, and BOA Steering Committee meetings and technical data gathered by the CH BOA consultant team. The goal was to design interventions in the built environment that positively and sustainably impact public health neighborhood-wide. The design approach was holistic in scope, and outcomes-based in methodology.

See Priority Strategic Site Architectural Studies in the Appendices

## RETAIL MARKET POWER (RMP) ANALYSIS

In 2011, Nielson Company Solutions analyzed market conditions for the New York City Department of City Planning (DCP). The report study area is roughly similar to the BOA study area but also includes the Broadway Junction area that was the subject of DCP’s Sustainable Communities project. The report focused on Fulton Street, Atlantic Avenue, Pitkin Avenue, Broadway Junction, and the East New York IBZ. Data came from the Department of Labor 2018 Projections, the US Decennial Census, and Claritas—a commercial data provider. The analysis was based on comparison of dollars spent by residents of the study area by retail category (consumer expenditures) versus supply of products available locally in the same categories (retail sales) to identify surpluses and gaps. Gaps indicate opportunities to add retail establishments to “capture” more local spending. The analysis predicts study area growth over the next few years in these areas:

- Grocery Stores, Supermarkets and Convenience Stores;
- Health and Personal Care Stores;
- General Merchandise and Department Stores, and;
- Food and Beverage Stores

The full analysis can be found in the Appendices.

## FOOD MARKET STUDY

The RMP finding related to the need for additional grocery stores, supermarkets, convenience stores, and food and beverage stores is borne out by the findings of the Food Business Market Study prepared by Karp Resources (KR) for CHLDC in 2012. While the RMP examined standard retail categories and data sets in order to divine gaps and leakages in revenue, KR took a closer look at the types of food available in Cypress Hills in comparison to the goals set forth by the community and CHLDC within the CH BOA framework. The Food Market Study took several development themes into consideration as anchors of a food-centric community development strategy: improved food access, living wage jobs, community health, industrial development, and leveraging current successful activities (food retail, urban agriculture, e.g.). They also considered cultural relevance and quality of life as important criteria for the food concepts explored: How can food continue to help make Cypress Hills/East New York a better, healthier place for people to live?

Information was gathered through a multi-pronged process: The team reviewed background information and analysis of the community’s food landscape and priorities including the CHLDC Happiness Survey, Verde Summit Findings, CHLDC Food Initiatives, and DPHO and City Planning data.

## COMMUNITY RESEARCHERS

Local residents trained by KR in interviewing and other research techniques—and KR staff conducted 34 community and business interviews with representatives from restaurants, food retailers, food manufacturers,

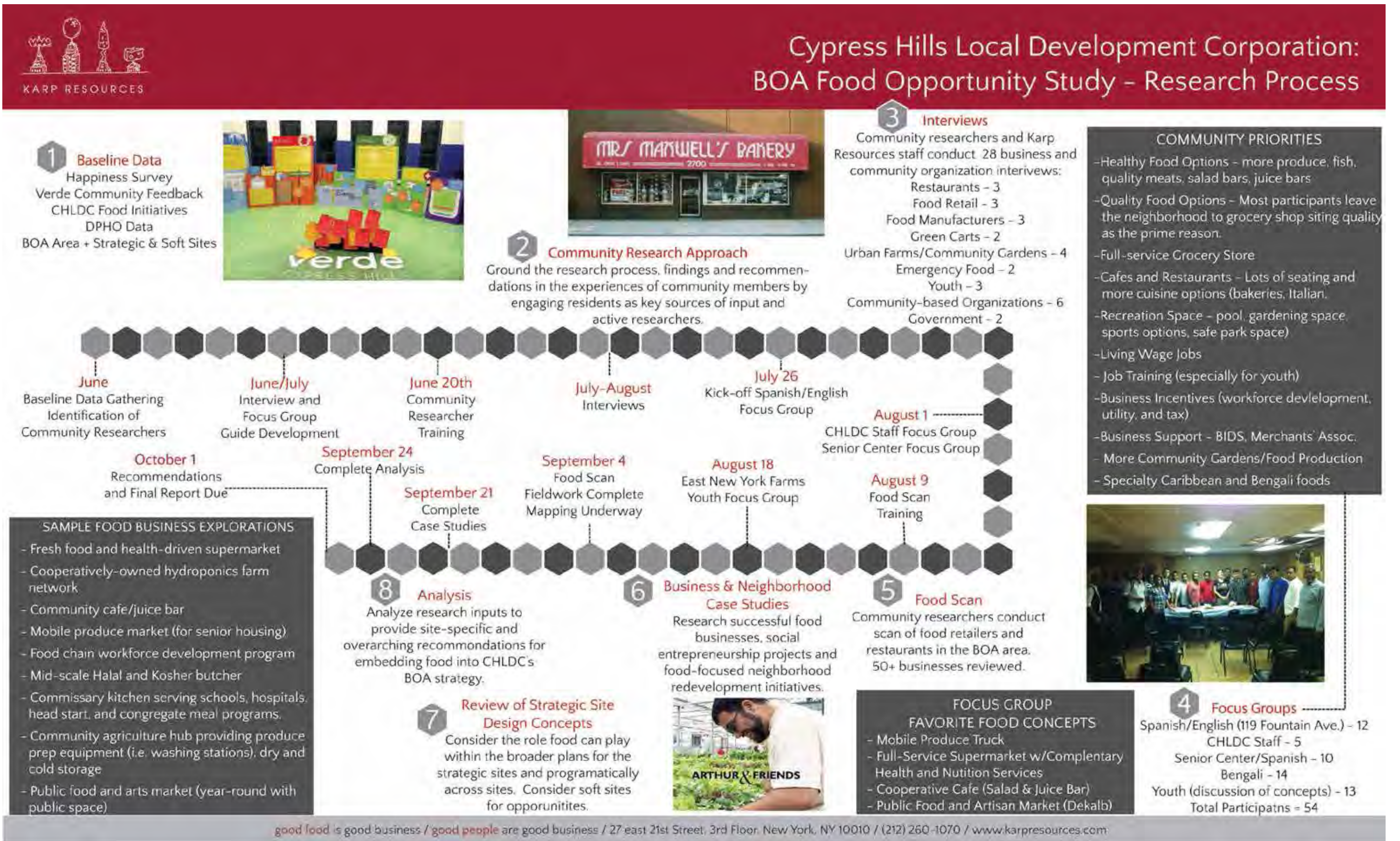


urban farms and gardens, community-based organizations, and government. Fifty-four residents and CHLDC staff members participated in five focus groups: Spanish/English (12), CHLDC Staff (5), Senior Center (10), Bengali Residents (14) and East New York Farms Youth (13). Community researchers scanned 42 retail outlets and provided anecdotal information on 24 restaurants within the CH BOA area. KR compiled and analyzed the food scan findings. They also compiled location data for 11207 and 11208 zip codes from New York State Department of Agriculture & Markets, NAICS, OASIS NYC, Green Cart and other food resource information that was identified during the qualitative research process.

The major findings of the study evolved around three basic themes: jobs; culturally appropriate and healthy food; and space for recreation and community gathering. Specifically, people wanted a full-service grocery and public market and the attendant jobs, but also wanted the chance to build on existing local businesses and find ways to support small businesses, including chances for residents themselves to start businesses. Of note and related to the findings of the Manufacturing Opportunity Analysis (detailed later in the chapter) is that area business operators perceive there to be a shortage of people with skills to take on jobs in food processing. Small businesses believed there was little in the way of systematic support targeted to their needs. One recurring issue was that Cypress Hills in the past had a number of smaller specialty food outlets such as fish markets or bakeries that have since shuttered with nothing to take their place.

In addition to desiring more food choices that were culturally appropriate, community members were concerned about food quality, safety, and variety. High quality, culturally appropriate food, especially fresh meat and fish, salad and juice bars, and family-style restaurants were high on the list of priorities, suggesting the need for a strategy that takes into account the multiple dimensions of food appreciation, food experience, and cultural relevance. Culturally-specific foods, such as Bengali produce and Halal-certified meats—provisions that were desired by both Muslim and non-Muslim residents interested in higher quality—were not readily available in the neighborhood. People wanted not just sit-down family-style restaurants that serve healthy food, but also wanted more ethnic food choices in addition to the current supply of Mexican, Salvadoran, and Dominican restaurants. Food is clearly a nexus in Cypress Hills that could be nurtured into a more programmatic approach to cross-cultural understanding, job creation and health education.

The focus group discussions during the food resources analysis mirrored discussions during the first Verde Summit, in that community residents are keenly aware that the health of their neighborhood is tied not only to food, but also to safe recreational and open space resources. Those surveyed wanted a variety of opportunities to play sports that were popular among different cultural and ethnic groups. Bengali residents, for example, wished for spaces to play cricket. The same underlying desire to have space for the public to gather and relax in the neighborhood was evident in the discussions about the need for cafes, public markets, and public open space.





KR rated each food concept by site on a scale of 1-5 (1 = Poor, 2 = Fair, 3 = Good, 4 = Very Good, 5 = Excellent). Ratings are based on a concept's benefits and fit with the overall vision for the site.

FOOD BUSINESS CONCEPTS	BENEFITS	SITE 1: M&T	SITE 2: PITKIN	SITE 3: ARLINGTON	SITE 4: CHLOE	SITE 5: EDC
1. “Healthy” Community Supermarket	healthy food access, job creation, health services, education, financial services (credit union), community connectivity	2	2	5	5	2
2. Food Strategy for Healthy Living Center (M&T)	integrated health services, healthy food access, education, food and cultural events, community connectivity	4	2	5	2	N/A
3. Mobile Produce Market	healthy food access, community connectivity, education, limited jobs creation	3	3	5	3	N/A
4. Public Food & Artisan Market (indoor/outdoor)	business creation, food and cultural events, healthy food access, economic stimulation, open space, community connectivity, education	3	5	2	4	N/A
5. Food Processing Center	job creation, healthy food access, business creation and expansion, workforce development	N/A	N/A	N/A	N/A	5
6. Hydroponics Farm Cooperative	job creation, healthy food access, workforce development, education	2	2	3	4	4
7. Community Cafe/Juice Bar/ Coffee Shop	healthy food access, community connectivity, food events and culture, limited job creation	5	4	5	5	N/A
8. Local Food & Farming Hub	healthy food access, community connectivity, small business creation and expansion	2	3	5	3	3
9. Specialty Seafood Shop	healthy food access, business creation or expansion, limited job creation	1	3	3	4	4
10. Halal/Kosher Butcher – Wholesale Retail Meats	healthy food access, business creation or expansion, job creation (depends on scale)	1	3	3	4	5
11. Institutional Meat & Produce Buying Club for Churches	healthy food access, business expansion or creation, community connectivity (at the institutional level)	2	3	3	4	N/A

FOOD LANDSCAPE

Researchers identified dozens of places for people to obtain food, including:

<b>Retail Food</b> 27 supermarkets 75 grocers 257 bodegas/ convenience stores 6 seafood retailers 8 Green Carts 6 fruit and vegetable stores 12 retail meat stores 3 candy outlets	<b>Prepared Foods</b> 208 restaurants (95 neighborhood restaurants 57 local take out restaurants 57 fast food chains) 1 juice bar 9 coffee shops	<b>Emergency Food</b> 19 pantries 6 soup kitchens; Food Processors/ Distributors 13 bakeries 12 frozen food and dry goods manufacturers, 1 distributor	<b>Local Food</b> 3 urban farms 4 farmers markets 2 CSAs 43 community gardens.
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A closer examination of food outlets revealed a more nuanced picture: few accept WIC; nearly 30 percent of outlets did not sell fresh produce and of those who sold fresh produce, only two sold very fresh produce. While three-quarters of the outlets sold low-fat milk, less than one-fifth sold whole grain products; and delis offered primarily sandwiches, as opposed to soups and salads.

PRIMARY RECOMMENDATIONS

Cypress Hills would benefit greatly from a comprehensive strategy connecting local residents to jobs, job training, improved access to healthy, fresh, culturally-diverse, high-quality food resources, new community gathering places, and an improved environment. Food can be the foundation of a comprehensive strategy that will help residents connect to new, living wage jobs that will enable them to afford healthy secure housing, to improve health and well-being, and to feel better connected to the neighborhood and their neighbors. The following specific recommendations are offered to implement this vision, which is in keeping with the principles of the Verde program and consistent with the needs expressed by Cypress Hills/East New York residents:

HEALTHY LIVING CENTER

Facility to house health services, fitness opportunities, food and nutrition classes, a healthy community café, retail options for fresh food, and a CSA pick up or distribution site.

COMMUNITY CAFÉ

Potentially operated as a non-profit or cooperative venture, a retail outlet for healthy prepared food, produce, coffee, and juice, paired with a performance venue and gallery space.

PUBLIC MARKET

Year-round, covered market to combine seating, food, arts retail, micro-processing, entertainment, and community gathering space. The site could include a farmers’ market and active agricultural production via raised beds, rooftop gardens, or vertical agriculture.

Supporting detail can be found in the Appendices

HEALTHY COMMUNITY SUPERMARKET

A 40,000+ sf facility on Atlantic Avenue that would connect communities to the north and south by offering an integration of healthy food, health and food services, culturally-appropriate foods, neighborhood-grown produce, fresh fish and meats (including Halal), a health clinic, a center for cooking classes, a credit union, job training center, and financial literacy programs. This recommendation is modeled after Brown’s ShopRite in Philadelphia.

FOOD AND FARMING HUB

A facility to provide services to local community gardens and urban farm sites, housing produce cleaning and prep stations, dry and cold storage, freezer space, a micro-kitchen, and shared distribution.

MOBILE PRODUCE MARKET

A truck or bike-powered mobile produce market that delivers fresh affordable goods to senior centers, senior housing, schools, and other sites with limited access or mobility issues.

FOOD PROCESSING CENTER

A hub to house mid-scale anchor processors, offer affordable space for start-up processors, and related value-added food services such as co-packing, with associated food retail outlets. At potentially 100,000 sf, the facility would offer excellent space for rooftop hydroponics or aquaponics.

HYDROPONICS FARM COOPERATIVE

Two strategic sites—Chloe and EDC—would accommodate buildings that would be ideal for rooftop hydroponics.

HALAL/KOSHER BUTCHER

A retail storefront selling Kosher and Halal-certified meat that is processed on site.

SPECIALTY SEAFOOD SHOP

Larger wholesale/retail operations could be located at a large site while smaller retail could be located at an indoor public market space.



## NEIGHBORHOOD HEALTH AND WELL BEING

Cypress Hills/East New York is in the eye of the storm of social, ecological and economic challenges that threaten the wellbeing of communities all over the US. A persistent driver of this storm is the vexing challenge of worsening health disparities—the phenomenon that generates a disproportionate disease burden for low-income communities, including people of color. Poor neighborhoods often experience poorer health and safety outcomes, including chronic disease, traffic-related injuries, mental illness, substance abuse, teen pregnancy, and violence compared to wealthier neighborhoods<sup>1</sup>. These inequities cluster and accumulate over the life-course, ultimately diminishing quality as well as length of life in these under-resourced and underserved neighborhoods.

In Cypress Hills, the major drivers of premature mortality and morbidity are heart disease, obesity/diabetes, respiratory health, stress/mental health, child lead poisoning, supermarket/food access, accidents and injury and access to health and social services. The mortality rate in East New York and New Lots is 15% higher than in Brooklyn and 20% higher than in New York City overall. Adults living in East New York are more than twice as likely to have diabetes than those living in other parts of New York.

Given the critical state of public health in Cypress Hills/East New York, CHLDC took an outcomes-based approach to building and open space design to optimize the impact of community redevelopment on neighborhood health and wellbeing. Because health services themselves only account for 15-20% of health disparities,<sup>2</sup> in order to address the rest (80 to 85% of poor health) we need to look beyond the medical sector to the root causes of poor health. These root causes are socio-behavioral, economic, related to physical environment, and cluster at the neighborhood scale—all of which have pose strategic opportunities for interventions in the built environment and participatory community development. For example, access to proven health protective resources like clean air, healthy food, recreational space, opportunities for high quality education, living wage employment, and affordable or even habitable housing, is correlated with the neighborhood in which one lives. These determinants are inter-related and inter-dependent, operating at the individual/behavioral, environmental, institutional and societal levels, and therefore are a key consideration for urbanism and community development today.

The following were the key research questions the public health experts at Health x Design (HxD) used in their analysis:

- What are current community health needs and priorities?
- What are the types of factors that community design can influence in order to respond to persistent health needs in Cypress Hills/East New York?
- How can the design strategy for the priority strategic sites optimize community health and related social impact?

<sup>1</sup> House James S, Williams N, David R. Understanding and Reducing Socioeconomic and Racial/Ethnic Disparities in Health. Smedley Brian D, Syme Leonard S, eds. Promoting Health: Intervention Strategies from Social and Behavioral Research. Washington, DC. National Academy of Sciences; 2000:81-83.  
<sup>2</sup> McGinnis JM, Foege WH. Actual causes of death in the United States. JAMA. 1993;270(18):2207–2212.

# IMPACT FRAMEWORK FOR HEALTHY URBANISM

## FACTORS



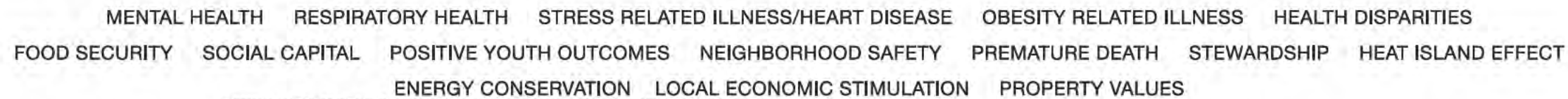
## TYOLOGIES



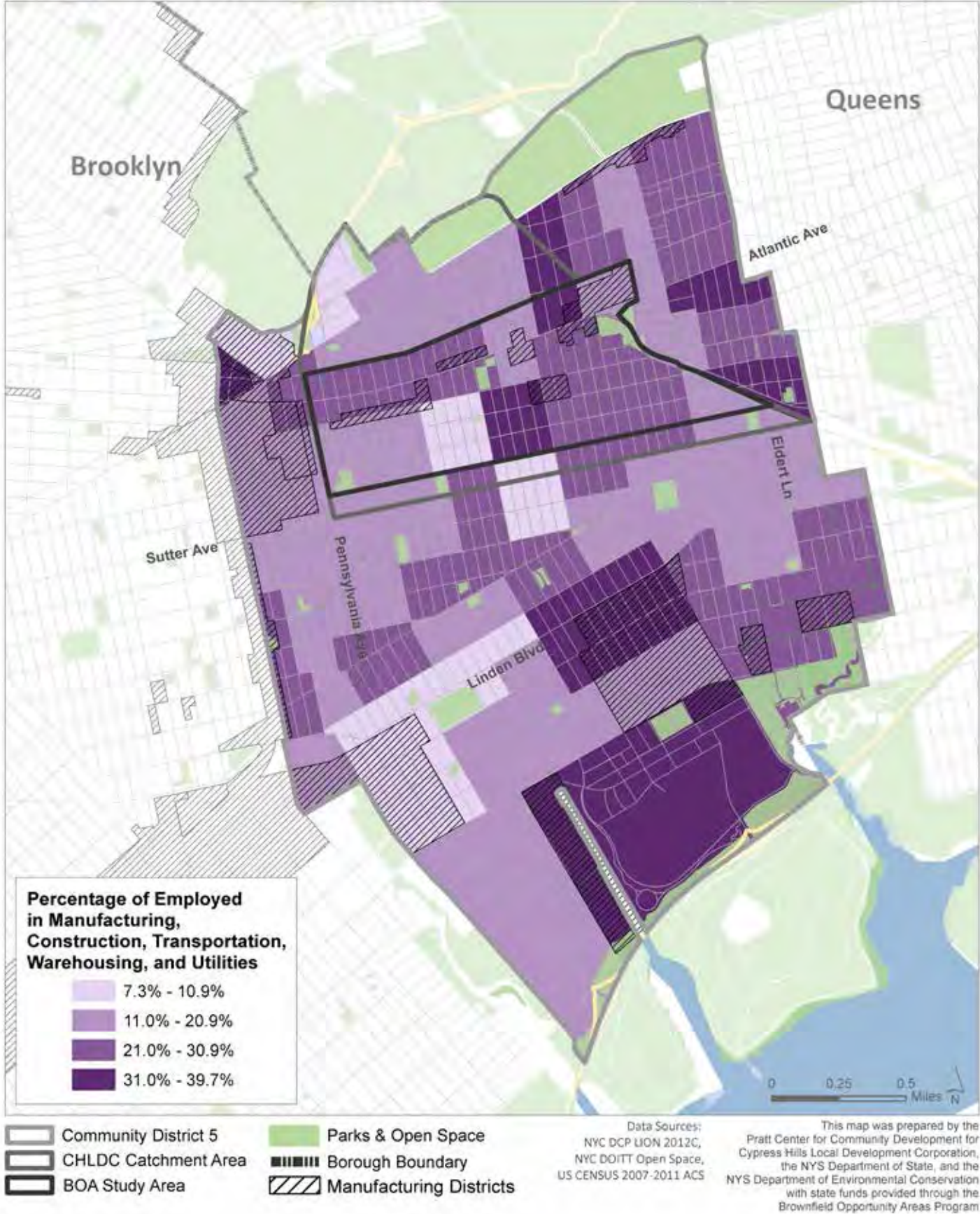
## OUTCOMES



## LONGTERM IMPACT AREAS







Although there is now an emerging literature and prevailing general knowledge that elements of the built environment are associated with health outcomes, and that they constitute important determinants of health and health disparities, the design tactics for optimizing health through leveraging the deep understanding and technical expertise of architects, planners and urban designers to shape that very environment, remains untapped.

HxD leveraged the assessment tools of public health, which have their underpinnings in social and medical science, but collaborated with designers, planners and innovators to assess how design interventions can optimize health outcomes. This approach engaged a meta-analysis of quantitative data (outcomes referenced and associated with selected design strategies in the scientific literature) where feasible and also applies qualitative methods, including synthesis of existing interview data or community workshop summaries. In addition to formal site observational assessments, informal, consultative processes with community members and consultant experts, informed their recommendations. This process involved:

- synthesizing information about a defined community/neighborhood/population (community needs and priorities/health trends and opportunities);
- developing an impact framework to illustrate how design elements can influence community needs (show potential impact) of the overall approach and each site design), and;
- informing the design process through iterative feedback to map how selected design strategies address the factors that drive outcomes.

HxD created the Impact Framework for Healthy Urbanism (right) as a starting point and filter for all CH BOA site designs. It shows the potential of select built environment typologies prioritized by the community—grocery/supermarket, housing, urban agriculture, community center, retail, manufacturing, transportation—and the types of outcomes and impacts they can have on community health and wellbeing. Identifying these factors allowed us to inform the design process with the ‘potential’ outcomes and impacts that could be achieved, depending on the feasibility of addressing the factors through the design. In addition to identifying the factors that could be influenced through the design as a whole, the specific factors that could be activated by different built environment typologies was also identified and informed the specific renderings for each site.

In addition, by evaluating best practice design strategies for the six BOA priority strategic sites, the CH BOA presents a plan that will optimize community health and the related social impact. By mapping existing environmental factors and employing evidence-based design strategies, community needs are met physically, economically and socially. The result is a comprehensive, holistic approach to improved public health through strategic interventions in the built environment.

Supporting detail  
can be found in the  
Appendices

## MANUFACTURING OPPORTUNITY ANALYSIS

Cypress Hills Happiness survey results showed that secure employment is a major concern. Job creation is associated with increased income, spending power, increased access to health insurance, access to more affordable housing, increased well-being, stability, and social mobility. The results of the Verde Summit and the subsequent charrettes confirmed that CHLDC and community members want redevelopment planning to result in the creation of good, well-paying, and stable jobs. Community residents and CHLDC were also interested in workforce development to connect residents to living wage, green jobs. CHLDC was interested in the redevelopment potential of strategic sites in the BOA study area, including currently M-zoned sites that have good potential for new or increased manufacturing development. The Pratt Center for Community Development gathered information to help activate those goals identified over the course of 2 years as part of the Cypress Hills/East New York BOA Step 2 study.

The aims of the manufacturing study were:

- to gain a full understanding of the type of manufacturing activities taking place in Cypress Hills and the surrounding areas;
- to identify key M-zoned sites for consideration of new M-use development;
- to identify the types of manufacturing businesses that are experiencing growth and that may be interested in locating in, relocating to or expanding in Cypress Hills along with the types of buildings and/or vacant lots that they are looking for (size, location, amenities), and;
- to identify the types of job placement, training, or education programs local residents need to take on these jobs.

The analysis results in a set of recommendations that target businesses to attract to Cypress Hills, and creative expansion opportunities for existing businesses. The final product contains recommendations both for priority strategic sites and for general development in manufacturing areas.

Particular attention was paid to building on the area’s existing manufacturing base to improve overall environmental performance and promote manufacturing clusters in order to create well-paying new jobs that match the local labor force. Metal fabrication, as one of the most prevalent manufacturing sectors yet also one that currently pollutes, was a focus for recommendations on how to improve local manufacturing environmental performance and add jobs in the process by linking the sector to new markets.

This analysis employed data from ReferenceUSA, a commercial database that combines business-related census data and information from telephone calls placed to a statistically significant sampling of businesses across zip codes. The data is organized by North American Industrial Classification System (NAICS) codes and was pulled for Cypress Hills/East New York zip codes 11207 and 11208. Data sources included the Bureau of Labor Statistics Quarterly Census on Employment and Wages, census data from the decennial census and the American Community Survey administered every three years, and land use information from various City of New York and New York State agencies.



Supplemental information came from interviews with the Greater Jamaica Development Corporation, the Local Development Corporation of East New York, the Business Outreach Center Network, Brooklyn Workforce Innovations, the Economic Development Corporation of New York, Victoria Co-Packing, Farm to Table Co-Packers, Bad Ass Organics, and the Greenpoint Manufacturing and Design Center.

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## FINDINGS

Manufacturing activity is taking place in the study area, even without the benefits and real estate stability conferred to businesses in the adjacent IBZs. Forty-one manufacturers are present in the study area. The most prevalent types of businesses are apparel, plastics, furniture, food, and metal fabrication. At 20 in total, metal fabricators are the most numerous and also generate 700 jobs. Metal manufacturing clusters along Atlantic and Liberty Avenues. Site visits revealed a greater incidence of these firms than public databases. There is also a cluster of metal fabrication firms in the nearby East New York Business Improvement District.

There is little vacant land in Cypress Hills’ M zones. The largest vacant site is the city-owned property on Atlantic and Chestnut. One priority strategic site—Chloe Foods—is located in an M1 (light manufacturing) zone and houses several fire-damaged buildings. The city-owned, EDC priority strategic site located on Atlantic and Chestnut is the subject of a request for proposals issued by the Economic Development Corporation. Given the size of the site (81,175 square feet), it offers the potential to add a significant number of manufacturing jobs.

The large site on Atlantic Avenue bounded by Logan and Fountain at 3196 Atlantic Avenue—now used for truck parking— contributes to an overall impression of blight on the block. One vacant site of significant size—30 Fountain Avenue—is located on Fountain Avenue south of Atlantic Avenue, in close proximity to the Chloe site. Additionally, 201 Force Tube Avenue, a partially-vacant site, is directly north of the EDC site. While it has potential for additional manufacturing use, there is some expression of community preference for additional greening of Force Tube Avenue. None of the other strategic sites are located in M zones. The EDC-Chloe Foods priority strategic site is located in an M1-1 district.

Manufacturing appears to be an important source of jobs and income for residents of the study area. Nearly 24 percent of residents work in manufacturing, wholesale trade, transportation, warehousing, and utilities, in comparison to Brooklyn (19.7 percent) and NYC (18.4 percent). Two sectors present in Cypress Hills—food preparation and metal fabrication—are stable or growing and make up sizable portions of the borough’s work force.

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## RECOMMENDATIONS

In line with the Food Market Study findings, the Pratt Center determined that food-related production is worth building a long-term strategy around. Even given the effects of recession and a decline in overall manufacturing, food production has been fairly stable since 2007 and is now Brooklyn’s largest manufacturing sector. (Appleseed Consultants, 2012) Purchasing by anchor institutions in the region, including JFK airport, is a potential driver of demand for this market and further research can be undertaken to understand how their supply chains could potentially bring them to procure from man-

ufacturers in Cypress Hills/East New York. Capitalizing on the shortage of co-packing facilities in the region presents an additional growth opportunity.

Two priority strategic sites—Chloe Foods and the EDC site—lend themselves to food-related industries. Co-packing and food preparation—both of which are manufacturing activities that match local skills, fit with the expressed desire to expand the community food-related activities, can potentially connect residents economically to a food infrastructure system that can address high rates of obesity, diabetes, and heart disease, are a good match for existing built and vacant properties, and are suggested by our research of regional demand.

The second sectoral strategy targets local metal fabrication. Borough-wide, fabricated metal continues to account for over ten percent of the manufacturing jobs, and continues to pay well in comparison to other economic activities. (Appleseed Consultants, 2012). Metal products are highly customized to fit the need of the specific order and the market, generally speaking, is local and regional. The presence of multiple metal fabricators in proximity (primarily along Liberty Avenue in the study area) in addition to high-profile local fabricators such as Watermark Designs suggest an opportunity to promote the cluster (externally) and develop the cluster (internally) through supply chain consolidation and sharing of resources/materials/labor. Cluster promotion can help pave the way toward “greening” the firms and making their operations and products safer for workers and residents in adjacent buildings. Cluster promotion can also give the companies a competitive advantage in a marketplace that is increasingly environmentally conscious. There are generally a wide variety of incremental improvements that metal fabricators can make to begin to green their operations as well as demonstrate that such investments lead to reduced costs and expanded markets. As sophistication with sustainable practice grows, metal fabrication firms could pursue creation of tailored Environmental Management Systems (a framework that allows businesses to create a core set of environmental goals, assess current practices in light of those goals, and creating targets to reduce negative environmental impacts over time).<sup>3</sup> Cluster promotion may, over time, help shift local manufacturing uses away from the automotive market and toward metal fabrication in building products, a particularly important and competitive market in New York.

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## TARGETED SECTOR AND SITE RECOMMENDATIONS

### CO-PACKING

Co-packing facilities perform a variety of services that add value to a product and often do so specifically for food. Services can range from food processing (like blending and pasteurizing), to packaging (such as vacuum and bottle packing), to labeling, fulfillment, and distribution. Some co-packers provide kitchen facilities, which have become de facto incubators for emerging food businesses and food entrepreneurs. Bad Ass Organics in Long Island City, for example, provides incubator kitchen space to 12 manufacturers, each with one to five employees. In NYC, co-packing facilities require M1 zoning. Square footage requirements are not clear: existing co-packers have spaces that range from 18,000 sf to 50,000 sf. According to the Economic Development Corporation, Co-packing uses result in one job per 1,000 sf.

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<sup>3</sup> Last year Pratt Institute’s GCPE and Pratt Center offered an EMS class that had two metal working companies as clients and produced EMS plans for each company.



Co-packing makes sense as a long-term strategy for CHLDC because it is a use that supports Brooklyn's growing food economy. As Cypress Hills' participation in the city's food economy increases, co-packing will become vital to its success because it supports start-up manufacturers. Co-packing also makes sense because, according to representatives from NYCEDC and other industrial experts, there is unmet demand for co-packing and because there are low barriers to employment. Interviews with Farm 2 Table and Bad Ass Organics confirmed that co-packing production work requires no particular educational requirements or particular language fluency. Wages range between \$8 and \$20 per hour, depending on the position.

While the recommendation for co-packing is not necessarily bound to any specific site, the EDC-owned site is particularly well suited for co-packing. The site has the requisite M-1 zoning, and any new building construction could be tailored to co-packing use. The currently vacant site could lend itself to the construction of a building up to 75,000 square feet. A warehouse-style building built here is also a good candidate for a rooftop farm, which could in turn provide fresh produce for food-related industry.

The co-packing recommendation also accords with community-identified priorities. However, new construction on this site likely needs a substantial commitment from EDC to lure a company seeking to break into the NYC market, or a capital investment from the city to invest in the construction of a new facility for an existing NYC co-packer who wants to expand.

### FOOD PREPARATION

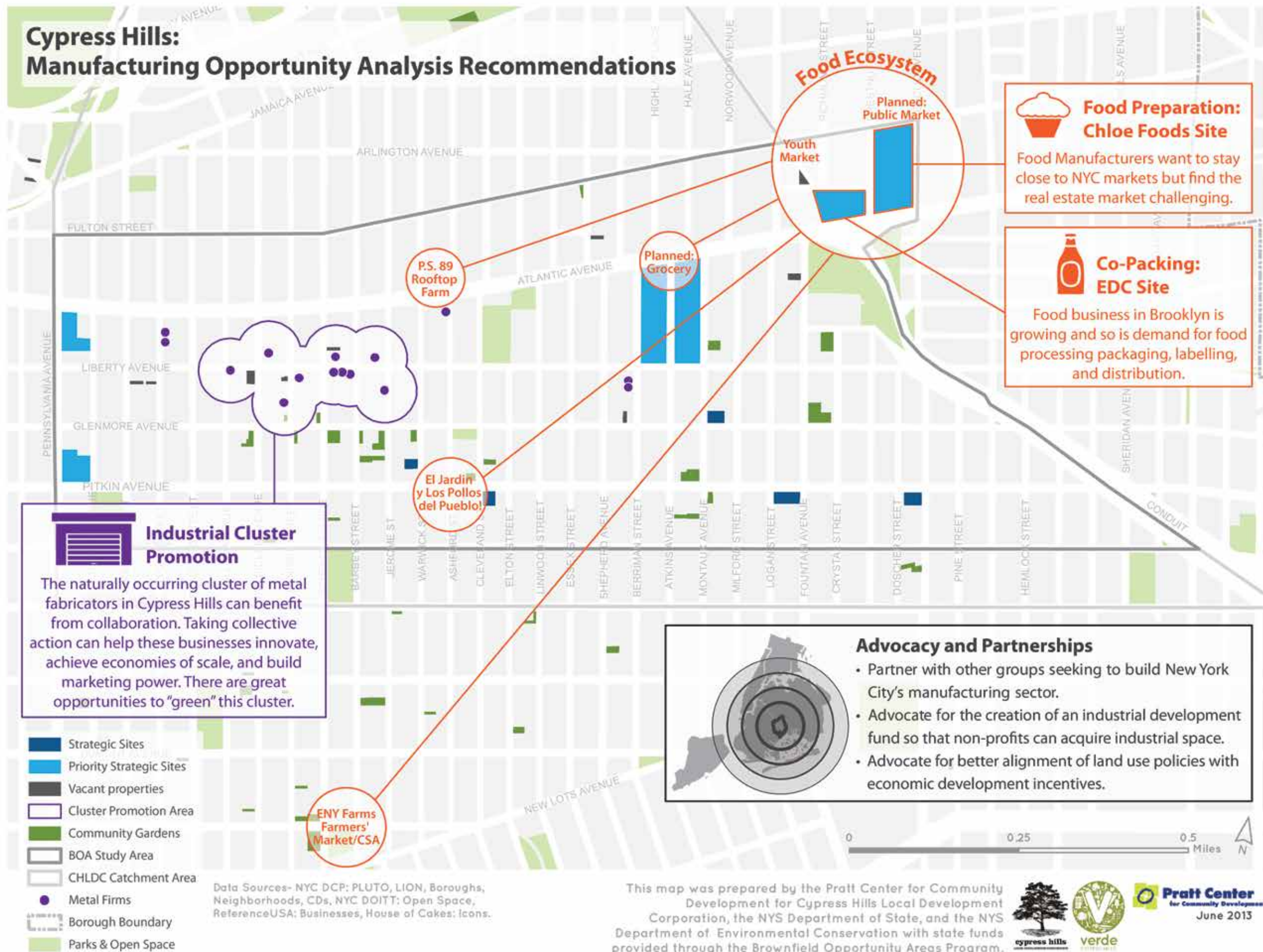
Food preparation (also called food vending or food processing) is part of an established food network in New York City, with local manufacturers producing for large-scale customers such as airline markets. As with the co-packing recommendation, the suggestion to encourage food preparation companies is not necessarily bound to any specific site. In the long term, if and when the legal issues that are likely to tie up the control of the former Chloe Food site are resolved and the site is remediated, there is potential to re-use the site at Atlantic between Euclid and Chestnut.

### CLUSTER PROMOTION

The 20 metal fabrication firms in Cypress Hills employ 701 people, or sixteen percent of the total number of manufacturing workers in the study area. Annual wages in this NAICS code group (\$45,970) are higher than in other sectors present in the area: higher than median household income in CD 5 (\$33, 657) and in Brooklyn (\$43,755). Metal-related firms cluster primarily on Liberty Avenue, often next door to one another. There are also metal-related businesses on Atlantic Avenue and Pitkin Avenue. Metal fabrication is an important economic sector in NYC—one that supports and is supported by economic drivers for NYC—such as design, and in turn supports architecture, construction, and contracting.

More research should be done to uncover the extent to which these firms may already collaborate, but their volume of business is likely to increase if they adopt an agglomeration approach—cluster promotion. The promotion of the cluster results in better intra-sector operations, such as sharing services and equipment that ultimately lower costs, but also results in increased ability to enhance the profile of the businesses externally, to clients and government agencies.

One concern raised by metal fabricators was that they faced competition from small, unlicensed businesses that had no overhead because they operate out of the back of a truck and may be sourcing from informal (read,







illegal) vendors. Yet they are also candid about the fact that most metal fabricators start out this way and graduate to bigger space once they have a customer base. This suggests the need for inexpensive incubation space. On the flip side of the real estate issue, at least one fabricator would like to get larger space in the neighborhood but can't find anything suitable (under 15K sf) in the ENY IBZ. There is opportunity to help match fabricators to appropriately-sized space.

GREENING THE CLUSTER

Promoting sustainable business practices is an evolutionary process. It is unlikely that a company will jump from little environmental awareness to significant environment commitment. A gradual process allows the company to make modest investment, reduce costs and expand markets, thereby realize the benefits of those investments and then be encouraged to pursue other, deeper environmental measures. There are a wide variety of steps that a metal working company can take to reduce its environmental footprint, culminating in relatively strict ISO or other third party Certification. An easier, transitional approach would be to seek green identification through Made In NYC, a self-certified, voluntary process. Made in NYC is a marketing initiative that creates a vehicle for incentivizes companies to green their operations and includes a growing list of manufacturers who have committed to producing in ways that reduce energy and environmental impacts.

Adopting sustainable practices and the resulting green identification for metal fabricators would allow them to potentially overcome some of the stigma associated with metal manufacturing and perceptions that they are polluting businesses. Watermark Designs, just outside the study area, is certified as green, because they produce highly water efficient bathroom showerheads and faucets. Greening reduces costs over time. The immediate result is more in improved sales via marketing to promote greening of production. The real impact of operation costs is five to seven years, although some firms report small but immediate decreases in their utility bills. Nineteen percent of the tenants in the Brooklyn Navy Yard identify and market themselves as green. Of those, 53 percent believe that it has increased sales.

RECOMMENDATIONS

- 1) CHLDC adopting a role to bridge businesses in the study area and the Local Development Corporation of ENY. As fabricators grow, CHLDC can assist them in conversations with the IBZ to suggest creative alternatives to leaving the neighborhood, such as building-sharing, that may not immediately be apparent. CHLDC can also work with others in the sector to encourage “back-of-the-truck” operators to move into space that is vacant. This looped real estate system becomes a de facto incubation of the metal fabrication sector;
- 2) CHLDC assisting local fabricators to pursue an Environmental Management Systems concept. Discussions with Pratt or a green business service provider such as ITAC to make strategic plans can commence almost immediately. A product of any resulting effort could be an easy-to-read guide on how to make environmental improvements to metal finishing processes. Local manufacturer Watermark Design can be brought into the effort to discuss the bottom line benefits of going green.

Supporting detail  
can be found in the  
Appendices

BUILT ENVIRONMENT INTERVENTIONS

Cypress Hills/East New York is a neighborhood in need. Residents struggle to make ends meet, have not shared broadly in NYC's or Brooklyn's renaissance, and have been categorically left out of the larger economy. At the same time, the neighborhood is a desirable place to live—growth is high, and while foreclosures have taken their toll, Cypress Hills/East New York is not characterized by neighboring Brownsville's high rates of vacancy and abandonment and “broken tooth” property use patterns where long-vacant properties depress property values of adjacent residences. People want to live in Cypress Hills, as evidenced by growth in population, high community engagement in the CH BOA and other community-wide activities and activism, and overwhelmingly positive responses to the Happiness Survey question: “Are you satisfied with your neighborhood as a place to live?”

Yet, the supply of affordable housing has not kept up with demand, widespread illegal, informal housing as well as shoddy construction results in housing that is unsafe and unhealthy for residents; unemployment and crime rates are both high; transportation routes are unsafe and inconvenient, and: access to healthy food and open space is extremely limited. Zoning that has not been comprehensively revisited since the 1960s and inattention to comprehensive planning of the area, despite changes in land use, density, and demographics over time, has stymied the neighborhood's ability to move forward. These physical circumstances result in public health indicators that are disproportionately dire and mean that Cypress Hills/East New York residents, by and large, live shorter, less healthy lives than their neighbors in other Brooklyn and New York City communities.

But Cypress Hills/East is poised to move ahead. Neighborhood residents have a stake in improving the area, as evidenced by the turnout during Verde planning sessions and charrettes. Absent any effort by successive city administrations to comprehensively address the problems of the neighborhood, strong community-based organizations, such as CHLDC, have been taking the reins to make needed improvements and making sure residents have access to the services they need. Local organizations have also taken on the job of forward-thinking, comprehensive planning that creatively addresses issues of neighborhood sustainability, equity, resilience, and health. The Verde Initiative brought an innovative, community-inspired vision into focus and targeted ways that residents could live, work, eat, and learn in an environment that is safer, more affordable and healthier. To implement this vision, every available opportunity must be considered. Vacant and underutilized properties—specifically those that may qualify for additional public subsidies through city, state, and federal investment programs to redevelop brownfields—must be brought directly into the planning process.

CHLDC, in partnership with the Citizen Planners of Cypress Hills/East New York, has developed a set of site-specific recommendations for the re-use of potential strategic brownfield sites in ways that are tailored to the needs of existing residents, comprehensive in scope, with anticipated wide-ranging positive health effects for the community at large, and most of all, feasible, given local demand for housing, opens space, food resources, and industry. Working with ISA Architects and Health x Design, CHLDC has built concepts of neighborhood health and well-being directly into site design proposals, so that as brownfields are remediated and redeveloped, they automatically add



to the community’s environmental assets by adding green space, passive and active recreation space, community gathering space, healthy building systems, expanded options to purchase and consume healthy, culturally appropriate food, and job opportunities that provide decent wages and create a local, sustainable food economy.

There are important opportunities to influence community health and well-being/opportunities for health promotion and disease prevention through the designs proposed for the strategic sites. By identifying critical factors, specific to Cypress Hills/East New York public health needs and priorities—from affordability to jobs to outdoor environment to social interaction—the design process was informed with the ‘potential’ outcomes and impacts that could be achieved, using evidence-based design interventions. In addition to identifying the factors that could be influenced through the design as a whole, the specific factors that could be activated by different built environment typologies was also identified and informed the specific renderings for each site.

In addition to optimizing the potential health and social benefits of each site, the proposed designs amplify the cumulative impact of the sites across the community/neighborhood scale. That is, the proposed designs represent the activation of an interconnected web of factors that promote health and wellbeing. The approach not only captures the scope and scale necessary for generating community-level impact, but also explicitly defines and maps design elements to evidence-based environmental factors that foster healthy behavior and related outcomes.

The collective future vision for all of the sites is toward revitalizing Atlantic Avenue into the core common experience of Cypress Hills, with major new housing opportunities, commercial development, and an emphasis on arts, culture and community economic development. While each site is intended to have a clear, and unique, programmatic agenda, the work emphasizes the crucially important aggregate and networked impacts of all of the sites operating as a system reboot intervention.

The design effort in progress, across over 15 acres of combined site area, are more than 1,500 units of mixed-income/affordable housing, 80,000SF of community services, 35,000SF of commercial/retail, 140,000 SF of light manufacturing/industrial, a 40,000SF regional grocery store, and significant new park and green spaces dedicated to recreation, play, and urban farming. While the work is informed by a series of baseline parameters like the NYC Zoning code, community opinion, and general best practices; the aspirational goals of the project are based in a deep sense of urban sustainability that works to capture the economic, health and food access research of the broader consultant group. The work is intended as an innovative model and on-going test-bed for folding broader community, economic, cultural, and health outcomes into the spatial and experiential vocabulary of architecture and urban design.

# SUMMARY ANALYSIS, FINDINGS AND RECOMMENDATIONS

## PRIORITY STRATEGIC SITE RE-DEVELOPMENT OPPORTUNITIES

### SITE 1 CULTURAL GATEWAY: M&T

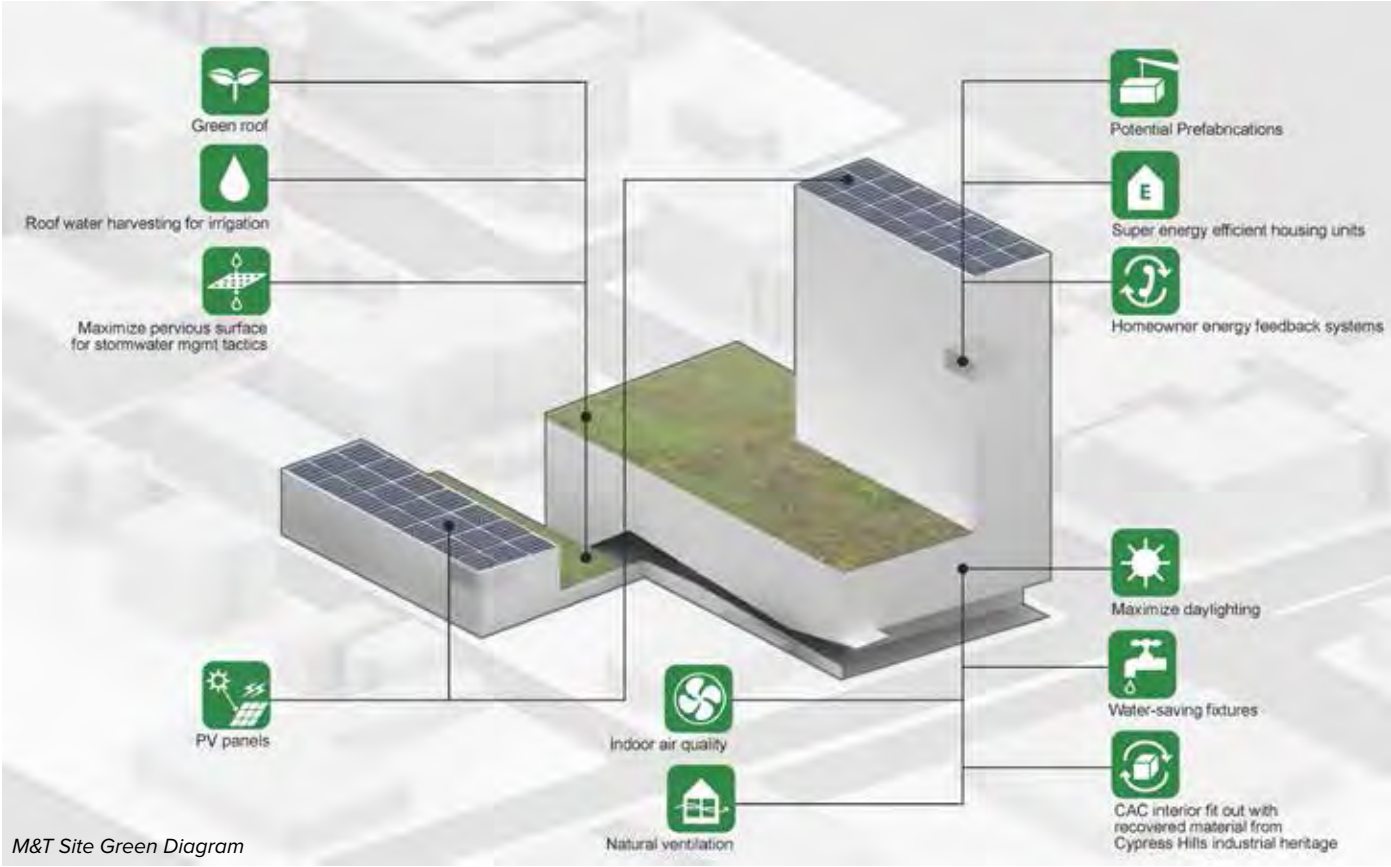
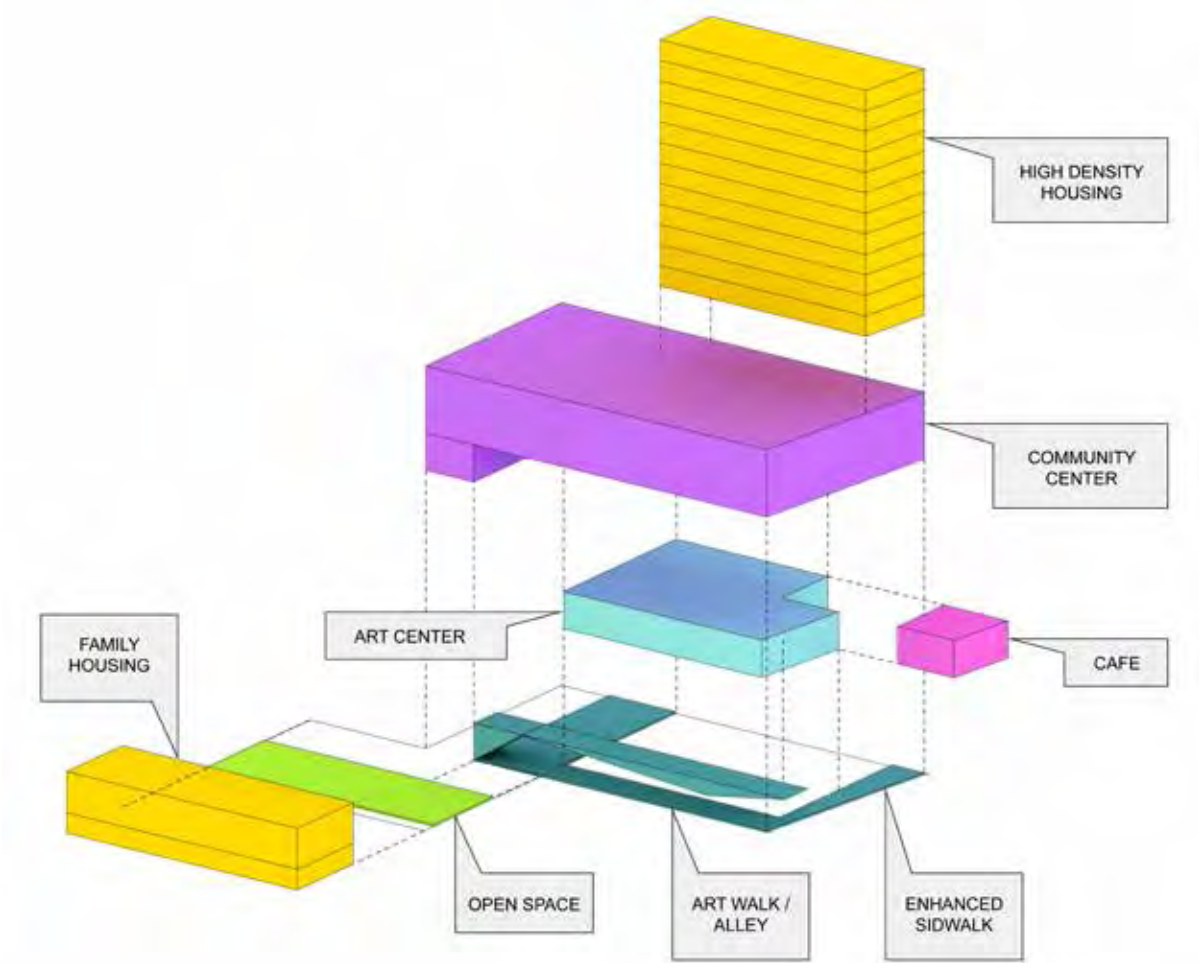
This site is the defining gateway to the Cypress Hills/East New York neighborhood. The proposed scheme looks to create a high-density mixed-use development that wires into a diverse group of existing adjacent land uses—transit, housing, commercial activity. The first floor is defined by a community arts center, with a regional health and wellness facility on floors 2 and 3. A 10-story housing tower sits atop the plinth along Pennsylvania Avenue creating a large façade surface that will be designed to greet traffic flowing into Cypress Hills along Atlantic Avenue.

In the middle of the site is a partially weather-protected civic arts space intended as an outdoor extension of the community arts center. The south edge of that space is lined with small galleries and artists’ work spaces above. That scale continues south along New Jersey as family housing that plugs into the existing urban block massing.

Supporting detail for all of the priority strategic site designs can be found in the Appendices



M&T Site Axonometric Projection



M&T Site Green Diagram

M&T Site Site Rendering



INTERFACE STUDIO ARCHITECTS (ISA)





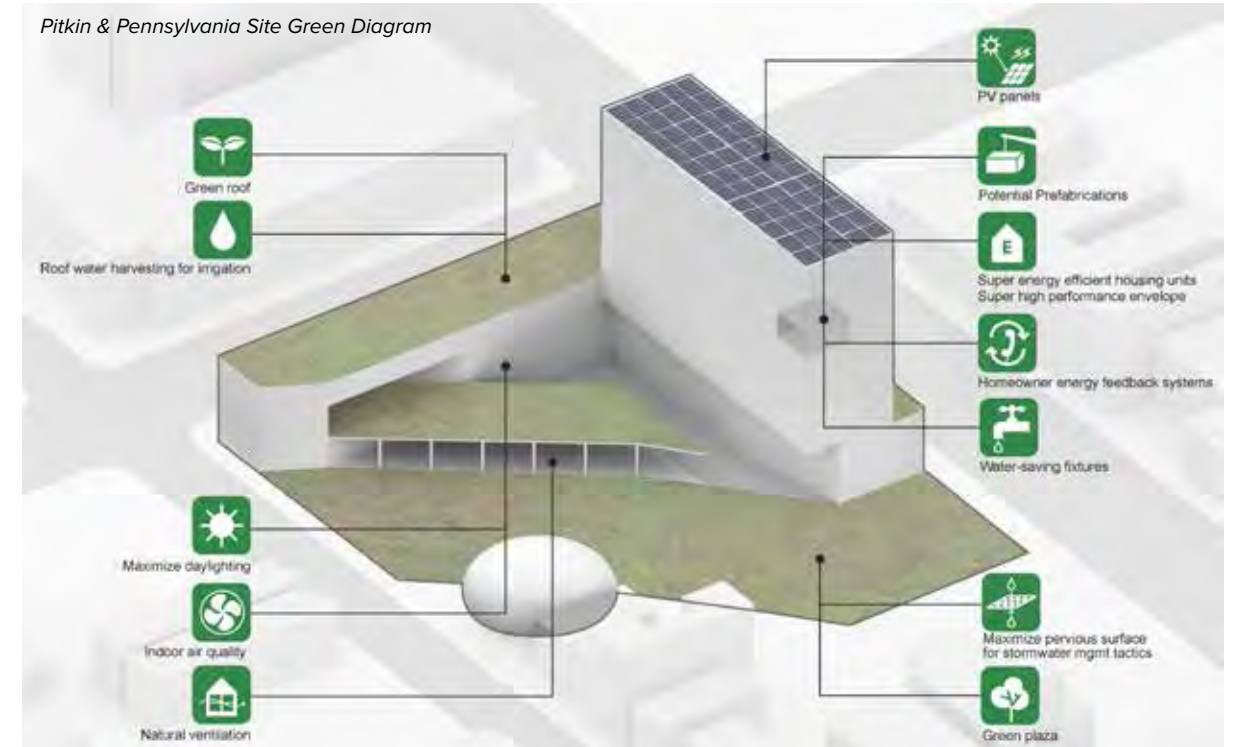
INTERFACE STUDIO ARCHITECTS (ISA)

*Pitkin & Pennsylvania  
Site Rendering*

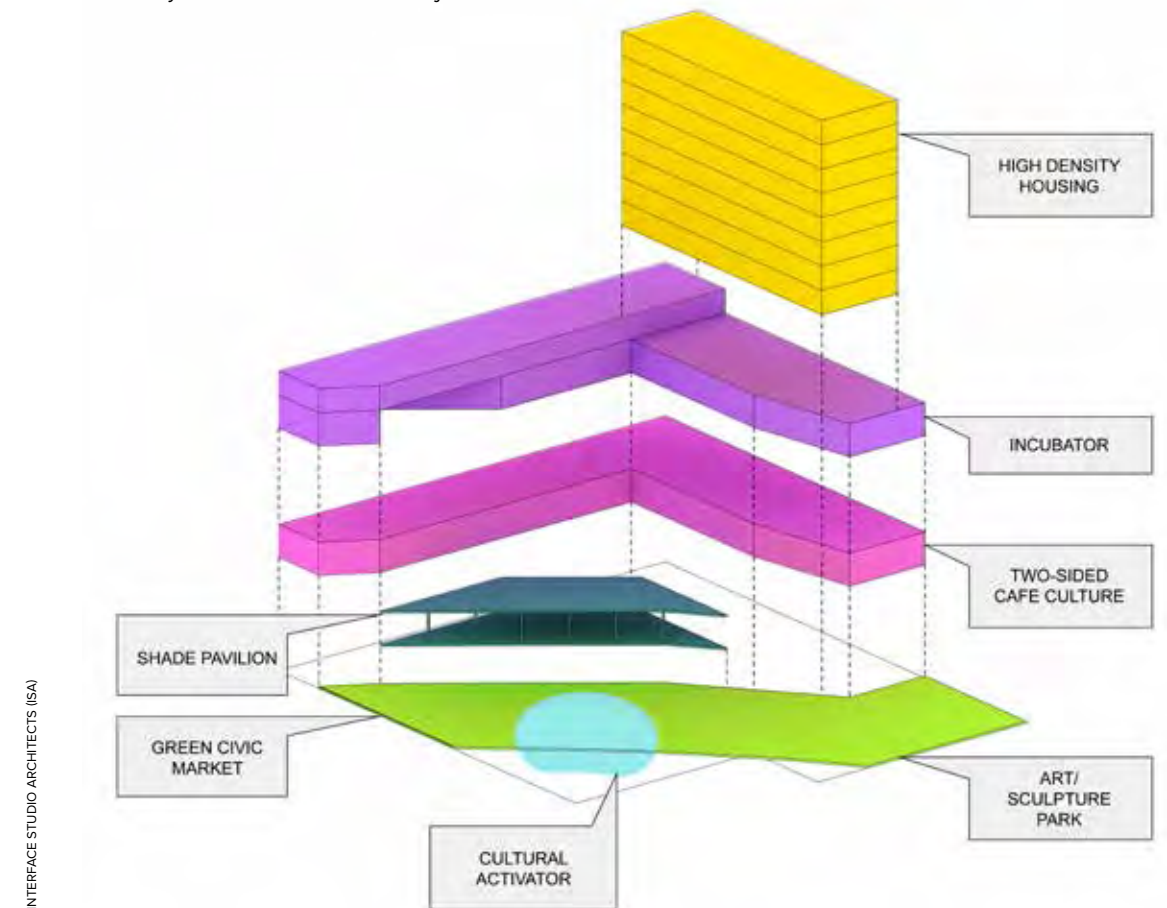
## SITE 2 THE BACKYARD: PITKIN & PENNSYLVANIA

This site is characterized by a busy urban corner at Pitkin and Pennsylvania with a subway right-of-way that cuts an arc through the north half of the site. Along the busy perimeter commercial/retail frontages are proposed to hold the site edge with high-rise housing above. A residential apartment tower is positioned along the Pennsylvania Avenue edge to maximize sun access to the balance of the site.

The north side of the site includes an open, green market zone flanked by a shade pavilion to the south and a cultural performance venue to the north. All of these elements extend the energy of the street, through the retail fronts, and invite pedestrians to discover the “backyard” of the site.



*Pitkin & Pennsylvania Site Axonometric Projection*



INTERFACE STUDIO ARCHITECTS (ISA)





INTERFACE STUDIO ARCHITECTS (ISA)

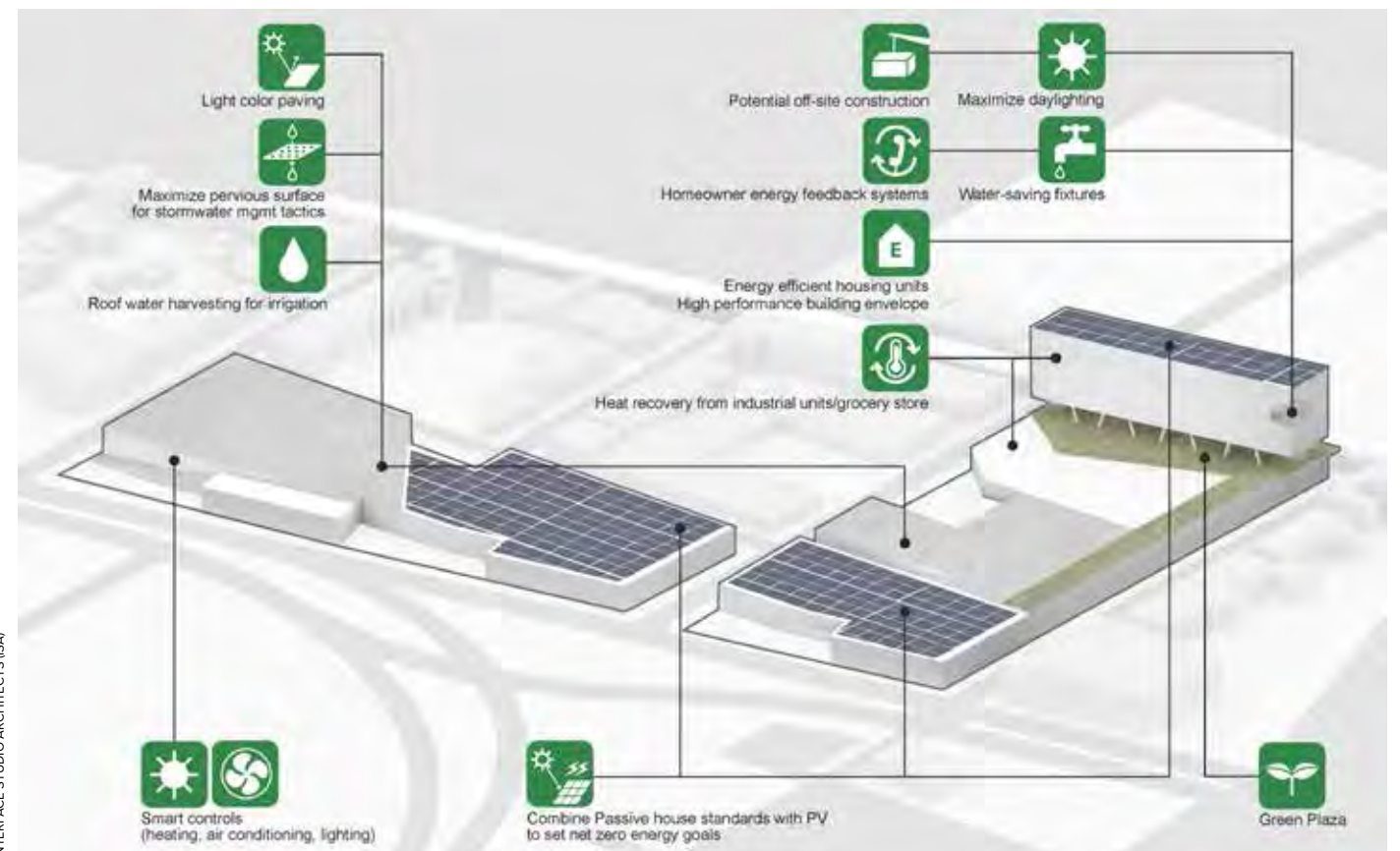
## SITES 3 & 4 INDUSTRIAL HUB: CHLOE AND ECC

Chloe & EDC  
Site Rendering

These sites are currently surface parking and a former cold storage food facility recently damaged by fire. These are very large sites that lie between residential neighborhoods and Conduit Boulevard, a sprawling regional connector, and adjacent to the Fulton Street rail lines. The scheme is thought of as a center for food industry and access--a significant economic generator and jobs hub. Housing, a grocery store, artisanal food production, weekend market spaces, rooftop farming, and other community commercial amenities are imagined co-existing here. The grocery store fronts Fulton Street and makes a strong connection to the train with a roof level park space while state-of-the-art food industry facilities exploit truck access along Atlantic Avenue. This site represents a radical new mixed-use kind of building that combines community value with larger footprint, contemporary commercial facilities.



INTERFACE STUDIO ARCHITECTS (ISA)



Chloe & EDC Green Diagram





INTERFACE STUDIO ARCHITECTS (ISA)

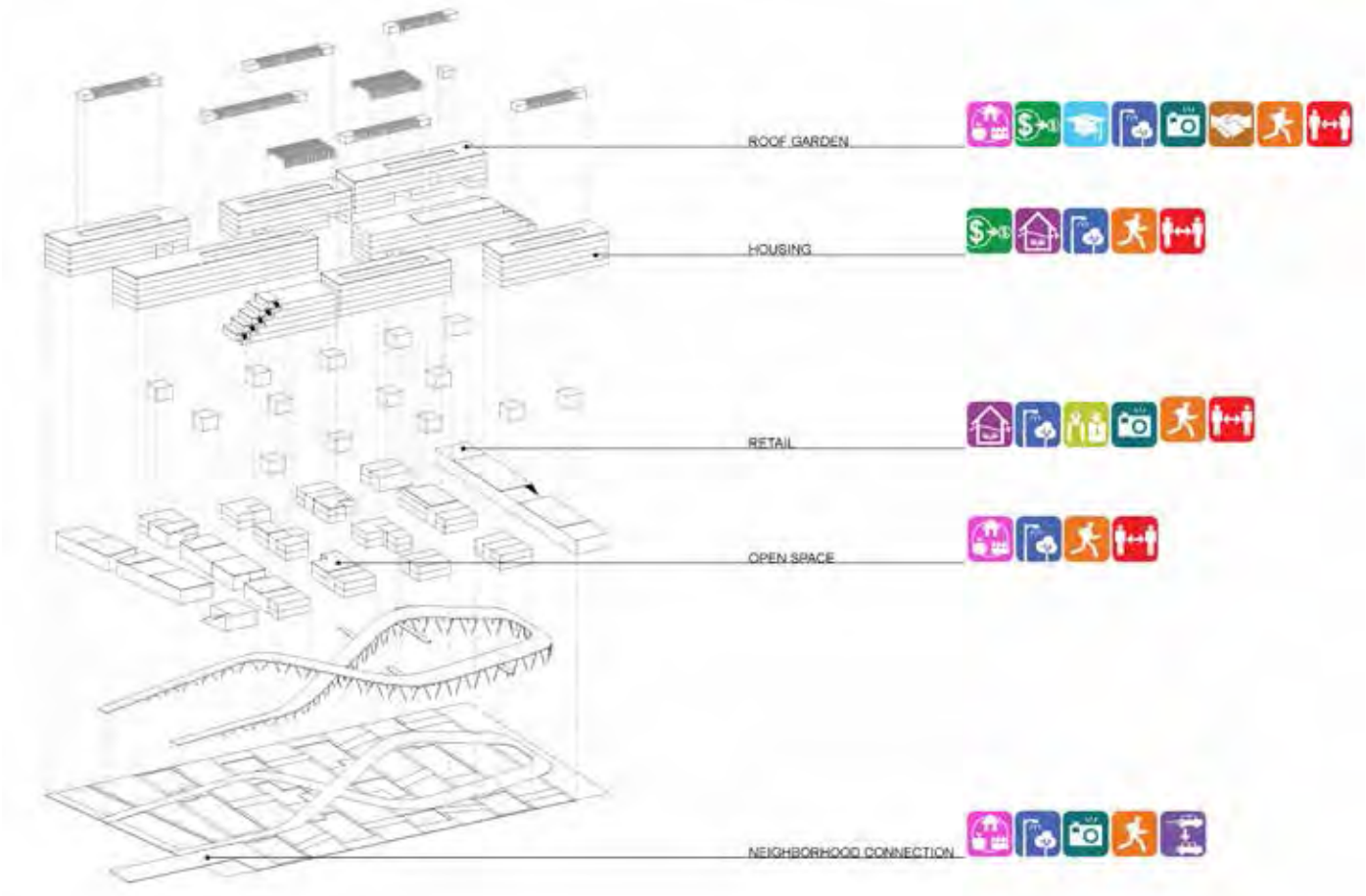


Arlington Village Bird's Eye View

## SITE 5 SUPER HOUSING: ARLINGTON VILLAGE

This site is currently home to low-density rental housing with an FAR of less than 1. The goal for this site is to create a high performance, medium, density, affordable housing development that combines a variety of residential types, parks, playgrounds, roof terraces, and commercial opportunities. Specifically, the program proposal includes neighborhood-oriented retail amenities along Atlantic Avenue and a strong pedestrian linkage across Atlantic at Highland Place that rolls directly into the housing development site. A ¼ mile walking loop networks the site creating an “irresistible path” for healthy movements of residents between home, shopping, and transit. The “mountain-climbing” building invites people to climb to roof level for a wonderful view. A series of programmed gathering and open spaces are tucked below the matrix of overlapping housing bars.

Arlington Village Rendering:  
“Irresistible Loop”



Arlington Village Impact Axonometric Projection





LACINA HEITLER ARCHITECTS

*Pitkin & Berriman Rendering*

## SITE 6: MIXED-USE LIVING: PITKIN/BERRIMAN

CHLDC acquired this site, a 20,000 square foot, privately-owned vacant lot at Pitkin Avenue and Berriman Street, in 2010. Working closely with the Department of City Planning, CHLDC recently secured a zoning map change through the City's ULURP process. The new zoning designation will increase the density of the block front from the current R5 (which allows for the development of approximately 40 units) to R7A, which allows for between 60-70 residential units and over 15,000 square feet of ground floor commercial space. The residential units will be developed as larger, 2- and 3-bedroom units to serve the needs of local families, and the commercial space will be developed as much-needed community space to serve the needs of Cypress Hills/East New York residents.

## AREA-WIDE REZONING OPPORTUNITIES

The Department of City Planning continues to play an important role in shaping a long-term strategy for the future of Cypress Hills/East New York through the Sustainable Communities East New York (SCENY) initiative. The goal of SCENY is to develop a broad and long-term strategy for the sustainable future of the predominantly low-income Cypress Hills and East New York neighborhoods in Brooklyn in close collaboration with local community and civic partners. The initiative capitalizes on the area's strong regional and local transit access—the East New York station of the LIRR, five subway lines and six bus lines that connect at Broadway Junction and extend from it to the rest of the study area—to identify opportunities for new housing, including affordable housing, a mix of uses, improved access to job centers, helping to create more pedestrian activity and safer streets, improving availability of healthy food options and retail services, improved environmental quality and energy efficiency. The CHLDC's BOA and DCP's SCENY studies are complementary. The SCENY study area encompasses the study area of the Cypress Hills BOA and two adjacent areas

To address zoning issues that constrain transit-oriented development opportunities and limit the density of wide avenues and broad commercial corridors, DCP has begun working with CHLDC to draft a set of zoning change recommendations. In general, the rezoning will need to allow for higher densities and mixed uses along portions of Atlantic and Pitkin Avenues, as well as Broadway Junction. Moving forward, DCP will continue outreach to present their recommendations and receive feedback, while also preparing a report for HUD outlining their recommendations based on the SCENY study. Both CHLDC and DCP will continue to seek funding to implement the proposed changes.

## MOVING AHEAD

### POTENTIAL PARTNERSHIPS

Partnerships with local and regional organizations that work directly with manufacturers and with developing real estate for manufacturing will propel forward the recommendations to attract food manufacturers to the area and to enhance and promote local metal manufacturing. The LDC of ENY, ITAC, Pratt's Center for Sustainable Design Studies, and NYS's Pollution Prevent Institute are technical and financial resources to promote clusters and sustainable process, and the Greenpoint Manufacturing and Design Center (GMDC) might be engaged to provide assistance in real estate development. CHLDC can also link arms with other local, citywide and national organizations, such as the East Williamsburg Valley Industrial Development Corporation, the Brooklyn Navy Yard, the Pratt Center, and the newly-created Urban Manufacturing Alliance, who are advocating for the establishment of an industrial development fund for non-profit acquisition of industrial space; for adapting economic development tools such as Industrial Revenue Bonds to facilitate the rehabilitation of space by non-profit organizations for use as



rental properties for manufacturers; and for coordinating land use and zoning policy with economic development investments and infrastructure.

DCP and CHLDC already have in place a strong partnership that allows each to benefit from the work of the other. In furtherance of the goals of their BOA and SCENY planning efforts, DCP and CHLDC are jointly applying for a NYSDOS Step 3 BOA grant. The grant would enable CHLDC to continue their work on the opportunity sites and DCP to implement the land use and urban design recommendations developed both by the SCENY study and by the CHLDC. DCP’s SCENY recommendations will be a comprehensive land use framework for the SCENY study area, which includes the CHLDC BOA priority strategic sites.

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## CONTINUED COMMUNITY INVOLVEMENT

As part of the BOA Implementation Strategy, CHLDC will take the community feedback compiled through the community-based planning process as part of the Step II Nomination Study, along with the technical data that staff and consultants gathered and analyzed to re-develop several underutilized, contaminated and vacant sites along the Atlantic and Pitkin Avenue corridors in our community. The New York City Department of City Planning will prepare the Environmental Impact Analysis and Land Use Application for a community-wide rezoning to implement the land use proposals prepared pursuant to the recommendations developed under their HUD Sustainable Communities East New York grant and our BOA Step II study. The land use review process that is part of the city’s rezoning process provides several opportunities for public participation, in the form of public hearings at the local community board, the borough president’s office, the City Planning Commission, and the City Council.

CHLDC will continue the extensive outreach conducted in the Step II study in order to ensure maximum community participation and detailed input in the Implementation Strategy. Given the long history of dedicated service to the community, CHLDC has very close ties to a wide range of neighborhood-based institutions including the North Brooklyn YMCA, local churches such as Blessed Sacrament, St. Rita’s and St. Michael’s, the 75th police precinct, all of the local public schools where CHLDC runs after school programs, and, in particular, PS 89, whose permanent facility was developed by CHLDC, and IS 302, a public middle school located in the heart of the BOA study area where CHLDC runs a Beacon Community Center. CHLDC also works with the Cypress Hills-Fulton Street Senior Center, United Community Centers, East New York Farms, ArtsENY, and Brooklyn Legal Services Corporation all of whom have participated in the BOA process to this point.

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## POTENTIAL CHALLENGES

Securing investment for property development in weak local markets is a challenge. NYC, while not hit as hard as other parts of the country, is still recovering from the Great Recession. Its recovery is now complicated by the aftermath of Hurricane Sandy. Low-lying coastal areas that were hardest hit are likely to be the targets of public investment for some time. The challenges of Sandy may be offset somewhat by the city’s overall need to build new, secure, non-waterfront housing for those directly and indirectly displaced by the effects of the hurricane. New zoning to allow for denser housing development in the area may well attract needed investment for housing.

Simultaneously, increases in demand for housing construction and contracting may—with sufficient nurturing by government agencies—turn into a new demand stream for local businesses such as metal fabricators in Cypress Hills/East New York.

An additional challenge is unpredictability of local, state, and federal monies available to follow up on plan implementation, property acquisition, and the availability of tax credits, in addition to other sources of needed financing. Governments struggle to find the balance between budgets that address needs but do not incur new tax burdens. Discretionary funding for community development has in the past fallen victim to this struggle.

A final challenge in Cypress Hills/East New York may be the reluctance or inability of property owners to engage in negotiations leading to the sale of properties that would enable their redevelop along the lines of the sustainable community vision. CHLDC will need full support of municipal agencies and elected officials in their quest to acquire local property.

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## NEXT STEPS

For community-based developers, the brownfields issue rubs two ways. On the one hand, vacant and underused properties are a blight on the community, leading to disinvestment and a wide range of public health issues. On the other hand, those same parcels, given their number and size, present transformative development opportunities. Cypress Hills/East New York is one of the few neighborhoods left in New York City where the City still owns property with development potential. However, the City-owned parcels are either very small, infill properties (less than 3,000 square feet) or very large parcels (such as the Livonia clusters) that are subject to city-wide RFPs that favor private developers with large balance sheets. Historically, CHLDC, a community-based non-profit with very limited capital, has depended on low acquisition prices in order to reach the deepest levels of affordability in their housing developments. However, with city-owned land drying up or being auctioned off to the highest bidder, CHLDC has and continues to seek out new and innovative ways to finance land purchases—especially for those mixed-use developments with large manufacturing, commercial or community components, which are harder to subsidize based on current state and local policy.

In this next phase, we will capitalize on our successful Step II engagement strategy in order to maintain the momentum of our “Citizen Planners” and to further hone our development plans for previously identified strategic sites. Our biggest emphasis, however, will be on acquisition. Negotiating with private owners, identifying financing sources and securing financing with terms conducive to the deep levels of affordability and the innovative mixed-use character of our site designs will be paramount. Appraisals, construction cost estimates, and zoning analyses also will be conducted. Where feasible, CHLDC will also work with a real estate development consultant to assemble smaller sites for future affordable housing development.

CHLDC has identified a significant amount of underutilized FAR in Cypress Hills M-zones. In order to leverage this asset, CHLDC will conduct extensive outreach to new manufacturers looking to expand and/or relocate and will work with existing manufacturers in order to strengthen their ties with local workers and businesses. The Step II process identified food as a likely catalyst for both economic opportunity and improved public health. In order to respond to the high demand for expanded access to affordable, fresh food



in the neighborhood, CHLDC will implement marketing efforts to attract food businesses and manufacturers, and further explore the possibility of social enterprise development.

As acquisition financing is identified and secured, CHLDC will advance the strategic sites to the Pre-Schematic Design level. Based on the evidence and practice-based impact framework that articulates the potential health and social benefits that we created in our Step II study, the next step will be to focus on operationalizing those outcomes by creating frameworks and public education tools to demonstrate and publicize the efficacy of the public health guidelines developed in Step II. CHLDC will conduct an open space analysis that will provide both an overall framework plan, as well as the identification of discrete projects for early wins and longer-term capital investments.

Finally, to ensure that a neighborhood-wide re-zoning includes as much affordable housing as possible, CHLDC will conduct an in depth research study of mandatory affordable housing policies—locally, nationally and internationally—in order to inform a set of policy recommendations to be delivered to city decision-makers.

Cypress Hills/East New York, as a community, is sicker than its wealthier counterparts in the borough, and city-wide, due, at least in part, to deficiencies in the built environment<sup>4</sup>. Through the BOA Step II process, CHLDC has brought together a team of planners, architects and public health experts to identify and incorporate evidence-based solutions to rectify physical inequities. At the same time, CHLDC has worked closely with community residents, “Citizen Planners,” to identify priorities and come up with practical solutions. Technicians and community members together have created an activist, multi-disciplinary, holistic, outcomes-based re-development plan which represents a critical opportunity to alleviate poverty, increase wellbeing, and reduce negative environmental impact in Cypress Hills/East New York that is now ready to be implemented.

## CHAPTER 4 STRATEGIC SITE PROFILES

<sup>4</sup> House James S, Williams N, David R. Understanding and Reducing Socioeconomic and Racial/Ethnic Disparities in Health. Smedley Brian D, Syme Leonard S, eds. Promoting Health: Intervention Strategies from Social and Behavioral Research. Washington, DC. National Academy of Sciences; 2000:81-83.



SITE PROFILE 1

ARLINGTON VILLAGE



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High	<input checked="" type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

TAX MAP INFORMATION:	Block 3975, Lot 1; Block 3974, Lot 1
NAME:	Arlington Village
ADDRESS:	3100 and 3124 Atlantic Avenue, Brooklyn, New York 11208
OWNER:	Fred Stark
MUNICIPALITY:	Kings County
PUBLICALLY OWNED:	No
FORECLOSURE LIST:	No
SIZE:	3100 Atlantic Ave: 3.5 acres, 3124 Atlantic Ave: 3.7 acres, Total: 7.2 acres
EXISTING BUILDINGS:	54, Fair
CONDITION:	Fair
ZONING:	R5 (medium-density residential district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone: (NW corner)	<input checked="" type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other_____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave
Miles to Highway:	1.5 miles	Rail Service:	LIRR East NY, 1.5 miles
Closest Interstate:	I-678	Closest Airport:	JFK, 6.8 miles
Miles to Interchange:	5.4 miles		

SITE STATUS: Low-density residential; partially occupied

PROPERTY DESCRIPTION: The Arlington Village houses occupy a superblock stretching north-south from Atlantic Avenue to Liberty Avenue and from Berriman Street in the west to Montauk Avenue in the east. Two-story brick apartment buildings lining the perimeter of the property conform to the original street grid, while the through street (Atkins Avenue) is replaced by parking and green open space. Many of the units are unoccupied with boarded-up windows, giving the appearance of abandonment and disrepair.

DESCRIPTION OF ADJACENT LAND USES: The site is surrounded by a mix of uses including residential, light and heavy commercial as well as manufacturing. Three fast food establishments operate directly across Atlantic Avenue to the north. To the west along Berriman Street lies Jamaica Hospital Family Medical Center, two churches, a transportation storage facility and an automotive scrap yard. Public School 345 along with two other automotive repair and towing facilities are south of the site along Liberty Avenue. Montauk Avenue to the west is largely residential with the exception of a furniture showroom along Atlantic Avenue and one auto repair shop.

USE AND ENVIRONMENTAL HISTORY: The site itself contains two petroleum bulk storage tanks and two open petroleum spills with eight additional storage tanks and two open spills located within a one block radius.

STATUS OF REMEDIAL INVESTIGATION: To our knowledge, a remedial investigation has not been undertaken and a remediation strategy has not been defined. To date, CHLDC has not undertaken an environmental investigation or come up with a remediation strategy given the owner's intractability. She refuses to discuss selling the property to CHLDC or anyone else. The Mayor's Office of Environmental Remediation is assisting CHLDC with the funds necessary to undertake an Environmental Phase I study and report of the site which will be completed after the Step II report is submitted and while acquisition negotiations continue with the owner.

USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES: This site offers unusual size and close proximity to transit options as well as valuable open space, making it an ideal site for higher density residential development mixed with some commercial use along Atlantic and Liberty Avenues.

RANKING EXPLANATION: While the challenging negotiations with the owner make the acquisition of this site less likely than the other sites, its sheer size and the magnitude of the impact of its redevelopment as high density, green, affordable housing, combined with a full service grocery store (a resource that is sorely lacking in Cypress Hills/East New York, a USDA-designated food desert), and accessible green and open space, rank this site as high in importance.



SITE PROFILE 2  
M&T SITE



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High	<input checked="" type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

**TAX MAP INFORMATION:** Block 3687; Lot 12

**NAME:** M&T

**ADDRESS:** 91 Pennsylvania Avenue, Brooklyn, New York 11207

**OWNER:** Atlantic 2644, LLC

**MUNICIPALITY:** Kings County

**PUBLICALLY OWNED:** No

**FORECLOSURE LIST:** No

**SIZE:** 0.9 acres

**EXISTING BUILDINGS:** 1, Fair

**CONDITION:** Fair

**ZONING:** C8-2 (automotive and heavy commercial use district)

ZONE AND/OR DISTRICT STATUS:

<b>NYS Empire Zone:</b>	<input type="checkbox"/>	<b>Business Improvement District:</b>	<input type="checkbox"/>
<b>NYS Environmental Zone:</b>	<input checked="" type="checkbox"/>	<b>Special Assessment District:</b>	<input type="checkbox"/>
<b>Urban Renewal Area:</b>	<input type="checkbox"/>	<b>Historic District:</b>	<input type="checkbox"/>
<b>Federal Empowerment Zone:</b>	<input type="checkbox"/>	<b>Archeologically Significant Area:</b>	<input type="checkbox"/>
<b>Other</b> _____	<input type="checkbox"/>		

UTILITIES:

<b>Municipal Water:</b>	<input checked="" type="checkbox"/>	<b>Electrical Service:</b>	<input checked="" type="checkbox"/>
<b>Municipal Sewer:</b>	<input checked="" type="checkbox"/>	<b>Telecom. Service:</b>	<input checked="" type="checkbox"/>
<b>Natural Gas:</b>	<input checked="" type="checkbox"/>		

ACCESS:

<b>Closest Highway:</b>	Jackie Robinson Pkwy	<b>Access Road:</b>	Atlantic Ave, 200 feet
<b>Miles to Highway:</b>	0.5 mile	<b>Rail Service:</b>	LIRR East NY, 0.4 mile
<b>Closest Interstate:</b>	I-678	<b>Closest Airport:</b>	JFK, 7.8 miles
<b>Miles to Interchange:</b>	5.1 miles		

**SITE STATUS:** Unoccupied commercial/residential; For sale

**PROPERTY DESCRIPTION:** The site is a large lot on the south side of Atlantic Avenue between Pennsylvania and New Jersey Avenues. A four story mixed use brick and masonry building, formerly occupied by M&T Bank sits in the northwest corner of the site facing Atlantic Avenue and Pennsylvania Avenue. The building is in fair condition and contains a large ground floor commercial space with residential units on the upper floors. A parking lot to the south of the building, together with an adjacent vacant lot to the east makes up the remainder of this site.

**DESCRIPTION OF ADJACENT LAND USES:** The site is located along a section of Atlantic Avenue where commercial use is prevalent. A large Post Office facility sits to the north of the site on the opposite side of Atlantic Avenue. To the east of the building, M&T Bank operates in a new facility. Small scale commercial use is also common south of the site along Liberty Avenue. A former courthouse in the southwest corner of the block houses Brooklyn Community Board 5. The properties along Pennsylvania and New Jersey Avenues are primarily small residential buildings, a few of which include ground floor commercial space, and two churches are on the opposite side of Pennsylvania Avenue.

**USE AND ENVIRONMENTAL HISTORY:** The site contains 3 petroleum bulk storage tank and there are 26 petroleum bulk storage tanks within a one block radius of the site.

**STATUS OF REMEDIAL INVESTIGATION:** Unknown

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** The site’s location along Atlantic Avenue makes it an ideal location for a landmark building that can serve as a gateway to the Cypress Hills community. Residential use is appropriate given its close proximity to both the Broadway Junction transit hub and the Liberty Avenue stop on the A/C line. Whereas Atlantic Avenue currently acts as a barrier between various communities/cultural groups, a community facility and outdoor space at this central location could provide a neutral space for the neighborhood to come together for entertainment, recreation and educational purposes.

**RANKING EXPLANATION:** The M&T Site is ranked high in its importance because of: the viability of acquisition (it is currently and has been for sale by the owner for more than seven years now); its highly visible and accessible location at the entrance to the neighborhood near many public transit options; its potential for the development of high density affordable housing and ample ground-floor community facility and commercial space; and the likelihood that NYC DCP would advance a zoning change that would allow mixed-use development on the site (currently zoned C8-2) either through a private application or their own public re-zoning of the area.



SITE PROFILE 3  
CHLOE FOODS



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High	<input checked="" type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

TAX MAP INFORMATION:	Block 4143; Lot 1
NAME:	Chloe Foods
ADDRESS:	3301 Atlantic Avenue, Brooklyn, New York 11208
OWNER:	3301 Atlantic Avenue
MUNICIPALITY:	Kings County
PUBLICALLY OWNED:	No
FORECLOSURE LIST:	Yes
SIZE:	4.5 acres
EXISTING BUILDINGS:	1, Poor
CONDITION:	Poor
ZONING:	M1-1 (light industrial use district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone: (half of site)	<input checked="" type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other_____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave
Miles to Highway:	1.7 miles	Rail Service:	LIRR East NY, 1.6 mile
Closest Interstate:	I-678	Closest Airport:	JFK, 6.9 miles
Miles to Interchange:	6.4 miles		

SITE STATUS: The site currently holds a large abandoned fireproof factory building.

PROPERTY DESCRIPTION: The site spans the entire block; is bordered by Atlantic Ave to the south, Euclid Ave to the East, Fulton St and elevated Subway tracks to the north, and Chestnut St to the west; and is mostly occupied by the 1 to 2-story factory building. A wide, open loading area and several loading docks face Atlantic Ave and a fenced in loading area as well as a storage tank face Fulton St. The masonry building is mostly sheathed in corrugated metal and is significantly covered in graffiti, especially on its wall facing Euclid Ave.

DESCRIPTION OF ADJACENT LAND USES: Nearby land uses are zoned for light and heavy manufacturing. The site is located at the intersection of Atlantic Ave and Conduit Blvd, across which is East New York High School of Transit Technology. East and north of the site are significantly residential uses, a large church, and two schools. West of the site are mostly industrial and commercial uses as well as a large vacant lot.

USE AND ENVIRONMENTAL HISTORY: The site formerly housed Chloe Foods and Blue Ridge Farms Inc. and is considered a superfund site and a toxic release inventory facility. The building suffered a large fire in July 2012.

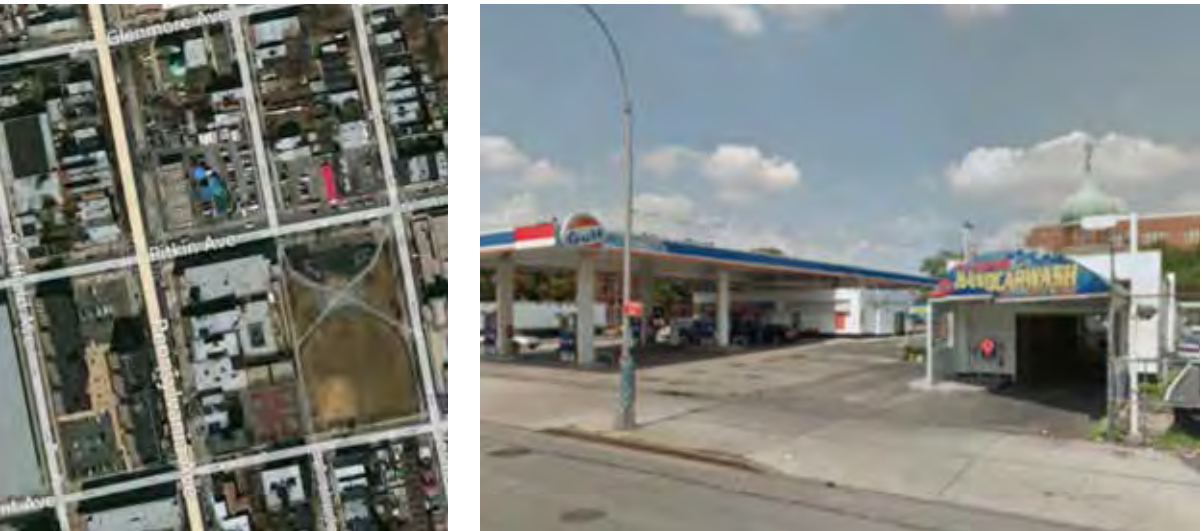
STATUS OF REMEDIAL INVESTIGATION: CHLDC has not undertaken any kind of remedial investigation to date. EPA post-fire investigations did not disclose disruption of toxins; nor did inquiries confirm that toxin storage had been removed.

USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES: Pending the outcome of foreclosure litigation and environmental assessments., this 4.5-acre site has enormous potential for redevelopment as a mix of industrial, commercial, and residential uses.

RANKING EXPLANATION: The Chloe Foods site is ranked as high in importance. Due to its large size and block-through location between two of the neighborhoods most important and busiest streets (Atlantic Avenue and Fulton Street), the site has tremendous potential for innovative mixed-use redevelopment. It could provide hundreds of units of affordable housing, thousands of square feet of much needed commercial opportunities, and important community space. Linked with the EDC site, the two properties alone could offer much of what community residents want and need—affordable housing, living wage jobs, fresh food access and community space. However, enthusiasm about its redevelopment potential must be tempered by the complications of acquisition (the property is currently in foreclosure), and the very poor site conditions (it is home to serious contamination, and a recent fire destroyed virtually the entire building).



SITE PROFILE 4  
PITKIN & PENNSYLVANIA



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High ☒  
Medium ☐  
Low ☐

**TAX MAP INFORMATION:** Block 3721; Lot 1  
**NAME:** Pitkin & Pennsylvania  
**ADDRESS:** 189 Pennsylvania Avenue, Brooklyn, New York 11207  
**OWNER:** Cumberland Farms, Inc  
**MUNICIPALITY:** Kings County  
**PUBLICALLY OWNED:** No  
**FORECLOSURE LIST:** No  
**SIZE:** 1.2 acres  
**EXISTING BUILDINGS:** 2, Good  
**CONDITION:** Good  
**ZONING:** C8-2 (automotive and heavy commercial use district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other_____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave, 1000 feet
Miles to Highway:	0.7 mile	Rail Service:	LIRR East NY, 0.6 miles
Closest Interstate:	I-678	Closest Airport:	JFK, 7.6 miles
Miles to Interchange:	5.3 miles		

**SITE STATUS:** Transportation/commercial use and parking lot

**PROPERTY DESCRIPTION:** This site occupies a majority of the block bounded by New Jersey and Pennsylvania Avenues and Pitkin and Glenmore Avenues, two blocks directly south of the M&T Site. A portion of the site, containing an active car dealership, gas station, car wash and parking lot, falls within a C8-2 zoning district. The northernmost portion of the parking lot, however, falls within a residential R5 district.

**DESCRIPTION OF ADJACENT LAND USES:** The remaining portions of the block to the north of the site are occupied by a large Orthodox church building and a small grouping of row houses along New Jersey Avenue. The East New York Treatment and Diagnostic Center sits opposite the site across Pitkin Avenue, while William H. Maxwell High School is just across Glenmore Avenue to the north.

**USE AND ENVIRONMENTAL HISTORY:** There have been three open petroleum spills at the site (spill dates Jan 1993, May 2007, and Feb 2009) related to its use as a gas station. There are 27 petroleum bulk storage tanks within a one block radius of the site.

**STATUS OF REMEDIAL INVESTIGATION:** Unknown—To date, CHLDC has not undertaken any remedial investigation of this site.

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** (The Backyard) Underground transit infrastructure limits the placement of development on this site, making it a prime location for much-needed open space. Community members envisioned a year-round outdoor gathering spot which includes public markets, outdoor performance space and recreation facilities like an ice skating rink. The south-west corner of the site could accommodate a sizeable mixed use development including food retail and other services that complement the nearby diagnostic center as well as affordable housing on the upper floors.

**RANKING EXPLANATION:** The Pitkin and Pennsylvania site is ranked as high because of its highly visible and accessible location and because it is currently for sale (assuming relative ease of acquisition).



SITE PROFILE 5  
EDC SITE



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High	<input checked="" type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

TAX MAP INFORMATION:	Block 4142; Lot 32
NAME:	EDC Site
ADDRESS:	3269 Atlantic Avenue, Brooklyn, New York 11208
OWNER:	Department of Housing Preservation and Development
MUNICIPALITY:	Kings County
PUBLICALLY OWNED:	Yes
FORECLOSURE LIST:	No
SIZE:	1.84 acres
EXISTING BUILDINGS:	0
CONDITION:	Good
ZONING:	M1-1 (light industrial use district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input checked="" type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other_____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave
Miles to Highway:	1.6 miles	Rail Service:	LIRR East NY, 1.5 mile
Closest Interstate:	I-678	Closest Airport:	JFK, 6.8 miles
Miles to Interchange:	6.3 miles		

SITE STATUS: The site is vacant and not in use.

PROPERTY DESCRIPTION: The site is overgrown with grasses and bushes and fenced in on all sides with chain link fencing.

DESCRIPTION OF ADJACENT LAND USES: Nearby land uses are zoned for light and heavy manufacturing. The site is located at the intersection of Atlantic Ave and Conduit Blvd, across which is East New York High School of Transit Technology. The lot immediately east of the site is occupied by the former Chloe Foods factory and the lot immediately west of the site is being used for parking of cars and trucks. East and north of the site are significantly residential uses, a large church, and two schools. West of the site are mostly industrial and commercial uses.

USE AND ENVIRONMENTAL HISTORY: Adjacent to the north is a registered hazardous materials recovery site. The adjacent Chloe Foods site contains chemical bulk storage and petroleum storage tanks.

STATUS OF REMEDIAL INVESTIGATION: The NYC EDC has undertaken a Phase I assessment and determined that some remediation is needed.

USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES: NYC EDC has issued an RFP for this city-owned site for high-performing job-intensive manufacturing use.

RANKING EXPLANATION: Given that this site is under the jurisdiction of EDC, a member of the BOA Steering Committee, this site, at least theoretically, should be the easiest of the strategic sites to acquire. However, the conditions of the RFP issued by EDC make re-developing the site as CHLDC, the community, DCP, and our BOA team have envisioned—as a mixed-use residential, light industrial (food manufacturing) building—impossible. CHLDC is working closely with EDC and its allies in government to work to revise the conditions under which the site may be redeveloped. Given the policy obstacles that stand in the way of the site’s redevelopment, its ranking is of medium importance.



SITE 6  
PITKIN & BERRIMAN



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High	<input checked="" type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

TAX MAP INFORMATION:	Block 4005; Lots 25, 26, 28, 29, 31, 32, 33, 34, 36, 37
NAME:	Pitkin-Berriman
ADDRESS:	2501 Pitkin Avenue, Brooklyn, NY 11208
OWNER:	Pitkin-Berriman Housing Development Fund Corporation (CHLDC)
MUNICIPALITY:	Kings County
PUBLICALLY OWNED:	Yes
FORECLOSURE LIST:	No
SIZE:	0.47 acres
EXISTING BUILDINGS:	0
CONDITION:	Good
ZONING:	C1-3 (commercial overlay) / R5 (medium-density residential district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other _____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave, 1800 ft
Miles to Highway:	1.4 miles	Rail Service:	LIRR East NY, 1.4 miles
Closest Interstate:	I-678	Closest Airport:	JFK, 6.7 miles
Miles to Interchange:	5.8 miles		

**SITE STATUS:** The site is currently home to a temporary, pop-up community park, “Mi Tierra.” The park was created by CHLDC through a collaboration with a local arts organization, Arts East New York, and was funded in part by the Rockefeller Foundation. CHLDC wanted to ensure that the vacant land was quickly turned from a blight on the neighborhood into a community asset. Arts ENY spearheaded the park’s design—including a performance space, yoga garden and miniature golf course—and CHLDC secured the necessary insurance and prepped the site. The construction of all structures is safe, but minimal—it will endure the long pre-development design and financing phase of the project, and will be easily removed when construction begins.

**PROPERTY DESCRIPTION:** The site is located on the southeast corner of the block at the intersection of Pitkin Ave and Berriman St. It is fenced in on all sides with chain-link fencing hung with portraits of neighborhood residents painted by local children. Inside the property there is a small wooden platform stage, a series of arches that act as trellises, a garden planted with flowers, and a miniature golf course made of plywood-platforms.

**DESCRIPTION OF ADJACENT LAND USES:** Adjacent land uses are significantly residential, with some commercial and institutional mixed in along Pitkin Ave. There is a school neighboring the site across Berriman St. West of the site on Pitkin Ave are a small deli and a barber shop. North of the site on Berri-man St are two light industrial use automotive shops and parking.

**USE AND ENVIRONMENTAL HISTORY:** There are three petroleum bulk storage tanks and one open petroleum spill location within a one-block radius of the site.

**STATUS OF REMEDIAL INVESTIGATION:** CHLDC contracted an environmental consultant to complete Phase I and Phase II Environmental Investigations for the site. Through those investigations a remedia-tion plan has been identified and the details of the investigation and the remediation plan are included in the appendix.

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** CHLDC purchased this site in 2010. We have secured the approval of our private re-zoning application of the immediate area in order to increase allow-able density from DCP, making construction more efficient and cost effective. The building will be 69,000sf, containing 58 affordable apartments above 8,000sf of commercial space and an 8,000sf park, including a playground, picnic area and community gardens. All of the housing units will be affordable to households earning below 40% and 60% of Area Median Income (AMI). The development will provide much needed affordable housing and will act as a catalyst for reviving commercial life along Pitkin Avenue.

**RANKING EXPLANATION:** CHLDC owns this site and has recently secured the approval of our zoning map change application that will allow the development of affordable housing and ground floor com-mercial spaces. Given the advanced stage of development, the importance of this site is ranked high.



SITE 7

BANNER CANDY FACTORY



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High ☐  
Medium ☒  
Low ☐

**TAX MAP INFORMATION:** Block 3986; Lots 11, 13, 14  
**NAME:** Banner Candy Factory  
**ADDRESS:** 702-710 Liberty Avenue, Brooklyn, NY 11208  
**OWNER:** Mootielall Chetram  
**MUNICIPALITY:** Kings County  
**PUBLICALLY OWNED:** No  
**FORECLOSURE LIST:** No  
**SIZE:** 700 Liberty Ave: 0.09 acres, 708 Liberty Ave: 0.06 acres, 710 Liberty Ave: 0.2 acres, Total: 0.35 acres  
**EXISTING BUILDINGS:** 5  
**CONDITION:** Poor  
**ZONING:** C2-3 (commercial overlay) / R5 (medium-density residential district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other_____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave, 460 feet
Miles to Highway:	1 mile	Rail Service:	LIRR East NY, 1.1 miles
Closest Interstate:	I-678	Closest Airport:	JFK, 6.9 miles
Miles to Interchange:	6 miles		

**SITE STATUS:** The site is occupied by an abandoned factory, sold by the original owner approximately 5 years ago. Since then, the new owner has done nothing to improve and/or develop the site—it remains abandoned.

**PROPERTY DESCRIPTION:** Five connected buildings occupy the Northeast corner of the block and range from 1-1/2 to 3 stories in height. The property is enclosed by high masonry walls and a gate, all lined with barbed wire on top, and was formerly used by the Banner Candy Mfg. Corp. A small, paved area in between buildings serves as the service entrance off of Liberty Ave.

**DESCRIPTION OF ADJACENT LAND USES:** The property is predominantly surrounded by residential uses, with some commercial and light manufacturing uses, including a grocery, a Laundromat, and a food service supply. There are two nearby churches, one each to the East and West on Liberty Ave. To the North, across Liberty Ave, the Achievement First Apollo Charter School and its outdoor recreational facilities occupy a significant majority of a superblock.

**USE AND ENVIRONMENTAL HISTORY:** The site has previously been used for light industrial purposes; most recently, it was used by the Banner Candy Mfg. Corp. There are five petroleum bulk storage tanks within a 1-block radius of the property.

**STATUS OF REMEDIAL INVESTIGATION:** A Phase I environmental investigation was performed by the original owner prior to the 2009 sale. It indicated the previously mentioned storage tanks and indicated further investigation was necessary.

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** The site is decent sized, but more importantly, located adjacent to IS 302—the center of many CHLDC youth and family programs, including the East New York Beacon, and the Beacon Family Place. As such, it could provide an ideal location for the development of a community center, or some kind of mixed use ground-floor commercial/community spaces and upper floor residential development. At the same time, it's C2-3 zoning allows for potentially interesting economic development opportunities.

**RANKING EXPLANATION:** CHLDC was in negotiations for the purchase of the property with the original owner back in 2007. The deal fell through at the last minute when the owner opted to sell the property for cash to the current owner. Since that time, the new owner has done nothing to improve and/or re-develop the property, nor has he reduced his inflated asking price for the property. The resistant owner coupled with low-density zoning that would surely require a private application for an upzone of the property and its surrounding area, make the re-development of the property complicated at best, and therefore it is ranked as Medium.



SITE 8  
PITKIN + CLEVELAND



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High	<input type="checkbox"/>
Medium	<input checked="" type="checkbox"/>
Low	<input type="checkbox"/>

TAX MAP INFORMATION:	Block 4017; Lots 15, 19
NAME:	Pitkin + Cleveland
ADDRESS:	2388-2400 Pitkin Avenue, Brooklyn, NY 11208
OWNER:	Ullbros, Inc.
MUNICIPALITY:	Kings County
PUBLICALLY OWNED:	No
FORECLOSURE LIST:	No
SIZE:	Lot 15: 0.1 acres, Lot 19: 0.15 acres, Total: 0.25 acres
EXISTING BUILDINGS:	2
CONDITION:	Fair
ZONING:	C2-3 (commercial overlay) / R-5 (medium-density residential district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other _____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave, 1,500 feet
Miles to Highway:	1.2 miles	Rail Service:	1.2 miles
Closest Interstate:	I-678	Closest Airport:	JFK, 6.9 miles
Miles to Interchange:	6 miles		

SITE STATUS: The site is occupied by an abandoned warehouse.

PROPERTY DESCRIPTION: Two connected 1 to 1-1/2 story high masonry buildings occupy the North-west corner of the block at the intersection of Pitkin Ave and Cleveland St. The property has a metal garage door and metal-covered windows and openings as well as one visibly accessible doorway on Pitkin Avenue. The rest of the buildings’ openings are filled in with masonry and concrete, except for one roll-up metal door at Cleveland St. The buildings feature decorative masonry, such as a small pedi-ment and decorative inset columns, but much of the front façade has been vandalized with graffiti.

DESCRIPTION OF ADJACENT LAND USES: The adjacent uses are significantly low to medium-density residential, with a small amount of light commercial along Pitkin Ave, including a hardware store and a salon. At the corner located northwest of the site is a small community garden neighboring a church.

USE AND ENVIRONMENTAL HISTORY: The property was formerly used as a store and shop for manu-facturing, storing, and shipping mattresses.

STATUS OF REMEDIAL INVESTIGATION: Unkown

USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES: The site is good-sized, taking up almost an entire block on Pitkin Avenue, a strategic re-development focus area of the CH BOA. It would be best-suited as a mixed-use building, with ground-floor community and/or commercial space and afford-able housing units located on the upper floors.

RANKING EXPLANATION: The site is ranked “medium”—the R5, low-density zoning designation would surely require a costly and time-consuming private application for an upzone of the property in lieu of an area-wide re-zoning by DCP, in order to make its redevelopment both efficient and affordable.



SITE 9  
PITKIN + WARWICK



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

- High ☐
- Medium ☒
- Low ☐

**TAX MAP INFORMATION:** Block 3998; Lots 26, 30  
**NAME:** Pitkin + Warwick  
**ADDRESS:** 2337 Pitkin Avenue & 400 Warwick Street, Brooklyn, NY 11207  
**OWNER:** 2337 Pitkin Ave: Horizon Holding Corp.,  
400 Warwick St: Aquilino D. Collado  
**MUNICIPALITY:** Kings County  
**PUBLICALLY OWNED:** No  
**FORECLOSURE LIST:** No  
**SIZE:** Lot 30: 0.12 acres, Lot 26: 0.18 acres, Total: 0.3 acres  
**EXISTING BUILDINGS:** 2  
**CONDITION:** Fair  
**ZONING:** C2-3 (commercial overlay) / R5 (medium-density residential district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other _____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave, 1500 feet
Miles to Highway:	1 mile	Rail Service:	1.1 miles
Closest Interstate:	I-678	Closest Airport:	JFK, 7 miles
Miles to Interchange:	6 miles		

**SITE STATUS:** 2337 Pitkin Ave: Vacant; 400 Warwick St: Detached 2-1/2 story residential building and separate 2-car garage

**PROPERTY DESCRIPTION:** The vacant lot at 2337 Pitkin Ave is overgrown, littered, and fenced in partially with chain-link fencing and partially with wood fencing. There are four small trees growing at the fence along Warwick St. The residential lot at 400 Warwick St is occupied by a 2-1/2 story wood-frame house at its northern border and a 1-story masonry 2-car garage at its western border. The lot is mostly paved with concrete, is gated at its entrance on Warwick St, and features a large evergreen tree in front of the house on Warwick St as well as several smaller trees along its northern border.

**DESCRIPTION OF ADJACENT LAND USES:** The lots are surrounded by low-density residential and commercial uses. Adjacent properties along Pitkin Ave include a hardware store, a grocery, and North Core Studios residential and social services for formerly homeless substance abusers to the South and West, as well as small convenience shops, a restaurant, and a church to the East.

**USE AND ENVIRONMENTAL HISTORY:** There are five petroleum bulk storage sites (holding 13 petroleum storage tanks) and one open petroleum spill location (spilled in Feb 2009) within a one block radius of the properties.

**STATUS OF REMEDIAL INVESTIGATION:** Unknown

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** The site is medium-sized, taking up almost an entire block on Pitkin Avenue, a strategic re-development focus area of the CH BOA. It would be best suited as a mixed-use building, with ground-floor community and/or commercial space and affordable housing units located on the upper floors.

**RANKING EXPLANATION:** The site is ranked “medium”—the R5, low-density zoning designation would surely require a costly and time-consuming private application for an upzone of the property in lieu of an area-wide re-zoning by DCP, in order to make its redevelopment both efficient and affordable. It would also require the assemblage of the two properties, acquiring each from two different owners. Part of the site—the vacant lot—is already cleared and for sale, making its acquisition potentially easier and faster.



SITE 10  
PITKIN + SCHENCK



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High ☐  
Medium ☐  
Low ☒

**TAX MAP INFORMATION:** Block 3996; Lots 36, 37, 39  
**NAME:** Pitkin + Schenck  
**ADDRESS:** 2275-2279 Pitkin Avenue & 311 Schenck Avenue, Brooklyn, NY 11207  
**OWNER:** Warren Silford  
**MUNICIPALITY:** Kings County  
**PUBLICALLY OWNED:** No  
**FORECLOSURE LIST:** No  
**SIZE:** Lots 36, 37: 0.15 acres, Lot 39: 0.05 acres, Total: 0.2 acres  
**EXISTING BUILDINGS:** 0  
**CONDITION:** Fair  
**ZONING:** C2-3 (commercial overlay) / R5 (medium-density residential district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other _____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave, 1450 feet
Miles to Highway:	1.1 miles	Rail Service:	1 mile
Closest Interstate:	I-678	Closest Airport:	JFK, 7.4 miles
Miles to Interchange:	5.7 miles		

**SITE STATUS:** The site is vacant and is being used to park cars and trucks.

**PROPERTY DESCRIPTION:** The site is a vacant and overgrown property consisting of three lots on the corner of Pitkin and Schenck Avenues. It is fenced in on both sides of the corner with a boarded up chain link fence. The site seems to be used for storage of various items, including cars, trucks, furniture, and a construction dumpster. The site is generally unpaved and has no significant natural features.

**DESCRIPTION OF ADJACENT LAND USES:** The site is bordered by a 2-story residential unit to its north and a small warehouse/storage garage to its east. The majority of uses are residential, with some light commercial uses at least one block both east and west of the site on Pitkin Ave. There is also a church directly across the site on Pitkin Ave.

**USE AND ENVIRONMENTAL HISTORY:** There is one petroleum bulk storage tank and one E-designa-tion site for Air quality within a one block radius of the site.

**STATUS OF REMEDIAL INVESTIGATION:** Unknown

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** The site is located on Pitkin Avenue, whose re-development as a vibrant, mixed-use, transport-oriented corridor is a strategic focus area of the CH BOA. It would be best suited as a mixed-use building, with ground-floor community and/or commer-cial space and affordable housing units located on the upper floors.

**RANKING EXPLANATION:** The “medium” ranking of this site is due to its location, size and its zoning. It is a relatively small site, however, it is located on Pitkin Avenue—one of the two corridors targeted by the CH BOA plan for an upzone that will allow greater density, and, therefore, more efficient devel-opment of sites of this size.



SITE 11

VAN SICLEN + LIBERTY



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High ☐

Medium ☒

Low ☐

**TAX MAP INFORMATION:** Block 3978; Lots 13, 14, 15

**NAME:** Van Siclen + Liberty

**ADDRESS:** 203-211 Van Siclen Avenue, Brooklyn, New York 11207

**OWNER:** Cano Adolfo

**MUNICIPALITY:** Kings County

**PUBLICALLY OWNED:** No

**FORECLOSURE LIST:** No

**SIZE:** Lot 13: 0.06 acres, Lot 14: 0.12 acres, Lot 15: 0.11 acres, Total: 0.29 acres

**EXISTING BUILDINGS:** 0

**CONDITION:** Fair

**ZONING:** Lot 13: R5 (medium-density residential)  
Lots 14, 15: M1-1 (light industrial use district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input checked="" type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other _____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave, 450 feet
Miles to Highway:	0.8 mile	Rail Service:	LIRR East NY, 0.7 mile
Closest Interstate:	I-678	Closest Airport:	JFK, 7.4 miles
Miles to Interchange:	5.6 miles		

**SITE STATUS:** The site is vacant and is being used for the storage of cars, trucks, and vehicle parts.

**PROPERTY DESCRIPTION:** The site is located at the northwest corner of the block at the intersection of Liberty and Van Siclen Avenues. It is fenced in on all sides with an approximately 12-foot high corrugated metal fence and barbed wire. It appears to be unpaved and covered with cars, trucks, and parts, except for an open driveway which connects the site’s entrances at Liberty and Van Siclen Avenues and two or three trees located at the northwest corner of the site.

**DESCRIPTION OF ADJACENT LAND USES:** The adjacent uses are primarily residential but mixed with commercial, utility, institutional, and industrial uses. There are two vacant neighboring sites, one across Van Siclen Ave and one across Liberty Ave. On the corner opposite to the site is a funeral home. East of the site on Liberty Ave are an auto body shop, a small banquet hall, and small, scattered grocery stores. To the West on Liberty Ave are two more auto body shops as well as a metal and iron work shop. Although uses along Van Siclen are significantly more residential, there is another metal and iron work shop, an auto body shop, and a McDonald’s north of the site.

**USE AND ENVIRONMENTAL HISTORY:** There are seven petroleum bulk storage tanks within a one block radius of the site.

**STATUS OF REMEDIAL INVESTIGATION:** Unknown

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** Given its location at the intersection of manufacturing and residential uses, the site offers the opportunity to develop a mixed-use, light manufacturing and residential facility.

**RANKING EXPLANATION:** While it is a relatively small site, and in current, daily use (and therefore potentially hard and/or expensive to acquire), its M-1/R5 mixed zoning designation aligns the development of the site as a center of both jobs and housing with one of the CH BOA’s strategic development goals, therefore making its rank “medium.”



SITE 12

502 LIBERTY



AS-

SESSMENT OF OVERALL IMPORTANCE AND RANKING

High	<input type="checkbox"/>
Medium	<input checked="" type="checkbox"/>
Low	<input type="checkbox"/>

TAX MAP INFORMATION:	Block 3977; Lots 19, 20, 21
NAME:	502 Liberty
ADDRESS:	502-510 Liberty Avenue, Brooklyn, NY 11207
OWNER:	502 Liberty Ave: Sardar Rimon, 504 Liberty Ave: Ahtram Construction, 510 Liberty Ave: Michael Williams
MUNICIPALITY:	Kings County
PUBLICALLY OWNED:	No
FORECLOSURE LIST:	No
SIZE:	Lot 19: 0.04 acres, Lot 20: 0.05 acres, Lot 21: 0.05 acres, Total: 0.14 acres
EXISTING BUILDINGS:	0
CONDITION:	Fair
ZONING:	M1-1 (light industrial use district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input checked="" type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other_____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave, 450 feet
Miles to Highway:	0.8 mile	Rail Service:	LIRR East NY, 0.7 mile
Closest Interstate:	I-678	Closest Airport:	JFK, 7.4 miles
Miles to Interchange:	5.6 miles		

SITE STATUS: The site is vacant and not being used.

PROPERTY DESCRIPTION: The site is made up of three lots at the northeastern corner of the block at the intersection of Liberty and Van Siclen Avenues. It is grassy and overgrown, with two large trees in its southwestern corner and some small trees and bushes at its periphery. The site is fenced in on both sides of the corner with a chain link fence and the lots are divided with shorter chain link fencing.

DESCRIPTION OF ADJACENT LAND USES: The adjacent uses are primarily residential but mixed with commercial, utility, institutional, and industrial uses. There are two vacant neighboring sites, one across Van Siclen Ave and one across Liberty Ave on the opposite corner. Directly across Liberty Ave is a Funeral Home. East of the site on Liberty Ave are an auto body shop, a small banquet hall, and small scattered grocery stores. To the West on Liberty Ave are two more auto body shops as well as a metal and iron work shop. Although uses along Van Siclen Ave are significantly more residential, there is another metal and iron work shop, an auto body shop, and a McDonald’s north of the site.

USE AND ENVIRONMENTAL HISTORY: Within a one block radius of the site, there are 7 petroleum bulk storage tanks, one open petroleum spill location (spill date Dec 2002) and one NYS Resource Conservation & Recovery Act facility.

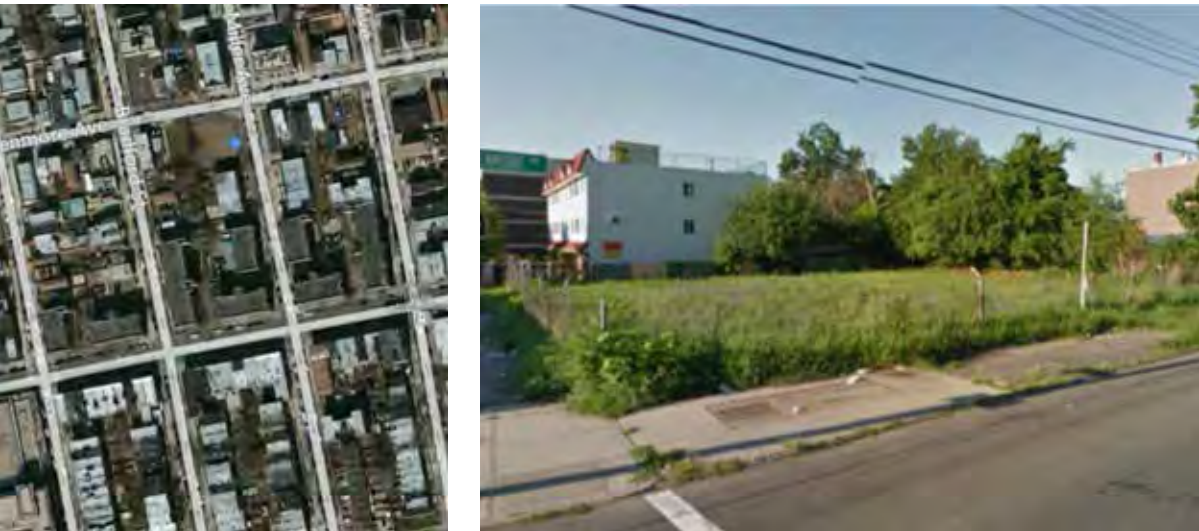
STATUS OF REMEDIAL INVESTIGATION: Unknown

USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES: This site could be redeveloped as a light manufacturing plant—and, given its proximity to the Van Siclen + Liberty site, could be part of a much larger, mixed-use assemblage.

RANKING EXPLANATION: The M-1 zoning designation allows the possibility of manufacturing development, one of the CH BOA’s strategic development goals. That, paired with its proximity to another strategic site, makes its rank “medium.”



SITE 13  
GLENMORE + MILLER



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High ☐  
Medium ☒  
Low ☐

**TAX MAP INFORMATION:** Block 3725; Lots 14, 16, 17  
**NAME:** Glenmore + Miller  
**ADDRESS:** 502-508 Glenmore Avenue, Brooklyn, NY 11207  
**OWNER:** Durga Real Estate, LLC  
**MUNICIPALITY:** Kings County  
**PUBLICALLY OWNED:** No  
**FORECLOSURE LIST:** No  
**SIZE:** Lot 14: 0.12 acres, Lot 16: .06 acres, Lot 17: 0.06 acres, Total: 0.24 acres  
**EXISTING BUILDINGS:** 0  
**CONDITION:** Good  
**ZONING:** R5 (medium-density residential district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other_____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Atlantic Ave, 1200 feet
Miles to Highway:	0.8 mile	LIRR East NY, 0.7 mile
Closest Interstate:	I-678	JFK, 7.6 miles
Miles to Interchange:	5.6 miles	

**SITE STATUS:** The site is vacant and not being used.

**PROPERTY DESCRIPTION:** The property is made up of three lots at the northeastern corner of the block at the intersection of Glenmore and Miller Avenues. The site is generally empty and overgrown, except for several large trees on the western portion of the site, and is fenced in with a chain link fence on both sides of the corner.

**DESCRIPTION OF ADJACENT LAND USES:** The adjacent uses are significantly low to mid-rise residen- tial, with the exception of a large church directly across Glenmore Ave, several neighboring vacant sites, and a small rubber manufacturer east of the site on Glenmore Ave.

**USE AND ENVIRONMENTAL HISTORY:** There is one open petroleum spill location on the block (spill date Dec 2002). There are seven petroleum bulk storage tanks and one Resource Conservation & Recovery Act facility within a one block radius of the site.

**STATUS OF REMEDIAL INVESTIGATION:** Unknown

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** The site could be re-developed as an afford- able housing complex with significant open/green space for the residents. It could also be re-devel- oped as a community garden/farm for neighboring residents and church members.

**RANKING EXPLANATION:** The site is small and the zoning designation allows for very few units to be developed. There are no economies of scale in this situation that makes its development as affordable housing challenging. At the same time, it is located catty-corner from a recently-developed CHLDC affordable condominium complex. Its location alone warrants a closer look at the feasibility of develop- ment as affordable housing and/or the possibility of funding the development of an urban garden/park for the condominium and neighboring residents. It has also been on and off the market over the past several years. Therefore, its rank is “medium.”



SITE 14  
PITKIN + EUCLID



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High ☐  
Medium ☒  
Low ☐

**TAX MAP INFORMATION:** Block 4232, Lot 18  
**NAME:** Pitkin + Euclid  
**ADDRESS:** 2702 Pitkin Avenue, Brooklyn, NY 11208  
**OWNER:** 484 Euclid, LLC  
**MUNICIPALITY:** Kings County  
**PUBLICALLY OWNED:** No  
**FORECLOSURE LIST:** No  
**SIZE:** 0.32 acres  
**EXISTING BUILDINGS:** 0  
**CONDITION:** Fair  
**ZONING:** C2-2 (commercial overlay) / R5 (medium-density residential district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input checked="" type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other _____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Conduit Blvd, 1200 ft
Miles to Highway:	1.9 miles	Rail Service:	1.9 miles
Closest Interstate:	I-678	Closest Airport:	JFK, 6.3 miles
Miles to Interchange:	6.6 miles		

**SITE STATUS:** The site is currently being used as a parking lot.

**PROPERTY DESCRIPTION:** The site is a public parking lot on the northeast corner of the block at the intersection of Pitkin and Euclid Avenues. It is completely paved, except for some wild grasses and bushes growing at the periphery, and fenced in on three sides by a chain link fence. The entrance to the lot is on Euclid Ave, where there is a very small structure for the use of the lot’s attendants. Adjacent to the site’s border on Pitkin Ave is an entrance to the Euclid Ave A/C Subway station.

**DESCRIPTION OF ADJACENT LAND USES:** The adjacent uses are significantly residential, with many commercial and institutional uses along Pitkin Ave. The site’s immediate neighbor to the west is a church and several small grocery shops, restaurants, and retail shops can be found further west along Pitkin Ave. To the north and east are several low-rise apartment buildings as well as a few small shops.

**USE AND ENVIRONMENTAL HISTORY:** There are seven petroleum bulk storage tanks and one open petroleum spill location (spill date July 2003) within a one block radius of the site.

**STATUS OF REMEDIAL INVESTIGATION:** Unknown

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** The site could be developed as a mixed-use commercial/residential building with ground-floor commercial and/or community facility tenants.

**RANKING EXPLANATION:** The “medium” ranking of this site is due to its location, size and its zoning. It is a relatively small site, however, it is located on Pitkin Avenue—one of the two corridors targeted by the CH BOA plan for an upzone that will allow greater density, and, therefore, more efficient development of sites of this size.



SITE 15

ROYAL PLASTICS



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

- High ☐
- Medium ☒
- Low ☐

**TAX MAP INFORMATION:** Block 3964, Lot 8

**NAME:** Royal Plastics

**ADDRESS:** 2840-2856 Atlantic Avenue, Brooklyn, NY 11207

**OWNER:** 2840 Atlantic Ave Realty

**MUNICIPALITY:** Kings County

**PUBLICALLY OWNED:** No

**FORECLOSURE LIST:** No

**SIZE:** 0.75 acres

**EXISTING BUILDINGS:** 5

**CONDITION:** Fair

**ZONING:** M1-1 (light industrial district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input checked="" type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other _____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave
Miles to Highway:	1.1 miles	Rail Service:	LIRR East NY, 1 mile
Closest Interstate:	I-678	Closest Airport:	JFK, 7.3 miles
Miles to Interchange:	5.7 miles		

**SITE STATUS:** The site is currently in use by tenant Royal Plastics Corp.

**PROPERTY DESCRIPTION:** The site is fully occupied by five masonry buildings which together span the width of the block along Atlantic Ave between Schenck Ave and Barbey St. Many of the buildings’ windows have either been filled in with masonry or boarded up. There are three entrances along Schenck Ave with roll-up metal doors including a large garage door. There are two additional large garage doors, one each on Atlantic Ave and on Barbey St, as well as four former loading docks which have been filled in with masonry. A smokestack and storage tank can be seen from both Atlantic Ave and Barbey St. The buildings have several decorative features, including two tile mosaic murals, an old sign from its previous use, and parapet ornamentation.

**DESCRIPTION OF ADJACENT LAND USES:** Although much of the area is residential, there is a significant amount of commercial use adjacent to the site, especially along Atlantic Ave. There are two gas stations, one east and one west of the site on Atlantic Ave, as well as various types of commercial use including small restaurants, a car dealership, a McDonald’s and a Papa John’s, a salon, upholstery and carpet shops, and a car wash.

**USE AND ENVIRONMENTAL HISTORY:** The site was originally used by Empire State Dairy and then bought by Borden’s Condensed Milk Company in 1914-15, when the current buildings were built, until at least the 1950’s. It was purchased by Royal Plastics Corp in 1982. There is one petroleum bulk storage tank on the site as well as nineteen petroleum bulk storage tanks, one E-designation site for Air quality, and one open petroleum spill location (spill date Aug 1998) within a one block radius of the site.

**STATUS OF REMEDIAL INVESTIGATION:** Unknown

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** The site could be purchased, rehabilitated and/or custom re-constructed for another manufacturer, or CHLDC could work with the current owner to rehab the large sections of the building that are not currently in use to either expand the Royal Plastics business or to make space for another manufacturing tenant who could then rent space from Royal Plastics.

**RANKING EXPLANATION:** This is an existing manufacturing business who is currently employing neighborhood residents. However, they are currently only occupying a small portion of the building making the potential for expansion and/or creative tenancy an interesting possibility. The expansion of manufacturing facilities and jobs is one of the strategic goals of the CH BOA. However, when approached, the current owner showed no interest in either selling or sharing the building. Therefore, the ranking is “medium.”



SITE 16

530 BLAKE



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

- High ☐
- Medium ☒
- Low ☐

**TAX MAP INFORMATION:** Block 3784, Lot 127

**NAME:** 530 Blake

**ADDRESS:** 530 Blake Avenue, Brooklyn, NY 11207

**OWNER:** DCAS

**MUNICIPALITY:** Kings County

**PUBLICALLY OWNED:** Yes

**FORECLOSURE LIST:** No

**SIZE:** 0.35 acres

**EXISTING BUILDINGS:** 0

**CONDITION:** Good

**ZONING:** C2-3 (commercial overlay) / R6 (built-up medium-density district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input checked="" type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other _____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave, 3000 ft
Miles to Highway:	1.2 miles	Rail Service:	0.8 mile
Closest Interstate:	I-678	Closest Airport:	JFK, 7.9 miles
Miles to Interchange:	5.9 miles		

**SITE STATUS:** The site is vacant and is not being used.

**PROPERTY DESCRIPTION:** The site occupies the northwest corner of the block at the intersection of Blake Ave and Hinsdale St and is empty and covered in overgrown grasses and bushes. It is fenced in on all sides by a chain link fence.

**DESCRIPTION OF ADJACENT LAND USES:** The property shares the block with two buildings of NY-CHA's Unity Plaza mid-rise housing development as well as a row of low-rise homes. There are several housing developments and schools adjacent to the site, including five more blocks to the east that make up the rest of the NYCHA Unity Complex, Genesis Homes and Nelson Mandela Community Center across Hinsdale St, Hyde Charter School and Public School 328 across Blake Ave, Public School 174 to the southeast, and various other row-homes and apartment developments. A small number of commercial uses, including a grocery and a restaurant, can be found directly across from the site on Blake Ave.

**USE AND ENVIRONMENTAL HISTORY:** There are 26 petroleum bulk storage tanks and one open petroleum spill location (spill date Oct 1999) within a one block radius of the property.

**STATUS OF REMEDIAL INVESTIGATION:** Unknown

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** The re-development of this site as a mixed-use, residential, ground-floor community and/or commercial facility would serve two of the neighborhood's pressing needs—increased number of affordable housing units, and after-school, weekend, family-friendly space and/or economic development opportunities for the surrounding residents.

**RANKING EXPLANATION:** The site is located just south and west of the CH BOA study area—that being said, because it is owned by the City (DCAS) and it's zoning (R6) is more conducive to high density development, its development as affordable housing is potentially made more feasible by a low/no acquisition cost and economies of scale.



SITE 17  
GLENMORE + JEROME



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High ☐  
Medium ☒  
Low ☐

**TAX MAP INFORMATION:** Block 3997; Lots 16, 17  
**NAME:** Glenmore + Jerome  
**ADDRESS:** 624-628 Glenmore Avenue, Brooklyn, NY 11207  
**OWNER:** NYC Department of Parks and Recreation  
**MUNICIPALITY:** Kings County  
**PUBLICALLY OWNED:** Yes  
**FORECLOSURE LIST:** No  
**SIZE:** Lot 16: 0.06 acres, Lot 17: 0.06 acres, Total: 0.12 acres  
**EXISTING BUILDINGS:** 0  
**CONDITION:** Good  
**ZONING:** R5 (medium-density residential district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other _____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave, 1000 ft
Miles to Highway:	1.1 miles	Rail Service:	LIRR East NY, 1 mile
Closest Interstate:	I-678	Closest Airport:	JFK, 7.2 miles
Miles to Interchange:	5.8 miles		

**SITE STATUS:** The site is vacant and is not being used.

**PROPERTY DESCRIPTION:** The property consists of two lots located on the northeast corner of the block at the intersection of Glenmore Ave and Jerome St. It is partially paved, but mostly covered in grass, and has several trees along its western and eastern borders.

**DESCRIPTION OF ADJACENT LAND USES:** Adjacent land uses are primarily residential with a very small number of commercial uses, including a grocery store and beauty salon, immediately east of the site along Glenmore Ave.

**USE AND ENVIRONMENTAL HISTORY:** There are ten petroleum bulk storage tanks, one open petroleum spill location (spill date Feb 2009) and one E-designation site for air quality within a one block radius of the site.

**STATUS OF REMEDIAL INVESTIGATION:** Unknown

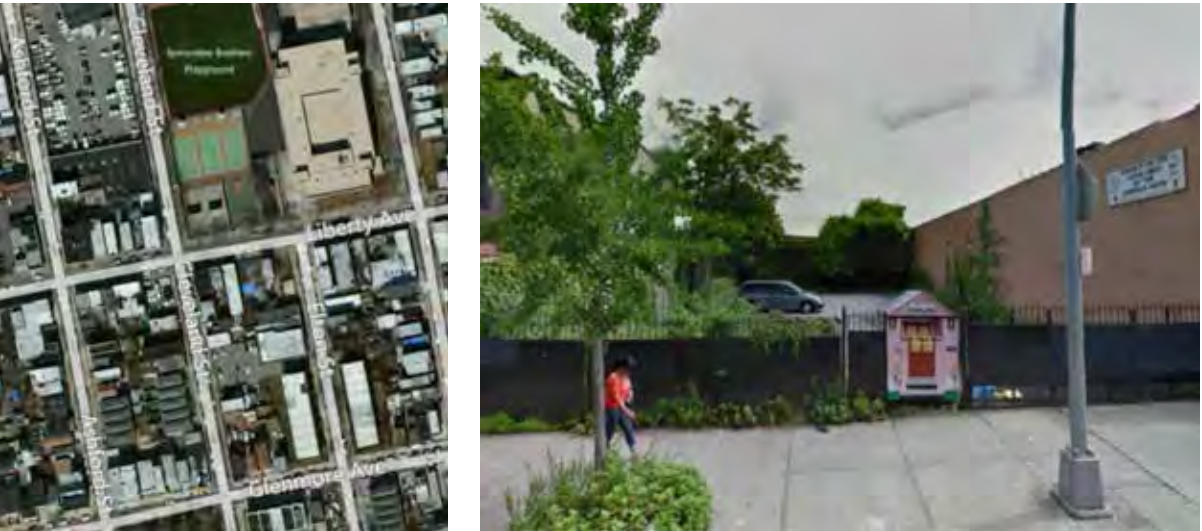
**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** The site could be developed as affordable housing and/or a community garden/farm or park.

**RANKING EXPLANATION:** The site is quite small—that, paired with its R5 zoning designation makes the development of affordable housing almost impossible. However, since it is owned by the City, the possibility of its development as community green space (eg. farm, garden, park, etc.) is a possibility. Therefore, its ranking is “medium.”



SITE 18

LIBERTY + ELTON



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High ☐

Medium ☒

Low ☐

**TAX MAP INFORMATION:** Block 3985; Lots 15, 16

**NAME:** Liberty + Elton

**ADDRESS:** 682-684 Liberty Avenue, Brooklyn, NY 11208

**OWNER:** Church of the Lord Jesus Christ

**MUNICIPALITY:** Kings County

**PUBLICALLY OWNED:** No

**FORECLOSURE LIST:** No

**SIZE:** Lot 15: 0.06 acres, Lot 16: 0.06 acres, Total: 0.12 acres

**EXISTING BUILDINGS:** 0

**CONDITION:** Fair

**ZONING:** C2-3 (commercial overlay) / R5 (mid-density residential district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other _____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave, 1100 feet
Miles to Highway:	1.2 miles	Rail Service:	LIRR East NY, 1.1 miles
Closest Interstate:	I-678	Closest Airport:	JFK, 7 miles
Miles to Interchange:	5.9 miles		

**SITE STATUS:** The site is vacant and is used as a parking lot by the Church of the Lord Jesus Christ.

**PROPERTY DESCRIPTION:** The property is mostly paved, although there is a significant amount of grass and plant overgrowth, especially along the site’s eastern border. About 3-4 trees line the eastern and southern borders, and they as well as the bordering buildings and fences are largely covered in ivy. There is a black iron fence along the site’s front on Liberty Ave; the fence has a gate for entry to the parking lot and is interrupted by a clothing bin facing the street.

**DESCRIPTION OF ADJACENT LAND USES:** Most of the adjacent land uses are residential, mixed with institutional, commercial, and industrial especially along Liberty Ave. The site’s immediate neighbors include residential uses as well as its owner, The Church of the Lord Jesus Christ. Directly across Liberty Ave are the Achievement First Apollo Charter School and its outdoor facilities, which together occupy two blocks. There are scattered commercial uses along Liberty Ave, including a convenience store, as well as an industrial site formerly used by the Banner Candy Mfg. Corp.

**USE AND ENVIRONMENTAL HISTORY:** There are six petroleum bulk storage tanks and one open petroleum spill location (spill date Aug 1998) within a one block radius of the site.

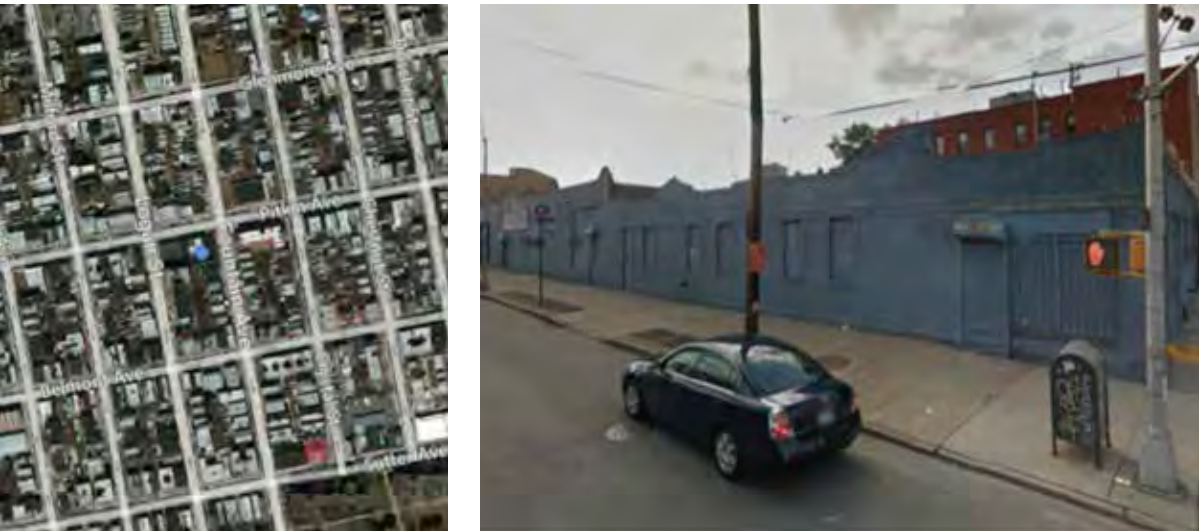
**STATUS OF REMEDIAL INVESTIGATION:** Unknown

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** The site could be developed as a mixed-use residential, ground-floor community and/or commercial building.

**RANKING EXPLANATION:** The site is ranked as “medium” because it is quite small. However, there is the potential for a larger assemblage about which CHLDC has spoken with the current owner of this and the adjacent lot. It is also located very close to JHS 302—the center of many of CHLDC’s youth and family programming in the neighborhood.



SITE 19  
PITKIN + FOUNTAIN



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High ☐  
Medium ☐  
Low ☒

**TAX MAP INFORMATION:** Block 4228; Lots 13, 17  
**NAME:** Pitkin + Fountain  
**ADDRESS:** 2602-2612 Pitkin Avenue, Brooklyn, NY 11208  
**OWNER:** Industrial Finishing Products  
**MUNICIPALITY:** Kings County  
**PUBLICALLY OWNED:** No  
**FORECLOSURE LIST:** No  
**SIZE:** Lot 13: 0.17 acres, Lot 17: 0.26 acres, Total: 0.43 acres  
**EXISTING BUILDINGS:** 2  
**CONDITION:** Fair  
**ZONING:** C2-3 (commercial overlay) / R5 (mid-density residential district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other _____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave, 2600 ft
Miles to Highway:	1.8 miles	Rail Service:	LIRR East NY, 1.7 miles
Closest Interstate:	I-678	Closest Airport:	JFK, 6.5 miles
Miles to Interchange:	6.4 miles		

**SITE STATUS:** The site is actively in use by its owner, Industrial Finishing Products.

**PROPERTY DESCRIPTION:** The property consists of two lots spanning the width of the northern end of the block. It is fully occupied by two attached 1 to 1-1/2 story masonry buildings. The buildings’ parapet walls are constructed with some decorative masonry elements and are lined with barbed wire. All of the windows are boarded up and the only accessible entrances seem to be through the building on Lot 17; there is regular entrance and a large service entrance on Pitkin Ave as well as one other large service entrance on Fountain Ave.

**DESCRIPTION OF ADJACENT LAND USES:** Adjacent land uses are significantly residential with some commercial, industrial, and institutional uses along Pitkin Ave. The site’s neighbor to the east is the Housing Works East New York Community Health Center, and across Pitkin Ave is the New Jerusalem Holy Church. To the west of the site on Pitkin Ave are some commercial uses, including a Laundromat, several salons, a small grocery store, and restaurants.

**USE AND ENVIRONMENTAL HISTORY:** The buildings were constructed in 1920 and the property was previously owned by Fountain Garage, Inc. The property is a chemical bulk storage site and a Re-source Conservation & Recovery Act facility; there is one petroleum bulk storage tank on the adjacent property southwest of the site as well as one petroleum bulk storage tank and one open petroleum spill location (spill date Nov 2001) within a one block radius of the site.

**STATUS OF REMEDIAL INVESTIGATION:** Unknown

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** The goal of any renovation or re-development of this site would be to make it more open to/a part of the community, instead of boarded up and protected by barbed wire.

**RANKING EXPLANATION:** Since the building is currently in use by a manufacturer and is providing neighborhood jobs, a proposed re-development or renovation would be a way to meet the CH BOA goal of comprehensive community revitalization—making manufacturing more a recognizable and attractive part of the community in place of the current adversarial relationship between manufacturers and residents. However, we have no interest in displacing current employers. Therefore, the ranking of the site is therefore “low.”



SITE 20

3255 ATLANTIC



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High	<input checked="" type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

TAX MAP INFORMATION:	Block 3960, Lot 58
NAME:	3255 Atlantic
ADDRESS:	3255 Atlantic Avenue, Brooklyn, NY 11208
OWNER:	BSB Real Estate Holdings, LLC
MUNICIPALITY:	Kings County
PUBLICALLY OWNED:	No
FORECLOSURE LIST:	No
SIZE:	0.53 acres
EXISTING BUILDINGS:	1
CONDITION:	Fair
ZONING:	C8-2 (automotive and heavy commercial use district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input checked="" type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other_____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave
Miles to Highway:	1.4 miles	Rail Service:	LIRR East NY, 1.3 miles
Closest Interstate:	I-678	Closest Airport:	JFK, 7.1 miles
Miles to Interchange:	6.1 miles		

**SITE STATUS:** The site is occupied by an abandoned fast food restaurant.

**PROPERTY DESCRIPTION:** The property is the former location of a closed Kentucky Fried Chicken fast food restaurant and occupies the southeast corner of the block at the intersection of Atlantic and Norwood Avenues. The KFC building remains on the site, but its signs have been removed and some of its walls have graffiti. The bare structural frame for a large detached sign remains on the southeast corner of the site. The property is fenced in on all sides by a solid plywood fence, which also exhibits graffiti as well as bills, and is fully paved.

**DESCRIPTION OF ADJACENT LAND USES:** The adjacent uses are primarily residential, but the site neighbors several industrial uses in an M1-1 zone as well as several commercial uses along Atlantic Ave. It is also very close to the intersection of Atlantic Ave with Conduit Ave. There is a large furniture and carpet outlet, which is adjacent to a gas station on one side and a large low-rise housing development on the other, across Atlantic Ave and a paratransit company’s garages and parking lots across Norwood Ave. Immediately west of the site is a car tire shop followed by commercial and residential mixed uses and another gas station.

**USE AND ENVIRONMENTAL HISTORY:** There are 49 petroleum bulk storage tanks, one open petroleum spill location (spill date Oct 2004), and three E-designation sites for hazardous materials within a one block radius of the site.

**STATUS OF REMEDIAL INVESTIGATION:** Unknown

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** This is a large site in the heart of the Cypress Hills neighborhood - near public transit, and two local schools—and would be well-suited for a much needed community facility.

**RANKING EXPLANATION:** This site is ranked “high” because it is currently on the market; because it is an almost ideal location and size for a community center (a top community priority according to CH BOA community surveys and workshops), and; because it is located on Atlantic Avenue—one of two corridors targeted by the CH BOA for strategic re-development and re-zoning.



SITE 21  
GLENMORE + MILFORD



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High ☐  
Medium ☒  
Low ☐

**TAX MAP INFORMATION:** Block 3992; Lots 42, 43, 44, 45, 46, 47, 48  
**NAME:** Glenmore + Milford  
**ADDRESS:** 861-873 Glenmore Avenue, Brooklyn, NY 11208  
**OWNER:** Dept. of Housing Preservation & Development (Lots 43, 45, 47, 48),  
Glenmore Avenue Corp. (Lots 42, 46), Voni B. Johyn (Lot 44)  
**MUNICIPALITY:** Kings County  
**PUBLICALLY OWNED:** Lots 43, 45, 47, 48: Yes; Lots 42, 46, 44: No  
**FORECLOSURE LIST:** No  
**SIZE:** Lot 42: 0.04 acres, Lot 43: 0.03 acres, Lot 44: 0.04 acres,  
Lot 45: 0.04 acres, Lot 46: 0.04 acres, Lot 47: 0.04 acres,  
Lot 48: 0.05 acres, Total: 0.28 acres  
**EXISTING BUILDINGS:** 0  
**CONDITION:** Fair  
**ZONING:** R5 (mid-density residential district)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other_____	<input type="checkbox"/>		

UTILITIES:

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS:

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave, 1200 ft
Miles to Highway:	1.6 miles	Rail Service:	LIRR East NY, 1.5 miles
Closest Interstate:	I-678	Closest Airport:	JFK, 6.8 miles
Miles to Interchange:	5.7 miles		

**SITE STATUS:** The site is vacant and generally unused, with at least one lot used for parking.

**PROPERTY DESCRIPTION:** The site consists of seven narrow lots on the southwest corner of the block at the intersection of Glenmore and Montauk Avenues. It is vacant and covered in overgrown grasses and bushes as well as five large trees scattered around the site. The site is fenced in on all sides with chain link fencing, which also runs through the site along four of the lot boundaries, and at least one lot is being used for private parking.

**DESCRIPTION OF ADJACENT LAND USES:** The adjacent uses are significantly residential. There is a small church facing the site across Glenmore Ave and a small corner grocery store east of the site on Glenmore Ave. Public School 345 is located one block west of the site and across the street from a large industrial auto body shop and warehouse.

**USE AND ENVIRONMENTAL HISTORY:** Unknown

**STATUS OF REMEDIAL INVESTIGATION:** Unknown

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** An assemblage of all of the lots could make way for a decent amount of new affordable housing.

**RANKING EXPLANATION:** Affordable housing is a pressing need in the neighborhood, so the more units that are added, the better. Four of the seven lots are owned by HPD, which raises the possibility of a low/no acquisition cost, making affordable housing development more feasible in a low-density zone. Therefore, the site is ranked “medium.”



SITE 22  
ST. RITA’S



ASSESSMENT OF OVERALL IMPORTANCE AND RANKING

High	<input checked="" type="checkbox"/>
Medium	<input type="checkbox"/>
Low	<input type="checkbox"/>

TAX MAP INFORMATION:	Block 3972, Lot 12
NAME:	St. Rita’s
ADDRESS:	260 Shepherd Avenue, Brooklyn, NY
OWNER:	City of NY
MUNICIPALITY:	Kings County
PUBLICALLY OWNED:	Yes
FORECLOSURE LIST:	No
SIZE:	1.22 acres
EXISTING BUILDINGS:	2
CONDITION:	Fair
ZONING:	M1-1 (light industrial use district) & R5 (medium-density residential)

ZONE AND/OR DISTRICT STATUS:

NYS Empire Zone:	<input checked="" type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input checked="" type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Empowerment Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input type="checkbox"/>
Other _____	<input type="checkbox"/>		

UTILITIES: (check all that apply)

Municipal Water:	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

ACCESS: (check all that apply)

Closest Highway:	Jackie Robinson Pkwy	Access Road:	Atlantic Ave, 300 ft
Miles to Highway:	1.3 miles	Rail Service:	LIRR East NY, 1.3 miles
Closest Interstate:	I-678	Closest Airport:	JFK, 6.9 miles
Miles to Interchange:	5.5 miles		

**SITE STATUS:** The site is currently occupied and used by a Catholic elementary school and mentoring center.

**PROPERTY DESCRIPTION:** The lot forms a T-shape, covering the northeast quadrant of the block from Atlantic Ave to the middle of Shepherd Ave and extending over the width of the block to Essex St. The site is occupied by two masonry buildings and a parking lot in between. The larger building located on the northern portion of the site houses the school; it consists of two sections ranging in height from 1-1/2 to 2 stories and is decorated with a cornice. The smaller building located on the southern portion of the site houses a Big Brother Big Sister Mentoring Center; it is two stories high and decorated with religious symbols. The site is fenced in with a decorative red iron fence on its Shepherd Ave border and a chain link fence on its Essex St border. The majority of the site is paved for parking, but some landscaping, including small lawns and bushes, surrounds the smaller building.

**DESCRIPTION OF ADJACENT LAND USES:** Adjacent uses are generally residential but with a significant mix of institutional, commercial, and industrial use, especially along Atlantic Ave. Across Shepherd Ave are two more buildings used by St. Rita Church, including its parish, and neighboring a medical center. Nearby uses along Atlantic Ave include a sign shop, an auto body and glass shop, a tool supply dealer, and a fast-food restaurant.

**USE AND ENVIRONMENTAL HISTORY:** The main school building was constructed in 1926 for the purposes of the St. Rita Catholic School. The smaller building, which was formerly a residence, was purchased in 1926-27 by St. Rita Church and renovated for use as a convent for teaching staff. There are five petroleum bulk storage tanks on the site as well as seventeen petroleum bulk storage tanks and two open petroleum spill locations (spill dates Dec 1995 and Mar 2006) within a one block radius of the site.

**STATUS OF REMEDIAL INVESTIGATION:** Unknown

**USE POTENTIAL AND REDEVELOPMENT OPPORTUNITIES:** The site would be ideal for a community center.

**RANKING EXPLANATION:** This site is ranked “high” because the site is quite large, because the existing buildings could be adaptively reused as a community center—a top community priority according to CH BOA community surveys and workshops and because CHLDC has a long history of working in coalition with St Rita’s on a variety of neighborhood issues.





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## CHBOA COMMUNITY ENGAGEMENT MATERIALS

## HEALTHY URBANISM AS INTERVENTION HEALTHXDESIGN



**FOOD BUSINESS ANALYSIS**  
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**COMMUNITY DEVELOPMENT**



**CH BOA REAL ESTATE ANALYSIS:  
CORNERSTONE GROUP**

**CH BOA PRIORITY STRATEGIC  
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**PHILIP HABIB & ASSOCIATES**









## **About Cypress Hills Local Development Corporation**

With community residents leading the way, the mission of Cypress Hills Local Development Corporation is to build a strong, sustainable Cypress Hills/East New York, where youth and adults achieve educational and economic success, secure affordable housing, and develop leadership skills to transform their lives and community. Local residents and merchants founded CHLDC in 1983. CHLDC serves 8,000 residents annually, and delivers programs that target the area's physical and economic infrastructure, provide educational and social services, and foster local leaders.

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